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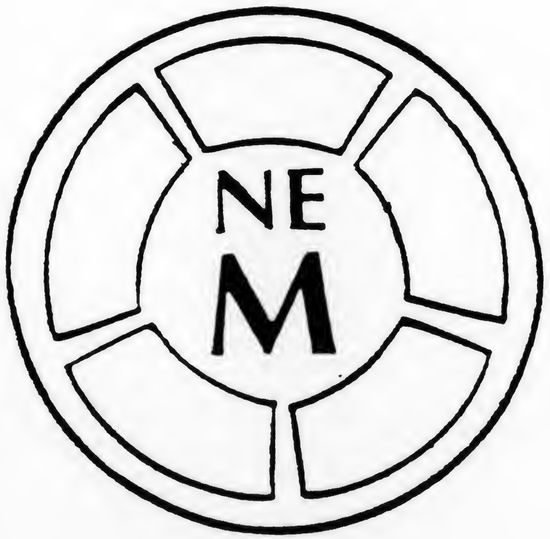
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THE

L. A. W. BULLETIN:

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

THE OFFICIAL ORGAN OF THE

LEAGUE OF AMERICAN WHEELMEN.

VOLUME IV.

JANUARY 7, 1887, TO JULY 1, 1887.

BOSTON, MASS.:

ABBOT BASSETT, EDITOR AND PUBLISHER.

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THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

PUBLISHED WEEKLY:

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA:

$1.00 A YEAR. 3 CENTS PER COPY.

Philadelphia, January 7, 1887.

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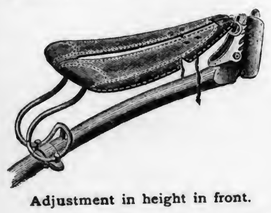
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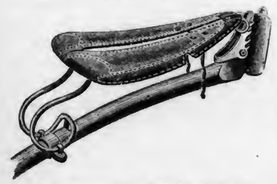
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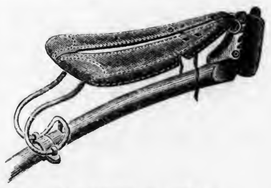
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EUGENE M. AARON, - - - EDITOR
P. O. Box 916, Philadelphia, Pa.

Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list; failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

Personal controversy, fault-finding, and allusions to manufactures and manufacturers will not be admitted to the columns devoted to reading matter.

The EDITOR must in all cases have the full name and address of the authors of contributed articles as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

ADVERTISING RATES ON APPLICATION.
Our Circulation this Week is
11,500 Copies.

No. 1. JANUARY 7, 1887. VOL. IV.

OUR FOURTH VOLUME.

With this issue we begin Volume IV of the BULLETIN, and celebrate that event by presenting a much more artistic heading on our front page, which we hope will be appreciated by our readers, who must, by this time, be tired of seeing the hastily wrought design that has done service for 18 months, and which was the product of that period of nine days' notice, when, by order of the League's Executive, we brought forth our first number.

At the beginning of a new volume it is so easy to promise great things for the numbers to come—promises that may or may not be realized—that we believe our readers will appreciate a change from the usual policy in cycling journalism, and be pleased to have instead a *resume* of the work done by the BULLETIN during the year 1886.

The indices for Vols. II and III, January 1st to December 31st, 1886, contain over 2,500 references, though most items of minor importance are not indexed and many items of club and other news are not indexed save under the title of the article in which they appear. Of these 2,500 references about 1,100 refer to Vol. II, and 1,400 to Vol. III. A summary of these index items brings out some interesting facts, all the more interesting as the BULLETIN is the only accurately indexed cycling periodical published.

Let us first take a look at League affairs and see what these indices show us of the League growth for 1886. These two volumes have contained 50 lists of applicants for League membership containing over 5,200 names, or an average increase of 100 per week. They have contained 60 notices of appointments by the President, most of them being to Board membership. Over 200 items of "Club Life," chronicling the doings of as many cycling clubs during the year, have appeared. The formation of nearly a dozen divisions, and the business transactions of 25, have been noticed, and in many cases most fully reported. The appointments and official acts of all Chief Consuls have been most faithfully chronicled, and the number of the new Consuls and hotels that have been reported therein runs well up toward 1,000. The various League and division committees that have had any work to report have done so in those columns, and these reports alone afford a most excellent index of the growth and work of the League.

To turn from League growth to division growth, we find, as has already been said, that all the division meetings and their official transactions have been noticed, in very many cases full detailed accounts of their proceedings being given. Thus we see that California members have formed a Division; have held a meet; have had a Division tour; have won a legal victory; have awarded championships; have won Presidential appointments; have published a Road-Book; have had a corps of officers and a series of hotels appointed; and have, in fact, as twenty-three index references show, gone through all the phases of growth that mark the progress of the healthy and active division; and what is true of California our indices show to be true of the others of our twenty-eight divisions, New York requiring forty-eight references to tell of her growth and prosperity. So, too, of the racing interests in the various divisions. Where, either under or in conjunction with State division auspices, race meetings have been held, the fullest and most accurate accounts, as a rule, have appeared in the BULLETIN.

We would call to the particular attention of all our readers, and especially those who are workers in the League's behalf, to a call to California members, which is published in our "official announcements" column this week.

This call has the true ring to it. It should win a large percentage of renewals from California, and it will serve as an excellent campaign document for all who at this time are striving to make 1887 the banner year in respect to the percentage of renewals and increase of membership. Nothing but a most earnest and determined effort all along the line will bring this about, and nothing will do more to brace the League worker for this effort than a careful perusal of Chief Consul Welch's stirring call.

Though the amateur question is voted by all hands to be a fossil from the earliest known strata, and its discussion has made such an impression in the past that he who would now dare unearth it for another overhauling must indeed be a brave soul, still, surprising as it may seem, it has received so little attention in these columns during 1886 that but nine index references suffice to do it justice.

As was pointed out in our editorial in last week's issue, while the racing and sub-amateur interests have languished, those of the tourist and of him who would use his wheel for recreation or health alone have claimed much more attention from the League than ever before. This disposition to turn from discord-provoking to the refreshing and stimulating features of cycling has been strongly encouraged by the BULLETIN both in the correspondence and editorial columns. Though containing far more reading-matter for 1886 than any of its American rivals, the BULLETIN has earned the proud distinction of giving less space to the racing interests than they, and at the same time it has devoted far more attention to those more permanent features of cycling which go to make up the sum of the tourist's happiness.

To the health-seeking tourist we have offered articles descriptive of Bermuda, Old Point Comfort, the Berkshire Hills, the Catskill and White Mountains, Colorado, Southern California, the Shenandoah Valley, and many other points of equal merit and interest. The most excellent series of accurate descriptions of localities of the greatest interest to the wheelman, known as "The Famous Riding Districts of the United States," have attracted attention from all quarters and have been largely copied in local papers. The over thirty articles on the subject of highway construction and maintenance—a subject very near the heart of every ardent cyclist—have also earned that sincerest form of flattery, widespread copying.

So, too, the great tours of the year have been well represented in our columns. Nineteen references under the title of "Thomas Stevens" stand as testimony that the travels of that monument of Anglo-Saxon grit and audacity have been well chronicled. The happenings on other notable tours—New Orleans to Boston, the first annual League et al.—have been carefully spread before our readers in 41 articles, and have won so many encomiums that ere long we shall produce a long and extremely readable account of the "Big Four Tour" of 1885, which, strange to say, has never yet been carefully described in any columns.

From the doings of the tourists we naturally turn to those of the stay-at-homes. In local news and gossip the BULLETIN has been particularly rich; all the large cycling centres have been well represented for many months past, and during the publication of Volume III a full corps of paid correspondents have been procured and maintained. Over 100 letters of this sort—an average of two per week for the year—have kept our readers well informed of the League and general cycling events and prospects in all the large centres. In addition to these local letters, most of the large division and race meetings have been specially reported by extra correspondents, the Editor alone having traveled considerably over 3,000 miles to attend all the tournaments of the fall circuit, at which the notable flyers were present.

While the large centres and large gatherings have been thus well represented, the smaller though none the less agreeable events have had their share of our space. Volunteer talent has kept the BULLETIN well supplied with items of news and the more pretentious forms of correspondence, so that it can well be claimed that the over 600 index references to events of this nature comprise the fullest published epitome of American wheel life for 1886.

Legal rights and victories, a brief summary of the most important of which was contained in last week's editorial, have called for 21 references—references which lead the reader to accounts of 20 victories without one case where the League standard has been even temporarily lowered.

Thus it will be seen that the BULLETIN contained during 1886 an unequaled chronicle of the cycling events of the year, all of which have been carefully indexed and all of which are furnished to the League member at a price that is much less than one-quarter the amount that is charged for a less amount in other quarters. This we do not say with a view to discrediting the most excellent work done by our con-

temporaries—no one is more convinced of their worth and usefulness than is the Editor of the BULLETIN—but simply to show our members the advantages of that form of co-operative publication which produces our journal. We also, at this time, call the attention of our readers to the many strong points of the BULLETIN, as we do to those of other branches of League work, that such information may be used by the League worker in procuring applications and renewals. Many members who anxiously await the arrival of the BULLETIN each week are in the habit of devouring its contents without giving one thought to the labor that produces it or the aggregate of information contained in one of its volumes, or of the surprisingly low figure at which it is being produced.

Enough of the BULLETIN in 1886. Let us now turn our attention to its future in 1887, and see where it stands in need of improvement. At this word we think we can see numbers of our readers all over the country prick up their ears and show evident signs of increasing interest; for nothing so impresses the Editor of a club or association journal as the fact that many of his readers consider him the least fit man in their midst to fill the position to which he has been chosen, and consider him the fair target for advice unlimited and criticisms innumerable. When he took the care of the journal he became public property, and he alone of all the members of the organization is without rights, and is not entitled to possess feelings that can be hurt or a temper than can be ruffled. But it is not of personal matters or the failings of the Editor that we wish to speak—of the latter we are painfully conscious, and they are the constant theme in the editorial columns of some of our envious rivals, and to them we can always turn for such information.

The needs of the BULLETIN may be briefly stated to be as follows:

1st. An increased force of regular correspondents.

2d. Occasional illustrations of the better sort.

3d. Sketches and short stories of good quality.

4th. A more thorough representation of the more remote localities from volunteer pens.

5th. A greater amount of contributions of such a nature that they will appeal to the tastes of the novice or even the non-wheelman.

The first two, and to a certain extent the third of these, needs will come with growth in our earning capacity which is materially augmented by the increase in our advertising rates which go into effect with this issue. These are but improvements that will be sure to come in time—and that quickly on the opening of the riding season.

The last two needs, and the third to a great extent, must come of volunteer effort. A paid corps of newsgathers outside of the large cities will probably never be at the call of the BULLETIN, certainly not for several years to come. So, too, with stories and sketches, the BULLETIN can hardly be expected to furnish these where cash must be paid therefor, save on rare occasions; they will usually have to come, if come they do, from volunteers.

This is a matter that should have the careful attention of the many talented writers in the League. That the matter may have still more careful attention we will refrain from attempting to discuss it in these already overcrowded columns, but will again call it to the attention of our readers in some future issue.

Capable volunteers, however, need not feel called upon to wait for any further reminder; the BULLETIN stands in need of their efforts at this time especially.

OUR ST. LOUIS LETTER.

How are you feeling this year? We are right on deck and ever ready for the fray. With the last day of 1886 ended an interesting chapter of cycling enterprises in St. Louis, and all things but one seemed to have shaped themselves for a complete and happy close. New Year's Day, cold, clear, and beautiful, must seem to our veteran workers like the restful calm before a busy year—a standing start, as it were, before another long and hard race.

The Ramblers were unable to carry out their good resolutions last night relative to securing the record for the first ride in 1887, being prevented by several inches of soft snow and a cold and bitter wind. There was a pleasant gathering at their Club-room, though, and this bird did not miss the rare chance to fill the place with smoke and ashes. With song and chat the time passed until the minute-hand crossed the midnight mark, when the boys dispersed and plodded home. I think that some of the chatters went away convinced that another year, if not the next few months, would see further and all-important changes in the affairs of the Club. I saw the lights go out at the Missouri Club-House as I passed, so I judge there must have been a party of watchers there, too.

By next Tuesday all club committees will have been elected to meet Burley Ayers and his merry crew of Chief Consuls who will be with us next Sunday. For the result of that meeting we are waiting with interest, as it will shape the work for the meet, which will probably be commenced with a vim immediately after. The boom which Mr. Kirkpatrick gave the meet when he was in Boston is thoroughly appreciated and has awakened a good deal of pride and enthusiasm. Mr. Kirkpatrick's impression, though, that the St. Louis Fair Association is interested in the meet makes us smile sadly. We only wish it were so, for the Association could undoubtedly do much to help the meet and its own money-box by simply opening its grounds to wheelmen in May. There is much discussion as to the proper dates for the meet, but general opinion seems to favor Friday and Saturday, May 20th and 21st, holding the banquet on the evening of Saturday and following it up with the big boat-trip up the Father of Waters to the scene of the *Wheelman's* road race, which will probably occur on Monday, May 23d. The *Wheelman* is endeavoring to make this a world's championship race. This will require the sanction of both the L. A. W. and N. C. U., and if the grant is obtained it will make the race all the more interesting, and on that course, with its fine facilities for viewing the event, it will be a day which will never be forgotten by those lucky enough to witness it.

Our wheelmen were agreeably surprised this evening to see the cycle column of the *Post-Dispatch* (the only daily budget) show something like its old-time enterprise as a vendor of genuine news and original ideas. The *Post-Dispatch* is out to-day with a suggestion that the L. A. W. form itself into a beneficiary association for the protection of its members against accident or even death from cycling causes by an assessment of, say, 50 cents per member in each case. I quote below the views of several prominent cyclists, who seem to clearly define the idea:

E. B. Page said: "It is a good idea, and ought to commend itself especially to married cyclists, but I am afraid its workings would be too intricate for the League. In the preliminaries even, there would be much difficulty experienced. The organization would require a large capital, and in some States would have to provide a deposit with the State Insurance Department. But I hope all these can be arranged."

E. R. Stettinius, ex-Grand Marshal of the illuminated parade, said: "I shall strenuously oppose the plan. The idea of adding a striking and distinctive feature to the League is a good one, but I don't think this feature is practicable. In the first place, say the assessment on each member would be $6.00 per annum, for twice that insurance can be got in any company against all accidents. In the second place, the insurance feature would increase the duties of Division Consuls and Secretary-Treasurers. It should be their effort to secure better roads, promote touring, gain more protection for wheelmen, and encourage a more general use of the wheel among riders themselves. The insurance scheme would render these duties secondary. Again, the financial work of the Chief Consuls and other officers would be worthy of some compensation, and thus the expenses would be materially increased. An increase of dues would be necessary and a much more careful conduct of affairs than now exists. However, some arrangement might be made by the League for some company to insure all League members against bicycle accidents, and I should think a great organization like the League could secure quite a reduction in rates."

Professor C. H. Stone, the Nestor of St. Louis wheeling, took a different view: "No better thing could be devised to build up the League. The fact that insurance can be got in certain accident companies does not militate against it. A cycler's sympathy goes out to any injured fellow-wheelman, and why shouldn't his money go as willingly when all stand on the same basis of expectation of returns? It seems to me the League could handle such a scheme without any difficulty. It is a large and complete institution, thoroughly organized, with great resources at its back. The League is now an assured business success, and it can carry out a scheme like this. In regard to the collections and capital required, I believe that the L. A. W. is as able to meet those requirements as well as certain lodges I know. Why should not a membership having so many interests in common have benefits in common?"

Mr. R. F. Foster, of Baltimore, was in the city a few days ago. It will be remembered that Mr. Foster was expelled from the League some two years back. I would be treating this gentleman unfairly by publishing a conversation I had with him, but some of the statements made by him regarding his expulsion were so startling as to make a strong impression, and it seemed to some of those who heard him that he should verify them before the League, for its own sake as certainly as for his own. Mr. Foster tells us that Baltimore is unusually well provided with Club-house comforts, and says the Maryland Club, with but 40 cycles in the Club, has a membership of about 125, and derives an income from its house.

Bob Gordon recently came down from Kansas City. He tells me that the Outing Cyclists up there are having very jolly times at their handsomely furnished rooms, which are located in the heart of town. A weekly whist party is one of the diversions. The K. C. Wheelmen are equally well fixed for the winter.

I consider it only fair that I be allowed space to answer with a few direct statements the slurs which the Oracle of the *Post-Dispatch* cast upon my motives as a correspondent. After showing him to be in the wrong, and proving to my own satisfaction that St. Louis readers do not look upon these letters as "repositories of venom," I fully intended to shut up like a clam. I cannot, however, consent to play the part of a corpse while the *P.-D.* vindicates itself at the expense of truth and the veracity of a 'prominent wheelman. In the BULLETIN of December 24th I reported an interview with Captain W. M. Brewster, and a portion of it referred to the methods of the *Post-Dispatch*. I selected Mr. Brewster as a representative spokesman, and he gave his honest opinion that the cycle editor of the *Post-Dispatch*, some months back, caused ill feeling between local clubs. On December 29th the *P.-D.* contained an article in which Mr. Brewster was made to deny this statement. The following morning, in his own office, Mr. Brewster indignantly and decidedly told the Oracle that his version was utterly false, whereupon the latter replied that he could not consistently retract the article. I now do so for him.

It must have been noticed by local wheelmen that the *Post-Dispatch* in its controversy with the BULLETIN has been indorsed by the cycle editor of the *Spectator*. This has been remarked as very singular. They would probably be surprised to learn that the Oracle of the *P.-D.* was *his own backer;* but in spite of a probable denial, if circumstantial evidence amounts to anything, and I believe it does generally, this is certainly a fact. The fact that the *Spectator* did not have the fairness to print Editor Aaron's statement of the controversy started the hunt for this evidence. It is high time that this sort of business was brought to an end. The Oracle has repeatedly been told by his best friends that his system of throwing dirt at anybody and everything connected with cycling in St. Louis is getting to be disgusting, and I have voiced this as the open opinion of prominent wheelmen. He has never yet been known to meet an issue fairly and squarely, and circumstances show that he has even descended to double-dealing. I have been showing his course up in its true light, and he evades the issue and says I am causing discord. Thank goodness! it is only the unmusical noise incident to the choking of a viper. By this term I refer to the course, not to the person. He asks protection from these charges as a League member. Let him enter his complaint, and as another League member, I am prepared to hold up my end, and feel that I will have the backing of fair-minded wheelmen. How long the latter will bear with the disturbing element created by the "little" *Post-Dispatch* squibs remains to be seen, but I would like to see the strong talk which I have heard resolve itself into sufficient pluck to rise up and kick once for all.

Tobogganing has taken a great hold in the West End. There is a natural slide in Cabanne Place, which is some 800 feet in length, and steep enough to bring one's hair to a vertical position without any trouble whatever. PHŒNIX.

January 1st, 1887.

Correspondence.

The Editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

THEY WANT CHEAPER WHEELS.

PITTSTON, PA., December 30th, 1886.

EDITOR L. A. W. BULLETIN:

I give my hearty concurrence in regard to the price of bicycles and tricycles, as set forth under the head of "Current Notes and Comments" in the BULLETIN of 24th inst.

The cycle trade is now just what the sewing-machine trade was 20 years ago. When the sewing-machine first came among us the price was $125; now a better machine can be bought for $35; and the same rule applies to every new invention—those who use them at first have got to pay in many cases about double what the thing costs. There is money in the cycle business at one-half the price now existing. Of course, the first cost of a machine is considerable on account of the fine and accurate machinery required, but the price need not be put at such an exorbitant figure that the whole outlay will be returned the first year. I know that the manufacturers in this country are paying large dividends, and it is a rare thing to hear of a firm of the nature under comment going to the wall under financial difficulties. I also heartily applaud the idea of making the BULLETIN independent of all manufacturers. This will give each and every one a chance to criticise the different manufacturers, and the riding public will in time, through this medium, secure the best results of mechanical skill, and all makers not up to the standard will have either to make machines equal to their competitors or close shop.

Yours very truly,
FRANK SNYDER (L. A. W. 2,067).

CHEAPER WHEELS.

EDITOR L. A. W. BULLETIN:

I was very glad indeed to read in "Current Notes" of the December 24th BULLETIN the extract from the letter of an "Active Wheelman."

In support of his statement as to the price of bicycles, the writer bought a wheel of first-class, "foreign" listed at £18, at a discount of one-third. This without any solicitation on his part. I suppose the large dealers in this country get one-quarter to one-third off.

If membership in the L. A. W. gave us the privilege of this discount it would probably be appreciated by the general membership as heartily as is the saving of 15 to 25 cents by the tourist.

Our Club applied for membership in the L. A. W. February 3d, 1881. We dropped out, concluding the organization was run entirely in the interest of the manufacturers. I have seen but little during the past five years to change the opinion then formed.

I trust you will find space for this communication in the BULLETIN, even at the risk of being deemed eccentric, and I hope the "active wheelmen," who are in favor of their membership in the L. A. W. saving them a discount of from $25.00 to $50.00 on a wheel, as well as the 25 and 50 cents on the hotel bill of the tourist, will cogitate over and shake this idea until it "ferments" successfully.

Fraternally yours,
PIONEER.

[As a member of the League, in equal standing with the above two writers, the Editor wishes to disclaim any responsibility for their utterances. Their motive is a good one; but they are evidently far from right in their deductions, and we have every reason to believe that their ideas of enormous profits are erroneous.

"Pioneer's" insinuation that the L. A. W. is run entirely in the interests of manufacturers is too foolish and unworthy of an *enlightened* League member to call for further comment.—ED.]

NEW YORK BI. CLUB RECORDS.

NEW YORK, January 3d, 1887.

EDITOR L. A. W. BULLETIN:

Below I give summary of riding for 1886 by the New York Bicycle Club, as far as reported, and totals of the same members for 1885, in reference to which it is only fair to say that Mr. Kitching was disabled from riding for the best part of 1886, and Mr. Jimenis was also ill for several months in the spring and early summer. The routes included traverse eleven counties in New York State, four in Massachusetts, one in Vermont, one in Connecticut, four in New Jersey, two in Pennsylvania, and one in Colorado, beside the Island of Bermuda. Of the 3,418 miles covered by Messrs. Roy, Jimenis, and Shriver, 1,878 were outside of the New York city riding district, *i. e.*, Manhattan Island and Westchester County, within a radius of 25 miles from our Club-House. Every month in the year is represented, the best month record being 1,657½ miles in October, and the lowest 96¼ in December.

The first ride began with the birth of the New Year, but our courage failed us on the night of December 31st, and the last ride was taken on the 26th.

Member.	Days.	Best in one day.	Total 1886	Total 1885
F. M. Daniels,	112	71¼	2063	1484
E. J. Shriver,	50	74	1454	736
G. S. Daniels,	55	61	1169	755
J. B. Roy,	38	104⅛	1008	574
J. O. Jimenis,	33	113½	956	663
F. W. Kitching,	51	47	777	1466
H. S. Ruven,	43	38	634	1158
M. L. King,	33	50	521	
E. H. Adams,	25	32	343	400
J. C. Mott,	20	32	283	119
L. O. Macdaniel,	20	30	244	214
C. L. Childs,	10	25	160	96
R. R. Haydock,	9	30	138	127
W. A. Whiting,	12	22	131	377
H. Conkling,	5	30	74	83
C. L. Gridley,	6	20	61	229
			10016	8481

Yours truly,
EDW. J. SHRIVER,
Sec'y N. Y. Bicycle Club.

ADMIT THE PROFESSIONAL.

MINE LA MOTTE, MADISON CO., MO.,
December 3d, 1886.

EDITOR L. A. W. BULLETIN:

I am a *professional* (mining engineer). Our professional societies (such as the American Institute of Mining Engineers) admit *non-professionals* interested in our work as *associates*. It has occurred to me, while pondering over Mr. Herring's "solution," that perhaps some such arrangement would help "solve" our problem. I would suggest as follows: Change Article III of the Constitution by inserting after the words "membership in this League," the following:

"And any professional wheelman in good standing shall be eligible as associate" upon, etc.

Our professional brother would then be welcome in our midst, as he now is usually in our company. The League would be the gainer by the amount of his dues.

Mr. Herring's ambitious amateur could race with the professionals to his heart's content, the amateur rule need not be troubled, and beyond this the organization, by admitting the professionals, would have some control over their racing by enacting certain rules the infraction of which would forfeit the L. A. W. standing, etc.

The associate would have no vote in L. A. W. affairs and not be allowed to compete for L. A. W. championships.

Submitting the above to the consideration of our fellow-members, I am, fraternally,

JAS. W. NEILL, E. M.,
L. A. W. Rep.

[Our apologies are due Representative Neill for the delay in the appearance of this letter. It got among our answered letters through carelessness on our part.—ED.]

THOMAS STEVENS' ADDRESS.

DEAR SIR:—So many inquiries are made at this office for the post-office address of Thomas Stevens, that I beg you will inform his friends through your columns that I am sending letters for him to the care of the San Francisco Bicycle Club, 1428 Market Street, San Francisco, where he expects to arrive about the middle of January.

Yours, truly,
POULTNEY BIGELOW, *Editor of Outing.*

WELCOME TO THOMAS STEVENS.

The Chairman of the Reception Committee of Thomas Stevens, of the San Francisco Bicycle Club, writes under date of December 21st, in a letter to the editor of *Outing:*

"DEAR SIR:—All arrangements have been made for the reception of Mr. Stevens on his arrival here. The Olympic Club have joined with us, and when he arrives will receive him down the bay. I, as Chairman of the Reception Committee, have obtained permission from the Custom House authorities and the quarantine officer to allow the Committee to board the steamer down the bay. The officers and directors of the San Francisco Bi. Club, in connection with the officers and Board of Directors of the Olympic Club, will give Mr. Stevens a banquet and also hold a reception in the latter's rooms, to which only members of both Clubs and their lady friends will be admitted. This Club will also invite Mr. Stevens to their annual banquet, which takes place about the time of his arrival here. You can rest assured that the San Francisco Bi. Club will receive him with open hands and look after him while he is with us. Wishing you a 'Merry Christmas' and a 'Happy New Year,' I remain, etc."

WANTS MORE OF IT.

FORT WAYNE, IND., December 28th, 1886.

EDITOR L. A. W. BULLETIN:

DEAR SIR:—The Christmas number of the BULLETIN was exceptionally good, and we think that a cycling story or an account of some interesting tour should be made a permanent feature of each BULLETIN, as well as the letters from the regular correspondents and the League news. By all means let us hear from the author of "Cedar Hill" again.

12,180.

P. S.—We see very little news in the BULLETIN from this part of the State. An occasional letter from a correspondent here to the BULLETIN would no doubt please our large L. A. W. membership. We have, I think, 32 members in this town.

[The BULLETIN would be very glad to be financially able to treat its readers each week as it did in its issue for December 24th, but it will readily be understood that it is not in that condition. An occasional letter from Fort Wayne will be received with thanks by the Editor.]

CLEARFIELD (PA.) NOTES.

It has been several months since you have heard from the Clearfield wheelmen, and it is our intention to let our cycling friends and co-workers hear from our mountain fastness at least twice a year. Here we are away up in the clouds, so to speak. The elevation above the sea is 1,100 feet, and yet we have quite a number of cycling tourists pass through our beautiful, shaded town during the season of riding. The country round about for miles is hilly and mountainous, but the roads generally are good. On some of our tours we are compelled to trundle up the mountain-side for four miles. On the return trip one is repaid for his exertions up the mountain by riding down. It is a brave wheelman who rides down the Anderson Creek and Rockton Mountain roads into Clearfield, and yet we have several riders who do it. These rides afford some wild and romantic scenery—I believe equal in a degree to that of Switzerland. From one spot on the Rockton Mountain road, several miles out from Clearfield, the town can plainly be seen away down in the valley, 1,100 feet below. Mountain-tops and farm lands can be seen for miles away. This spot is 2,200 feet above sea level. It is truly a grand sight, and one worthy of a special trip to Clearfield during the summer months. About two years ago Mr. J. V. Stephenson, of Greensburg, Pa., who, by the way, is one of Pennsylvania's best road riders, was touring toward Clearfield, and coming to the top of Anderson Creek Mountain Road looked down, and thinking the coast clear—so far as he could see, which is not more than 100 yards or so—started on the descent on his 58-inch wheel. After going about a mile his hand, no doubt, became tired of holding the brake-lever, and, slacking his grip, he began speeding down at terrific pace, when he took a severe header. Strange to say, the only damage done was a broken handle-bar. He remounted at the bottom and rode the remaining six miles into Clearfield with but one handle. I notice in the Road-Book that Mr. S. reports "this hill dangerous." Under the circumstances, one would.

Early in October last Messrs. J. A. and Herb. Smith passed through this place awheel, en route for York, Pa. These gentlemen left Louisville, O., several days before and were taking things easy during the 300 miles or so that they had toured. They were in excellent health, and looked good for the balance of the journey. They are not League members, but promised me faithfully that they would join. Will some missionary wheelman in their vicinity look them up and bring them into the fold? They spoke in the highest terms of our worthy Consul, Mr. J. B. McKnight, of Brookville, Pa., who, by the way, is one of the most generous, self-denying, and accommodating gentlemen in the League. Our Chief Consul done well in making Mr. McKnight a Consul. Some of our wheelmen have had the pleasure of enjoying Mr. McKnight's hospitality at different times during the past two or three years. Distance to Brookville from Clearfield is 42 miles, over hill and dale, and is a good day's journey awheel.

Mr. C. R. Overman tarried in our town a day last month. We found him to be a very pleasant gentleman and fluent conversationalist, who knows a few things about wheels, especially the Victor. Your representative took him to the top of Cemetery Hill, which he pronounced more difficult to mount than Corey Hill, and yet we have a few riders who can do it.

We pity Thomas Stevens when he arrives in the United States, if he attends all the banquets, dinners, dances, et al., that are now being arranged for him. We are afraid that large doses of calomel will be needed to keep him "moving" around. His muscles must now be hard as whalebone. Just think of it—a constant tramp, pedal tramp, for two years through sunshine, rain, wind, snow, torrid climates, over mountains, through valleys, fording warm streams one day and the next ice-ladened mountain torrents, through disease-infected countries, imperiled and threatened by robbers, wild beasts, and hunger, detained by authorities, turned back and made to retrace long distances gone over before. At last he has succeeded in "doing" the crust of the earth, 25,000 miles, and, not sick, dead, or disheartened, this intrepid, brave, and strong man returns, full of life and humor. I say, "feed" him, fellow-wheelmen, feed him. Give him plenty, leaving out of your menu "black bread," "mastic," etc., of which he has had enough. He has just accomplished a feat that no other has ever attempted, and not likely to try. Give him a rousing reception, and do him great honor. All of which he is justly entitled to.

A word to the L. A. W. wheelmen of this vicinity, and especially our Clearfield members, send in your $1 bill, name written plainly, with address and League number, in envelope to Secretary-Editor E. M. Aaron, box 916, Philadelphia, Pa., and have your membership renewed at once for 1887. It will pay you tenfold in a great many ways to stay with the thousands who renew every year. Do not procrastinate, please.

We don't put away our machines for the winter in vaseline—we ride.

When did you say Karl Kron was buried? It seems to me that it was some few years ago; was it not? I picked up an ancient almanac the other day and saw therein that one Karl Kron would have before the public, in about two or three months, a book entitled, *Ten Thousand Miles on a Bicycle*. There is no doubt but that book was interesting in its day. Now we have a man who has done 25,000 miles. Allow me to introduce to you my friend, Thomas Stevens, circumbicyculatitudinarian—yes, this word is original.

Who is Manataaqua?

We wish all other State Divisions had as efficient Chief Consuls as Pennsylvania has in John A. Wells. No thanks, Mr. Wells, it is "straight from the shoulder."

A little over a year ago the 24-hour road record was 207½ miles, made by Fred Russ Cook. To-day it is nearly a hundred miles better. Who can guess what it will be next fall? we will put it down at 357½ miles for 1887. Mark it down.

The "Mountain Wheelmen," of Philipsburg, Pa., made our town a number of visits last summer and fall awheel. They generally came Saturday and returning the following Monday. The ones who call the oftenest are Representative C. B. Holly, Dr. Ashman, Messrs. Davis, Young, Lee, Switzer, and one or two others that I do not think of at present. They have a fine Club of jolly good riders.

Why don't somebody give the amateur question a rest?

Why don't Ducker reorganize the A. C. U. for the benefit of Rowe and Hendee?

Why don't *all* the other cycling papers in the United States combine their circulation and then compare it with that of the BULLETIN? Because it would not even then make a fair showing.

DURIOR.

NEW ORLEANS NOTES.

NEW ORLEANS, December 21st, 1886.

Harry H. Hodgson, the recently appointed additional Representative of the Louisiana Division, L. A. W., is an energetic, pushing wheelman fully alive to the requirements of the interests which he represents. His latest idea is a lantern parade, which was expected to occur when the new Club-House would be ready for occupation, in conjunction with the house-warming, which it was proposed to hold in celebration of that event. It is quite probable that such a parade will be given by local riders just previous to the approaching carnival, which occurs on February 21st next.

Harry is corresponding with everybody liable to be of assistance to him in the matter, and the prospects are that he will succeed in arranging quite a handsome affair.

Since giving up its old Club-rooms the New Orleans Bicycle Club has held its meetings at the residence of one of its members, Mr. B. C. Rea, on St. Charles Avenue.

Prince Wells, trick and fancy rider, has been filling an engagement at Robinson's Dime Museum in this city. Numbers of our riders have been to see his performances, which are pronounced excellent, notwithstanding the limited stage space at his command.

On the evening of Tuesday, the 22d, the local Club, in a body, attended the performance, having front seats in the theatorium reserved for them. Their presence called for an unusual display by Prince, who fairly outdid himself and was warmly applauded by the wheelmen present.

The season has been a glorious one for riding, the weather not too cool, no rain, and most delightful moonlight nights. Some eight or ten new wheels have been sold here within the last two months, most of the riders of which will be connected with our Club should it succeed in securing a new Club-House.

One of the coming wheelmen of this city is Mr. Ritchie G. Betts, now about 18 years of age, and who, since beginning riding on the 3d of last June, has covered upward of 2,100 miles.

He is a living example of the development and improvement incident to bicycling and has explored most of the hitherto unknown, and what had been considered heretofore as inaccessible, roads in the vicinity of this city. Too young a rider to belong to the New Orleans Bicycle Club or League, he was largely instrumental in organizing our Junior Club, known as "Crescent Wheelmen," and has done much and will do more for the furtherance of the interest of our sport. He is an indefatigable newspaper correspondent, and several very practicable suggestions of use to the wheelmen have been advanced by him.

DIXIE.

SUMMER OUTINGS.

A club run had been called, and as some of the members were missing, a few of the faithful ones, tired of waiting, as during the past season we had too often, mounted to look up some of the laggards. The knowing one knew where "Fifty" was well enough, and

> "We heard a stolen smack,
> And the gate swung quickly back,
> As we silently rounded the corner."

The culprit explained his delay and the blissful situation we found him in by saying that he was getting points on the route we were to take, as the young lady was an experienced equestrienne and knew the road, over which many of us had never been.

There were presentations amid the roses, and presently, as we regained our saddles, those who were far enough along lifted caps in varying degrees of gracefulness and were away on the road at last. The culprit was all animation and good spirits, as well he might be from what we had unintentionally seen, and the way he took us over that bit of road was a caution to slow-goers. Some of the party, though, were cast down not only of countenance but in their entirety, as they went down one after another of those stony-hills-with-sand-at-the-bottom.

F. A. Sill, who always made the best of such happenings to his fellow-riders, said, "A kind Providence must have put that sandy cushion there for the saving of the lives of the header contingency."

What charming vistas of a pleasant country flitted past as we flew along on the fine stretches of road, and then sauntered at will, taking in more of the wayside details where less speed paid best.

How the birds evidently tried to outdo all previous efforts, and seemed to have an especial programme for our benefit, or did the scribe imagine it? There were times when some of the riders swung out their arms with a reaching, grasping motion, as if trying to absorb great quantities of ozone, as they sped onward, but the knowing one bluntly said they were "stavin' off headers."

The course led us through silent, wooded sections, where few sounds broke upon the ear, and when a rubber tire snapped a small stick in the road it gave out a startling report. A squirrel now and then skipped in chattering wonder across the dusty way, as if forbidding our intrusion upon his quiet haunts, and he continues his barking remarks, head downward on a tree trunk, as the last cycler wheels past. What delight is ours on a run awheel like this! Wild flowers are on every side, and spicy beds of mint send up their incense to us who ride leisurely enough to note such things. The music of falling water comes to us from far ahead, and its murmur grows more pronounced until we halt upon the old bridge, and try to trace the winding waters up the rocky, bush-bound hillside, or down in the shadowy depths below, where it loses itself so easily, and is unexplored except by mink or catbird.

What a revelation such a ride is to those who are closed in behind counters all the week, and there is little wonder—and little harm, if they ride quietly—that many go out on Sundays for a run that does so much real good and which they really need, too.

Not being, fortunately, bound to any man who can say to us, Come here, or, Go there, we ride but seldom on Sunday, but have been out a few times, generally alone, and when we felt in a much more reverential mood and like praising "Him from whom all blessings flow," than we have many a time in a grandly frescoed church edifice, where, in some cases, we have been put on a back seat after getting by mistake in the finely upholstered pew of some money king. In Nature's church, which we prefer to attend, the seats are all free, and those from the highways and byways are treated with as much respect as the richest man of earth. Here money and raiment does not make the man, and there is no affectation, but sincere and heartfelt worship can be and is sent up to the Creator and Giver of all things good.

While we have loitered on the old bridge and taken our own time and some notes, the vanguard, and, in fact, the entire company, has disappeared, and we stroll on, taking a route that reveals some of Nature's pleasant things that the others will miss as we wend our homeward way.

THE SOLITARY CLUB.

BADGES OF THE C. T. C. AND L. A. W.

The club uniform is of a special make of gray cloth, "upon which no braiding, epaulets, or trimmings shall, under any circumstances, be permissible," and "no local club shall adopt this uniform as their own unless all the members join the C. T. C." Of course, no one is obliged to purchase either uniform or badge, but members are requested to wear the latter upon the left breast. The badge in use for seven years or more was a simple shield of silver or silver-plate, with the Club's name spelled upon it in square, raised letters. Copies in gold were also made for use on the scarf or watch-chain. Badges for Consuls had red enamel, those for the Council had blue enamel with "R. C." or "C. C." added in gilt, and that for the Secretary had green enamel and gilt. "The Octopus" thus announced a change (*Wheeling*, September 8th, 1886): "The C. T. C. mountain has been in labor, and has produced the most ridiculous mouse in the shape of a badge that it has ever been my lot to see. After all the talk, froth, and gas that appeared in the *Gazette*, I expected something very special, but, if imitation is the sincerest form of flattery, the L. A. W. ought to feel proud over this exact fac-simile of its design." Three weeks later the same writer added: "It is a most truly ludicrous thing. Ever since October, 1884, Messrs. Tanner, Hills, and R. E. Phillips have been considering the question of the badge, and now, after nearly two years, they present a design which has been duly registered, and which is neither artistic nor novel—being simply a wheel with three wings upon it dangling by chains from a bar. The act of 'invention' could not have taken very long, for the L. A. W. design has been almost exactly copied, and the 'patenting' could not have been a mammoth undertaking, for Mr. P. is a patent agent of experience, but the Committee seem to fancy that they have done something very clever, as this is what they say about themselves and their work: 'In concluding our report, we would point out that the matter we have had to deal with has been one of no ordinary caliber, and has received at our hands an amount of attention in accord with its importance.'" With similar complacency, the editor of *Gazette* remarks (October, p. 382): "None of the many comments called out by the wood-cuts of the badge in our last issue can be considered other than satisfactory. It is generally conceded that the new article is graceful, symbolical, and appropriate, and there appears to be little doubt as to its ultimate popularity." He then explains that, as the certificate of membership (changed in color or design each year) is to be framed in the wheel and show only on the reverse side, the badge is necessarily swung on chains from a bar-brooch "to avoid the trouble of removing it from the coat whenever a member desires to prove his identity at a hotel headquarters—which necessity arises on an average two or three times a day." This little circular ticket will hereafter be issued to *all* members, as a receipt for their fees instead of the larger angular one of former years, but no one will be obliged to inclose it in the badge-locket if he prefers some less secure mode of carrying it whenever he wishes to prove that "its details are readily decipherable" by country innkeepers.

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The foregoing extract from p. 639 of the not yet-completed *Ten Thousand Miles on a Bicycle* was sent in to us by Karl Kron, with the following note: I trust you may not only judge this of interest enough to be worth printing in the BULLETIN, but may also allow me to print with it a "moral," for the consideration of those who agree with your Brooklyn correspondent, "Bon" (December 3d, p. 557), that the League ought to go into the badge-business as a money-making scheme, even if it has to discard its present time-honored and universally satisfactory symbol, and search the earth for a new one. "Bon" seems to be a ready convert to the very plausible offer proclaimed by Mr. F. A. Egan (*Bi. World*, November 9th, p. 39), for annually turning into the League treasury "at least $1,000 of profits on the sale of badges," and no doubt there are many other members whose mouths fairly water at the appetizing thought of such a magnificent increase of revenue "for nothin'."

Its capture appears "as easy as falling off a log," and the incompetence of the League officers in neglecting so golden an opportunity may be called little short of criminal. And yet—and yet—there is reason in all things, my brethren. Behind this assumed neglect lies the "moral" which I wish to bring out, as showing why the L. A. W. seems to me a more respectable institution than the C. T. C. The brief experience which the former had with its "ham-and-handle-bar badge," between January and September, 1881, did indeed produce a revenue; but it also produced much wailing and gnashing of teeth on the part of those who wore "that leaden monstrosity—the result of two months' artistic sketch-as-sketch-can wrestling with the subject by an appointed committee." I quote from Mr. Egan's article, which also says that when Mr. C. H. Lamson offered the substitute badge, which he had invented and patented, "it came in with a rush, which seems to have kept up to the present time unabated."

The implication of Mr. Egan's argument is that there was no particular reason for this "rush," that any common clod of a jeweler could supply the League, off-handed, with another "original and distinctive design," which would be just exactly as popular among the members. The probable fallacy of this notion is well shown by the fact that a special committee of the "largest athletic club ever known in the world," after two years' investigation, could do no better than "pirate" the Lamson design, which has proved so pleasing to the League. The C. T. C. has been content to peddle out its "door-plate badges" these many years for the sake of making money; and when, finally, the members insist on something "more artistic" for their cash, it "adopted" the League's design. But why, in the face of this superlative tribute to its excellence, should any just man in this country now rise up and propose to despoil the inventor of his reward? I don't know whether Mr. Lamson's annual profits on his patent are $1,000 or $2,000 or $5,000; but if they were double the last-named sum they would be no more than he deserves, and I would urge him not to abate his rights to the extent of a dollar. For my own part, I like to see a man well paid for getting up a good thing; and I have too much respect for the League to believe that it will either try to "beat down" Mr. Lamson, or try to make money by a second experiment like that whose monument is the "sugar-cured-disc."

The strength of the League is the sentiment behind it, and a suitable badge, which is accepted as a tradition and a permanency, is a help to that sentiment, like a national flag. Supposing it were possible for some syndicate to make $20,000,000 by persuading the United States Government to supersede the Stars and Stripes, would they find it easy to secure a congressman brazen enough to propose such a scheme? Supposing a large gang of scribblers would jump at the chance of taking the Secretary-Editor's office at $500 a year, is that any reason for not trying to get good work done by the payment of $1,500? In general, I urge that the fewer "trading transactions" the League undertakes, the better for its officers' reputation and for its own prosperity.

THE LAW OF THE ROAD.

We reprint the following from a proof of p. 680 in *Ten Thousand Miles on a Bicycle*, which Karl Kron expects to publish this winter:

The Road and the Roadside, by Burton Willis Potter (b. Feburary 8th, 1843), a lawyer of Worcester (Boston: Little, Brown & Co., 120 pp. of 30,000 words; cloth, $1) is a well-written and neatly printed book which ought to be owned by every American wheel club and read by every rider. Its preface, dated May, 1886, says: "The laws as herein stated are the present ones of Massachusetts relative to public and private ways, and therefore may not all be applicable in other States, but inasmuch as the common law is the basis of the road law in all the States, it will be found that the general principles herein laid down are as applicable in one State as in another. These chapters were written and read as a lecture before the Massachusetts Board of Agriculture, in December, 1885, at Framingham, and have since been published in the *Report on the Agriculture of Massachusetts*, for 1885. They are now given to the public with the hope that they will exert some little influence in promoting good roads and the love of rural life—two things which I sincerely believe are essential to the lasting prosperity of any people." The author's enthusiasm for open-air progress is that of a pedestrian simply, but it shows such a hearty sympathy for the true spirit of wheeling that I hope he may soon decide to attach the bicycle's wings to his feet. His book wholly ignores the tiresome legal verbiage of the statutes and judicial rulings, but gives the gist of them in simple and clear-cut phrases which are pleasant to read and easy to remember. He deserves the thanks of all wheelmen for putting in their reach so compact a statement of the defense which the common law offers them against "repressive local legislation," aiming at interference with their equal rights upon the road. He demonstrates that there, as elsewhere, the one essential thing for them to remember is the ancient axiom (which, except for my dislike of a Latinized title-page, I should have adopted as a motto for this book): "*Sic utere tuo ut non alienum lædas.*" That maxim is only a Roman amplification of the sturdy Saxon phrase, "Mind your business," and those three words, when rightly interpreted and obeyed, seem to me a sufficient rule for insuring to any man an honorable progress along the great highway of life.

TWO 1887 CALENDARS.

Wanamaker has sent us two calendars for 1887, Dickens and Tennyson, both entirely new, and both as bright as his last year's Dickens, which is said to be the finest calendar ever made in this country.

They both consist of an 9x12¾-inch picture panel with calendar-block or book, a leaf for every day in the year, with a pithy saying out of the author.

The Dickens panel has these several pictures: "Lady Dedlock at the Churchyard Gate," "What are the Wild Waves Saying?" "Tilly Slowboy and the Baby," "Pickwick," the "Rookery," "Captain Cuttle with Breakfast in Prospect," and "Autumn Leaves."

The Tennyson panel has: "Locksley Hall," the "Brook," the "Princess." "Where Claribel Low Lieth," "Gareth and Lynette," and "Falling Rose-Leaves."

On the Dickens panel the "Sea."

On the Tennyson panel the "Brook."

They are not the brightest pictures. They are, perhaps, the least impressive at first. But the sea has a strange fascination. It isn't the sight so much as the thought of the sea that rests, refreshes, stirs, enlarges, inspires. And the brook, apart from its musical name, is a pleasing thing. A sedgy brook, a marshy brook, not a purling stream with a murmur, a glassy repose of unseen water—no foot of man comes near. That lonely brook will last one the year out and never grow dull company.

The Yonkers Bicycle Club, of Yonkers, N. Y., gave, on the 14th inst., a concert, which was attended by a large audience, made up of the best people of that city, who heartily enjoyed the entertainment, and who pronounced it a social success. Quartettes and solos by the Dudley Buck Quartette Club and instrumental music were features of the evening.

THE HUM OF THE HUB.

There is a deal of talk about town regarding the meeting of the L. A. W. Board of Officers which is to be held in New York on the 17th. It is generally understood that the meeting is to be one of great importance, but it is not definitely known just what important business is to be transacted. Why it is to be held a month earlier than usual is not known, and this uncertainty only tends to excite the interest that is felt in the affair. It is likely that the Massachusetts Division will be represented by a goodly delegation of Representatives, and if they decide to vote together the Division will be only next to New York in power.

All sorts of rumors are flying about as to what measures will be proposed at the meeting. It is understood that the Committee on Rules and Regulations will again bring up its proposed amendments regarding the tenure of the Secretary-Editor's office, and the other changes that the Chairman recommended at the Buffalo meeting. I find, from talking with our more prominent Representatives, that they are not at all in favor of the proposed changes, but, on the contrary, disapprove of them. The way that they were disposed of at Buffalo is a very good indication of how the general body of officers feel.

So far as I can ascertain, the general feeling is that it is for the best interests of the League that the Secretary's office be conducted as it has been in the past, and that it would be very unwise to make a change at this time. Regarding the management of the BULLETIN, it has certainly been highly satisfactory to the general body of League members. Every one must acknowledge that to the BULLETIN the League owes, in a very large degree, its increased membership during the past year. It is all very well to talk about public spirit, that the wheelmen should join the League for the general good of cycling, but it does not work in practice. Tangible benefits is what you must give the average wheelman to extract from his pocket the little dollar. Sentiment is all right so far as it goes, but it won't reach half so far as hard cash.

The BULLETIN has been during the past six months decidedly the leading cycling paper in America. One can obtain more news and information of a general cycling nature from it than can be found in all the other papers combined. The improvement in the paper has been something remarkable. That it has cost a good deal of money is not surprising. Who ever heard of a newspaper that did not lose money when it was first started? In the paper with which I am connected there were many thousand dollars sunk before it was placed on a paying basis, while now its proprietors enjoy an annual income of several hundred thousand. Of course, it is to be regretted that the BULLETIN has cost so much during the past year, but there have been many expenses which are not likely to be incurred again. To change the management could not tend toward a reduction of expenses, unless the quality of the paper was materially cheapened. The experience gained by the present management may have cost a good deal, but it would cost a new management just as much to place itself where the present management now is.

I think that there is every reason to believe that the BULLETIN will pay its own expenses next year. Its circulation is now an assured one, and the advertising rates have been increased. The extensive advertising patronage obtained by the low rates is pretty sure to be retained, and this should be sufficient to place the BULLETIN upon a paying basis. I have heard it stated that it would be better to change the BULLETIN to a monthly, making it after the style of the *C. T. C. Gazette*. This is utter nonsense, and if the change were made a decrease in the membership would soon be shown. I hear wheelmen every day say that the only reason they belong to the League is that they may receive the BULLETIN. To turn the BULLETIN into a monthly circular would be most unwise. The *C. T. C. Gazette* is little better than a circular, and I doubt if it is very generally read. If there was anything in it worth reading, I should be sure to peruse it.

The BULLETIN was at one time nothing better than such a circular, and then we were continually hearing complaints from members that they threw it in the waste basket with its cover unremoved. I have not heard any complaints of that kind lately. Have you? It is plain that it is decidedly for the best interests of the League that it maintain a weekly newspaper, and a first-class one at that.

New Year's was not very generally observed among the local clubs. The Boston Club, however, kept open house, and a jolly time the members had. It is a time-honored custom with the members of this Club to gather at the Club-House on New Year's evening and offer to one another the compliments of the season. There was a very large attendance of members, and a good many friends came with them. The entertainment was, of course, of an entirely informal nature. The Boston men hate any entertainment of a formal nature. There have been a good many quiet gatherings at the Boston Club-House of late, and they are proving very enjoyable. A birthday party will be given on the second Wednesday in January by members whose birthdays occur during that month. A big time is expected.

The annual meeting of the Boston Club will be held on next Wednesday evening. It is not likely that there will be a great many changes made in the present Board of Officers. It is understood, however, that Captain Toombs has declined to serve another year, and it is pretty certain that he will be succeeded by Mr. C. P. Donahoe. Besides his universal popularity, Mr. Donahoe has shown himself thoroughly fitted for the duties of Captain.

The annual meeting of the Massachusetts Club does not occur until next month, but at the meeting which is to be held to-morrow evening, a committee will be appointed to nominate a list of officers to be voted upon at the next meeting. It is understood that there will be a number of changes made in the present Board. It is not likely that Colonel Higginson will care to serve another term as President. He has not worked particularly hard during the past year. I believe he has never presided at any meeting. All the duties of President have therefore devolved upon Vice-President Parsons—a task he has been fully equal to.

Tobogganing is all the rage among local wheelmen. Slides are being put up all around and cyclists are among their best patrons. I understand that one of the larger clubs contemplates putting up a slide. A great many ride to the slides on their wheels.

The Massachusetts Club will give a big athletic entertainment next Thursday evening. It is expected to prove the greatest affair of the kind yet given. There is considerable talent among the members, and in addition to this a number of outsiders have kindly volunteered their services. Boxing is usually among the chief features of these entertainments, but is conducted in such a way as to be in no way objectionable.

Woodside and Morgan are coming here on the 11th. It is announced that they will give some sort of an exhibition while here. HOWARD.

MANATAAQUA'S MUSINGS.

You must not expect a very brilliant effusion from me this week, Mr. Editor, on account of a heavy New Year's dinner of roast turkey and plum pudding, washed down with a bottle of Roederer Carte Blanche, this last being a New Year's present—do not think for a moment, Mr. Editor, that my pecuniary condition would warrant such extravagance otherwise. After dinner, while I sat musing and enjoying the perfume of a fragrant Havana (also a New Year's present), I called to mind a little incident which happened two or three years ago, which partakes somewhat of the nature of a romance. Now I am perfectly aware, Mr. Editor, that you do not permit the insertion of romance in the BULLETIN, but owing to the scarcity of news at this season of the year, you may perhaps permit this to successfully run the gauntlet of your murderous blue pencil.

On the shore of Long Island Sound, about 100 miles from New York city, lies the little city of New London, and, as some of your readers may know, about two or three miles from the city, connected by a shell-road, is the Pequot House, a summer hotel, surrounded by cottages and occupied during the season by guests principally from New York.

At the time this incident occurred, Mr. Printz, the eminent dry-goods merchant, was staying there, and the New York *Evening Postagestamp*, wishing to obtain the gentleman's opinion as to what effect the death of the King of the Cannibal Islands (which had recently occurred) would have on the wholesale calico trade, sent one of their reporters named Smith to interview him on the subject. Now, the editor of the New York *Evening Tellemallaboutit*, a rival sheet, hearing of it, immediately dispatched one of their reporters named Jones to secure an interview also.

Smith, who was a bicycle-rider, decided to take his wheel along and spend two or three days in recreation, notwithstanding the fact that the greedy N. Y. & N. H. R. R. would charge him one dollar for transportation of the bicycle. Our two reporters arrived safely at their destination and secured the interview, but so late that it was necessary to hurry in order to send their reports to their respective papers in time to appear in that evening's issue. Jones arrived first at the telegraph office, which is located in the hotel, but was informed by my friend Wilder—who was then operator, and who, by the way, is now a reporter on the Philadelphia *Press*—that during the thunderstorm which had occurred that morning lightning had struck a pole and all communication was cut off. He must, therefore, go to New London in order to send his dispatch. He hastened down to the dock just in time to catch the Niantic, a small steamboat plying between the city and Osprey Beach. He quickly scrambled aboard, and Smith, who had just discovered how matters stood, arrived just in time to receive an ironical adieu from him as he steamed away.

Smith, however, was not to be left in that manner, and remembering his wheel, hastened back to the hotel to obtain it, and was soon spinning away over the smooth shell road toward New London. The road is in sight of the water nearly all the way, and Smith bent far over the handles and made his feet go so fast you could scarcely see them, and soon had the satisfaction to see that he was gaining on the boat. He caught up with it as he flew past Fort Trumbull, notwithstanding that Jones had offered the captain a dollar to put on extra steam, and had climbed up and sat on the safety-valve. He rattled into the city over the blocks on Bank Street at such a pace that he nearly jolted his liver up into his mouth, and dismounted at the telegraph office with the perspiration streaming from every pore. As good luck would have it, all the operators were away at dinner except one, who was busily engaged sending Smith's two-column article, when Jones rushed breathlessly in. He soon saw that he had been beaten, and invited Smith to go up to the Crocker House with him and he would "set 'em up." But on his return to New York he immediately commenced taking lessons in riding the bicycle, and could soon ride as well as his friend Smith, and he may now be one of the 11,000 and odd members of the L. A. W. for all I know to the contrary. MANATAAQUA.

STAMFORD, CONNECTICUT-INGS.

After four trials to get a partner in a Christmas run to Rye and around there, we secured Mr. Frank Palmer and pushed out down the railroad track, the only smooth wheeling we have in winter.

Counting trains and cattle-yards, we had a good many dismounts, but the trip was not without its bright side.

A wind from the nor'west did its very level best to hinder our progress, but despite it we rode safely over the long railroad bridge connecting Riverside with Coscob and on down the line.

Men and boys varied skating by spearing eels through the ice on the pond at the old Davis Mill.

The old mill shall have a chapter to itself later.

Hunters we met along the way admitted having more hunting than game.

At Greenwich we ran up-town to do an errand, and saw Cyclists J. L. Mead and E. W. Reynolds, but the tussle for the mighty "cartwheel" kept them indoors, and we saw no other wheelmen out during the day. After seeing "a turkey shoot," which was a tame affair—both turkeys and shooting—when compared to cycling, we returned to the track. Here, owing to lack of time, Frank was obliged to turn homeward, while "the Club" kept on down to Port Chester and Rye. The bloom may have been on it in the month of blossoms, but on this December afternoon

> "It showed only brown and gray,
> Viewed from each and every way."

So much of isinglass (we are not mineralogist enough to know its other name) was intermixed with the clay of one bit of sidepath in Rye that the sun gave it a brilliant, silvery appearance, and it was appropriate that as we were improving the golden opportunity of a bright day we should ride over "pictures of silver."

Some people may have their Rye brought to them, but we went to ours, and in the sleepy little place could not find a restaurant where a lunch could be had and tried to be content with a questionable pie at a dirty old hotel.

A Sabbath-like quiet prevailed everywhere, and the knots and lots of corner loafers helped keep up the semblance. In some cases their running chat and raillery was checked by our short and cool "N'York to Boston;" but they must say something to a passing wheelman.

Returning, the mild sunshine that had seemed to apologize for the most too cold wind, had an effect in our favor, for the run up was delightful, and we could the better enjoy the pretty bits of sound and shore, and we welcomed them the more, as breaks in the sometimes monotony of this wheeling down the track, which would soon be tiresome otherwise.

Hills with a good road surface are not without their attractions, and we think somewhat as a writer in *Bicycling News* does, who "abhors a flat country."

A change is desirable, and the scenery is always better in rolling sections. By the way, we see the BULLETIN frequently quoted in those papers devoted to cycling beyond the sea.

Say, you year-'round road riders, have you ever been on the road in a fog so dense you couldn't see the fence on either side, nor any object ten feet off, and at times found it safer to send a boy away for some distance ahead with a lamplight of red, and to yell wi' a' his might that people turn to the right?

We have, minus the boy, and found people going in their usual careless way, with heads down, as if in no danger of colliding with teams or their "fellow-hap-hazards."

By doubling the lookouts we get through in safety.

It's a pleasure to note that so popular a Captain of the Stamford Wheel Club as Mr. W. A. Hurlbutt is recovering from typhoid fever, which recently laid him so low that he almost had a glimpse of the gates ajar, leading into the city whose streets are paved with gold. That he is still with us he has the congratulations of THE SOLITARY CLUB.

BRITISH NOTES AND COMMENTS.

Christmas Day sees your faithful scribe pausing from the delirious joys of the season, abandoning the Christmas tree, and turning a back upon the soothing influences of the half-cooked turkey in order to pen these notes. Much would he like to make allusion to the difficulties of the Israelitish brickmakers, and to draw a comparison between their lack of straw and his want of topics, but the comparison smacks of the "chestnut," and he will forbear.

Talking of chestnuts, *Wheeling's* Christmas annual, which takes its name from that succulent but indigestible nut, is out and should be read with interest on your side of the ocean as well as on this. Unlike many of its predecessors among cycling Christmas numbers, it deals openly with the men to whom it refers. Fancy names, not to be understanded of the people, are eschewed, and the book, which is a travesty of the old children's book, *Sanford and Merton*, is readable throughout. It is built on a small scale, and it is evident that the advertisers have not been hard pressed, though it should show a greater business profit than any of its contemporaries. Of these the *Cyclist* Christmas number is a beautiful production, printed and illustrated to perfection, but its interest is scarcely on a par with that of "chestnuts."

It is interesting to note how widely spread is the influence of the L. A. W. BULLETIN, and with what annoyance the facts in connection with British cycling which appear in these columns are read by those to whom they are unpalatable in their truth. The statement appears in one of your contemporaries, and is quoted with great gusto here, that you are wrongly informed as to the state of matters at home. This is naturally absurd, as you, Mr. Editor, are supplied with the English wheel papers, and can judge for yourself whether or no you are properly posted up. In addition to which absolutely false statements made by an anonymous letter writer to the effect that a division of the abolition question has taken place, are to your own knowledge or by reference to an English paper without any foundation.

There are rumors of trouble in the air for the N. C. U., and it is to be feared that the views of a possibly bad future for that body which have been expressed in these columns ever since the Union struck at half a dozen promateurs, run every risk of being borne out by facts. The Executive has stopped short in its work, leaving dozens of minor promateurs unsuspended, while the cream of our racing men have gone. In addition to this, the loss of £150 on the championships has been followed by a successful demand from the Council for still greater irresponsibility on the part of the Championship Committee. This has added fuel to the flame which was already blazing in the Birmingham and New Castle districts, where the provincials claim to possess equal knowledge of how a race meeting should be conducted as the Londoners. They resent the introduction of London officials into the management of championships held in their town, and the more so as the Union pays the railway fares of these same Londoners. The popularity of the suspends and the evident partiality displayed in the sentences upon them, are all combining with the other influences at work to effect the disruption of the Union, and it only needed the finishing touch of the Treasurer's childish financial proposals to complete the ruin. As it is, many influential clubs are vacillating in their adherence, and the situation is undoubtedly strained.

On the motion of Mr. Sturmey, a committee has been appointed to consider the question of professional racing, and this departure has been met with strong opposition from the representatives of the professionals and from the Wolverhampton and Leicester track proprietors. Mr. Atkinson of the *Sporting Life*, who is more in touch with both these parties than any one else, has expressed their disinclination for any N. C. U. interference in very plain language, and though Mr. Sturmey returns to the charge with all the gallantry imaginable, it is to be feared that love's labor will be lost in this wooing.

It would appear that the rage for record is to suffer no diminution during the coming year, as Messrs. Hillman, Herbert & Cooper are out with an offer of £100 in cash or prize to any man riding a mile in 2.25, or 22½ miles in the hour, on a path, or 100 miles in six hours on the road on one of their machines. The other firms may be trusted to follow suit, and the old game will go on.

It was chiefly owing to the freely distributed satire of the members of a small London Club—the Hampstead—that the old cycling follies of bedizening the costume with gold braid, plunging the head in enormous helmets, and the hands in preposterous gauntlets died an untimely death. Curiously enough, five of these men, who used to write anonymously in the cycling press of five years ago—viz.: Messrs. Low, McCandlish, Kelly, Lloyd, and Swindley—are now prominent pressmen on opposition journals to each other, but the work of reform goes on. The first two, in *Wheeling*, have strongly deprecated the custom of inviting the *press* to club dinners, and the experiences of this season have shown that the Clubs are taking this advice to heart. Not only was the custom a heavy tax upon the club funds, owing to the necessity of asking each paper to send a representative, but, save to such pressmen as have no home ties and who consider a wearisome series of speeches compensated for by a good dinner and a bottle of champagne, the boredom of setting out three or four of these ghastly entertainments a week was insufferable. The rank and file of the clubs did not care a jot for the presence of the pressmen, and their appearance was generally ascribable to the Secretary's desire for a wine-born complimentary notice.

The election of the N. C. U. Executive will come on shortly, and it is expected that an attempt will be made to infuse some fresh blood into it. Among others, Harry Etherington thinks of standing, and as that energetic Briton has not used a pen journalistically during the past year, perhaps he will succeed in obtaining a seat. His revolutionary common sense would be of great use, and the groove into which the Union has got might be broken up by his influence.

At the present time it is impossible to say whether Mr. J. R. Hogg will bring forward his motion for the abolition of the definition or not. His Club has almost decided to leave the ranks of the Union, and if this happens the apostle of amateur abolition will probably content himself with this protest and take no further step this year. Such a step will not be thoroughly unwelcome even to the London party in favor of the abolition, as it is felt that the financial position of the Union is so critical that it is not safe to risk so searching a reform at present. Indeed, McCandlish has placed on the Agenda paper for the coming Council a proposal to found a racing register, with an entry fee of five shillings, to be paid by every man who races under N. C. U. rules, and as this was one of the *Wheeling* proposals in case of abolition being carried, it may be taken as an evidence of a desire to consolidate the Union's position ere it embarks on the logical course which may be deferred, but must come sooner or later, viz.: that of abolishing the amateur definition. LARS PORSENA.

Christmas Day, 1886.

This is the way a special path for the use of cyclists strikes *Bi. News:*

The cinder or asphalt path maniac has appeared in America, for we find some men are advocating the building of a six-feet cinder path from Jersey City to Philadelphia near the line of the railroad. We do not believe for one moment that such a plan is more feasible than our own London to Brighton racing track, which was so laughed to scorn a few years back; and even if such a path were laid we doubt whether men in their senses would use it. Can one imagine anything more monotonous than riding along a railroad for miles and miles? Yet this is what these men suggest cyclists doing, for, of course, as the railway went through cuttings the path would follow it, as it passed along an embankment the path would be clinging to the side, and through tunnels the path would be locked to the road of the iron horse in a very close embrace. No, let us have something more reasonable, Brother Jonathan, and don't attempt to take up as something new our discarded ideas.

The *Post-Despatch* has not yet learned what is meant by an "official" communication to the BULLETIN. Were we to bind ourselves to promptly publish every production that comes from a *Club* official, our paper would have to be extended to forty-eight pages at once. It is a communication from a *League* official on League business that is never delayed beyond the necessities of the case. These always appear under our "Official Announcements" column. Many letters from club officers for good and sufficient reasons never see the light.

A certain parson is very much opposed to tandem riding. He said, recently, to a young lady of the congregation:

"Are you one of those giddy girls to whom tandem riding is a heavenly pastime?"

"No, I don't think tandem riding is perfectly heavenly."

"Ah, that's right."

"Tandem riding is not perfectly heavenly," continued the young lady, "for you see it comes to an end too soon, but it is very much like heaven while it lasts."

RECENT CYCLING PATENTS.

Joseph Butcher, Boston, Mass., cyclometer.

J. B. Herboldshimer, Chicago, Ill., oil-can.

Robert Rodes, Jr., Nashville, Tenn., bicycle-handle.

L. A. Rust, Loudonville, Ohio, bicycle.

J. K. Starley, Coventry, Eng., roller-bearing for velocipedes.

THE OWL.

Promateurship is now a thing of the past, but while it lasted it paid—the promateur. Take the case of Rowe, for instance. Under a contract for nearly a year, receiving a stated salary and all of his expenses, he was, I am informed, paid $100 for each record he secured and was offered $1,000 for one other that he failed to accomplish, presumably some low figure on the mile. Rowe now rests on his laurels and boodle, particularly on the latter, and will, all the reports to the contrary, be seen upon the racing track next season. Hendee does not seem to have fared as well as the above, and he is contemplating opening a wheel agency during the winter; in fact, there are rumors of his having signed with a new make of wheel in Springfield for that time.

The number of colored people who have been body-servants, nurses, cooks, etc., to the late lamented George Washington is about equal to the sum total of cyclists claiming to be the first rider in America. I have looked this claim up, with the aid of the "old vet.," Pitman, and some back numbered literature in my possession, and I am going to award the honor of being the very first, *bona fide*, bicycle rider in this country to Mr. A. D. Chandler, a lawyer, of Boston, who owned and rode a bicycle early in the spring of 1877, and was a rider for several months before joined by others. He made the first long road ride in America in a journey from Fitchburg to Boston. I know this claim is going to be disputed by over 1,000 claimants, some of whom are going to put in that old plea of having ridden at the Centennial in the preceding year to the one I claim for Mr. Chandler, and to meet this I will have to establish for this gentleman a new record, *i. e.*, "Around the world in ten minutes," which I am sure none can claim to have beaten. This was the title of an article, written by Mr. Chandler in a Boston daily paper in 1876, describing a trip on a bicycle around the Main Building of the Centennial, and is to-day one of the most readable things I have ever seen regarding cycling.

The inspired Shakespeare neglected to inform us as to whether that "divinity which doth hedge a king" also surrounded the "*Prince* of Liars." If so, the man who has a great deal more than his share of such divinity is a gentleman named Callan, of Glasgow, Scotland, the winner of the 50 pound prize offered by an English paper called *Tit-Bits* for an article on the experience of a cyclist. In five closely printed columns in that paper appear Mr. Callan's experiences in a cycling direction, and never before have I seen condensed in so small a space so many lies and impossible accidents and escapes. He has them spread over all Europe and Asia, from London to St. Petersburg, in every conceivable place and position, and tops off his experiences with a description of riding on a street in Patras, Greece, while an earthquake takes place. When in the course of time there shall be a monument erected to the champion liar of all time the name of Callan is bespoken by me for the place of honor thereon.

Tobogganing now steps in and pushes cycling down the list on the record for the fastest methods of man's locomotion for a mile. Recently at Tuxedo Park, a measured mile was covered by one of Frank Whit's *Star toboggans* in 55 seconds. Speaking of Star, reminds me that the present wheel of that name had a predecessor in a vertical forked wheel of the same name as far back as "78." It was made in England, and I suppose has long since gone the way of many a poorer make.

"Whatever you do, my boy, always begin at the bottom and work your way up," said smart Aleck's father to him on New Year's Day, when the usual turning over of a new leaf was being gone through with. "But, father," replied his son, "supposing I want to coast a hill?"

A good motto for beginners—divided we stand, united we fall.

Miss Cripper.—You are wrong; a special club is not a bicycle constructed especially for club-footed riders. Get thee gone.

I met a prominent Anglomaniac belonging to one of our city clubs the other day, during the pleasant streak of riding weather we were then enjoying, and I was astonished that he was not availing himself of the opportunity. I asked a friend of his the reason, and he explained it all in a few words: he had heard of the great fall of snow in England.

The L. A. W. certainly does not offer any specia, inducements for lady members. Take, for instancel the appointment of the League hotel in Racine, Wis. Why did they not appoint the Huggin House? It is true that the name would mislead some into believing it was a *court* house, but even that might become true if the L. A. W. had selected it, and our touring lady members had sojourned there long enough for the remainder of the 11,000 Leagueites to hear of the fact.

There is a small, sandy-haired ex-member of one of our prominent city clubs who is devoting his feeble brain to circulating untrue and damaging statements regarding the Club which formerly labored under the disadvantage of his membership. I am requested to thus kindly hint to him the advisability of his ceasing his slanders. After learning of his reports, Ananias immediately appealed for commutation of sentence, and declared himself no longer worthy the position which he has occupied since the beginning of the Christian era, *i. e.*, liar extraordinary. This sandy-haired product of the 19th century had distanced him. "Nuf ced."

I see that a Mr. E. Moody Boyton appeared before a meeting of business men at Haverhill, Mass., and submitted plans for the building of a "bicycle railroad." I don't know just what kind of a railroad he intends building, but the idea is a good one, and most anything will be an improvement on the ones we now have, which, as a rule, are as strongly anti-bicycle as a prohibitory tariff for the carriage of wheels can make them.

A gentleman, Mr. J. Percy Phelan, while riding with his gloved hands in his pockets, suffered severe injuries by being thrown from his wheel recently in Boston. It is unfortunate, but natural, that riding with his hands in his pockets should result in J. Percy Phelan striking the pavement with his head.

The *Cycle* evidently does not want to encourage contributors, since it has a standing notice regarding its "Contributors' Club." I have seen many dodges, both to catch and to scare contributors, but the introduction of a club in these directions marks another of the new departures in cycling journalism. I am afraid my old friend Bassett is getting in over his head. The management of this Club, the running of his steam piano factory, and an endeavor to supply his readers each week with a "daisy" in and out of season, all for 75 cents, will be too much for even the chairman of the Racing Board to stand up under.

I am sorry to see a gentleman whose reputation for sobriety of living has heretofore escaped even suspicion has so changed it that every cycling paper contains a notice to that effect. I refer to Harry Corry. Every one of the papers agree that it is evident he "was not asleep while in England." It's a slander, and I won't believe it of Harry. He didn't have the inclination, and if he had, he nor no other man has the ability to stay without sleep for two weeks, no matter what inclination he might have on the subject.

Arthur J. Wilson, the greatest of English cycling journalists, will "Faed" away from bachelordom, and become a Benedict early in the coming spring.

"Rain out the old year and rain in the new," was the way the weather clerk fixed affairs for the Citizens on Friday evening, so while the rain poured outside, the wheelmen poured inside, till full a hundred of the latter thus escaped the wetting of the former. Mr. William Leonard opened the ball with an original composition entitled, "A Spring Symphony in the Far West," in which he, by the combined use of music and oratory, explained to the audience how the "morn kept breaking." A competitive bean bake between Richard Nelson, of the Citizens, and the "old vet.," Pitman, then took place, and the products of the trial were placed before the audience as jurors, but as is usual now in New York, the jury was tampered with, and the result was declared a dead heat. Dr. Beckwith made the coffee in his inimitable style, and did not fail to put in plenty enough sugar to make the audience's teeth need attention in the near future. Messrs. Dobson and Ashley produced from tensioned catgut more than the ordinary amount of music than can be produced from a banjo. The card of the evening was Mr. William Spear, of the Citizens. He did everything a man could do, and many that most men can't, in the line of being funny. His field of imitations included everything, from Dante to a dying hog, and when I left there, in time to get home just after the milkman made his New Year's call, the last thing I saw was this same Spear, with a feather duster stuck down his back, leading such sober and scholarly gentlemen as Ally, Martine, and Eaton in a genuine Indian war dance *a la* Buffalo William around an improvised camp-fire. Large bodies move slowly, and the Citizens Club is a very large body, hence, perhaps, its seeming slowness in falling into line in the festal direction, but, like a heavy wheel in coasting, the impetus once given, its weight carries it far ahead of lighter and smaller ones. So with the Citizens. Now they have gone in for social features, they are fast leaving all the other metropolitan clubs in the lurch, their facilities for entertaining and ability as hosts having placed them at the top in this, as they have always been in other directions.

Stevens has escaped the dangers of a three years' trip around the world only to run into those of a more deadly kind at home. From being in danger of dying for want of something to eat, he seems doomed to death from an over indulgence in banquets, if he accepts and partakes of all that are apparently going to be offered him. THE OWL.

WASHINGTON CYCLE CLUB NOTES.

December 31st, 1886.

A young naval fried of the writer, after traveling thousands of miles and visiting most of the large cities of the world (as well as having been to the Arctic regions with the Greely Relief Expedition, where he found that the Esquimaux had not yet taken to cycling but doubtless would when they reached a higher grade of civilization), said that he had yet to see a more beautiful city than Washington. He might have added that he had yet to see a city better adapted to the use of wheels. If a cycler had a city made to order he could not improve on the capital of these United States, which is, par excellence, the paradise of cyclists. Even at this period of the year, when most wheelmen of other cities have abandoned their bikes and trikes to disuse and consequent rust, Washington city wheelmen, and, of course, prominent among them members of the Washington Cycle Club, use their wheels daily. Just now they can be seen with skates strapped across their backs gliding along through the snow to Babcock Lake or the Potomac, where the skating is fine.

We claim the honor of having among our members the makers of the "largest bicycle ever built for road use" and regularly ridden by a cyclist, and would like to correct an erroneous impression given by the BULLETIN of recent date by asking the insertion of the following, which is a copy of a paragraph which appeared in the *Cyclist* (English) of November 17th, 1886:

"The American press are paragraphing a 64-inch "Expert Columbia," which has just been built by the Pope Company for R. B. Bolton, of Whitesborough, Texas, a six feet seven inch rider, as the 'largest bicycle ever built for road use.' We can beat this, for several years since the brother of P. G. Hebblethwaite had a 66-inch machine built for him by Smith, Sons & Co., of Sheffield, and not only rode it, but got run away with down a Yorkshire hill on it, croppered, and nearly killed himself."

The above mentioned Smith Sons have become American citizens, and made Washington their home. They are now members of our Club, and it is but right that they should get the credit which is due them of having built the largest bicycle ever regularly ridden for road use. Charley Smith, who is now our Captain, states that Mr. Hebblethwaite was six feet four inches high, 19 years old, and that his first ride on this 66-inch machine was for a distance of over 200 miles.

The dances regularly given by the Cycle Club are becoming very popular and will be continued through the season. The girls seem to take to cyclists here, and we don't blame them, for a better set of fellows can't be found anywhere. Their hospitality is Southern in its character. We are looking forward in high glee to our next hop on January 7th, 1887, the first in the new year.

The Club (which is L. A. W.) has adopted the uniform of the League of American Wheelmen, but is becoming dissatisfied with the poor quality of cloth furnished by Messrs. Browning, King & Co., of New York. A suit bought by a member about four months ago and not overmuch used is faded and hardly presentable. We hope the BULLETIN will exert its influence to improve the quality of cloth furnished.

On this, the last day of the old year of 1886, the Washington Cycle Club sends to all wheelmen, and especially to those who are members of our League, its greetings, and wishes that the New Year of 1887 may be to them one of happiness, and that they may enjoy in the fullest possible measure that greatest of all pleasures—cycling.

CHRONICLER.

FROM NEW ORLEANS.

That the BULLETIN's efforts in the cause of better streets and roads have not been wholly without results is evinced by the fact that the *Times-Democrat*, one of our leading morning dailies, in a recent editorial on the subject of street-paving saw fit to draw extensively on some of the BULLETIN'S recent productions, giving proper credit to that paper, and thus making we cycling mortals' breasts swell with pride. Ahem!

After all necessary arrangements had been completed and the contractors about to commence tearing down the structure which occupies the lot on which the projected Club-House of the New Orleans Bicycle Club was to be erected, it was discovered that there was a mortgage on the property, on learning which the builder very naturally refused to touch a brick in the building, and so once more the Club is forced to swallow the bitter pill of disappointment. Another site, however, has been offered them in a locality even more desirable than the first, and before a great while the long-contemplated, much-talked-of Club-House may become a reality.

The boys, as a Club, have done very little riding the past few months, though individually many of them have covered quite respectable distances. Don't think any of them have quite as large a mileage as the Westfield riders, but know that not a few of them have considerably more than 1,000 miles to their credit, and if they will but put their scores together, I have no doubt but that the New Orleans Bicycle Club can show as good a riding record as the average club.

Prince Wells, the professional trick and fancy rider, is now in the city opening the eyes of the visitors at the Dime Museum. Several nights since the New Orleans Club attended in a body, in honor of which Wells prolonged his programme to double its usual length. During the performance some one cracked that cycling chestnut of "What's the matter with Wells?" to which the entire Club responded the usual "Oh! he's all right," completely astonishing the non-wheeling audience. BIKE.

THE MYSTERY OF AH FONG.

The mystery of Ah Fong has proved about the biggest joke on record, and laughter was predominant at our office all last week. We cannot, however, better describe the scene than by quoting the following, which appeared in the *Birmingham Daily Times* last Saturday: A gigantic hoax has been perpetrated on the cyclists of the Midlands. Some months ago paragraphs appeared in the newspapers stating that a new trick bicycle rider had arisen in the person of a Celestial named Ah Fong. The most marvelous feats were said to be easy of accomplishment to Ah Fong, who, it was affirmed, could ride on one wheel along a tight-rope. Ah Fong's fame increased with the lapse of time. His capabilities were discussed in America, the *Bicycle World* uttering a loud protest against every walk of life being blocked by the cheap Chinese, while the French papers more generously spoke of the new rider as the "grande equilibriste." But there was a mystery about Ah Fong. Everybody had read of him, everybody talked of him, but no one could be found who had seen him. Suddenly a report was started that he would appear at Coventry in December. Mr. S. Golder, of *The Cyclist*, while dining with the Leamington Cyclists' Club, incidentally mentioned the matter, and remarked to the Secretary, "I suppose you will come to Coventry to see Ah Fong on the 17th?" The Secretary was in an ecstacy at the prospective treat, and Mr. Golder magnanimously extended his invitation to the whole of the Leamington Club. Circulars were sent to all the members, and the proposed visit to Coventry became the most popular fixture of the Club's arrangements. Ah Fong's reputation grew amazingly as the 17th approached and the anticipated performance got wind at Coventry. The city of spires and cycles could not be ignored in such a matter, so the Secretary of the Coventry and District Cyclists' Club obtained permission to issue a circular, too, inviting the members "to a private performance by Ah Fong, a Chinese mandarin, and the champion trick bicycle rider of the world," on the 17th. Admission was to be by ticket only, and members who wished to be present were asked to inform the Secretary by the 10th, in order that the passes might be ready by the 14th.

The assiduity with which the Secretary of the Coventry Club carries out all his undertakings has won for him the cognomen of Mr. Secretary Energetic Hayward, and in this matter, as the reporters would say, he fully maintained his reputation. He obtained a promise from the Mayor to attend; he received a representative of the Corn Exchange Company respecting the hiring of the room; he entertained no end of local applications for passes—in fact, he did everything that was possible to secure for Ah Fong a fitting reception. Tradesmen in the city exhibited immense anxiety to witness Ah Fong's performance, and vied with each other to obtain tickets. A prominent cycle manufacturer complained in high dudgeon that the trade had been slighted in not receiving special invitations—which was a great shame—and jealousy began to manifest itself where all had been peace and concord. The buzz of excitement spread far and wide, and applications for tickets to see the great Chinaman came from Leicester, Nottingham, Derby, Bristol, Leamington, Birmingham, Wolverhampton, Rugby, and many other centres.

Meanwhile, nothing had been seen of Ah Fong, and suspicions were entertained that something was going wrong. The passes were not forthcoming, and the Corn Exchange was still disengaged. But on Tuesday a member of the Coventry Club rushed home with the glad news that he had seen an heathen Chinee at Birmingham Station, and in the supposition that this must be Ah Fong the demand for tickets was redoubled. But the mystery grew more mysterious than ever. Evidently some one had blundered, for the Exchange was still to let and no one knew Ah Fong's whereabouts.

But on Wednesday the secret was out. The *Cyclist* Christmas number was published on that day, and its contents included a sketch entitled "Ah Fong: His opinion of Cycling Men and Things." This was the climax. Ah Fong's personality was destroyed, but it was no easy matter to persuade the disappointed cyclists that he was a myth. Mr. Golder communicated with the Leamington Club, who abandoned their visit and relished the joke immensely; Mr. Secretary Energetic Hayward waited on the Mayor with explanations and a Christmas number, and had his revenge by referring all applicants for passes to Mr. Golder; Mr. Golder, groaning in spirit, floundered among the almost numberless pressing requests, which still poured in up to last night, for "the favor of a ticket;" the jealousy of the manufacturers was appeased and died away in broad smiles; and the cyclists accepted their disappointment with as good a grace as they could.

NOTES AND COMMENTS.

The Wheel says: "The record for the biggest wheel now stands at 66 in. We should be pleased to hear from any one who has even heard of, or seen, a larger machine." If it is of any interest to our contemporary, we may say that Mr. Potts, of the Edinburgh Amateurs, has, and occasionally rides, an 84-inch wheel. This is geared down to 50 inches by chain wheels on the forks in the same manner as the "Kangaroo" is geared up, and was built several years since by the Centaur Cycle Company for an Edinburgh professional trick-rider, who performed with it in the Waverley Market, and at whose failure Mr. Potts bought it for "a mere song."—*The Cyclist.*

To those of our members who imagine that any organization, however powerful, can successfully publish an official journal which openly wages war against the manufacturers as a class, especially when those very manufacturers are members in good standing in that organization, we commend the following sensible paragraph from London *Wheeling*:

"Again in the matter of the C. T. C. We read a great deal of noble sentiment from the pen of the editor of the *Gazette*, and enterprising firms who overstep the bounds of discretion receive the castigation of that plenipotentiary. But, with a trade combination and trade action away would go the C. T. C., for its income without the advertisements could never keep the *Gazette*, and *ergo* the Club, alive. What we wish to argue is that however much the young, middle-aged, and decrepit lions of 'cycledom celebrated' may roar, the trade is the supreme arbiter. Resolved into its component parts, rent apart by jealousies and struggles for supremacy, it is temporarily weak. But if it combines and insists on its voice being heard, neither C. T. C. nor N. C. U. could stand against it. Everything goes back sooner or later to the trade, and it is a thousand pities that the N. C. U. is not more *en rapport* therewith. The financial troubles now looming in the near future would not look so dark were such an understanding and consequent good feeling established."

Bi. News greatly exaggerates the influence of the *C. T. C. Gazette* in America, and at the same time shows its ignorance of the contents of these columns for the past six months in speaking as follows:

"E. R. Shipton, some little time back, criticised the cloth which is used for the L. A. W. uniform, and quoted the remarks of an expert concerning its wearing and color-retaining qualities as compared with our own C. T. C. cloth. His observations seem to have put the L. A. W. officials on their mettle, for we notice in the BULLETIN of December 3d that President Beckwith 'has ordered Messrs. Browning, King & Co., the League tailors, to stop the manufacture of any more League suits until a guarantee has been furnished the League from the Middlesex Mills that the goods will have fast colors.'"

It is very doubtful if half a dozen of the two hundred members of our Board have read Mr. Shipton's criticism; the L. A. W. does not need to go to England for that kind of knowledge. Among ten thousand members we have several who can tell whether a piece of cloth has faded or not, strange as that may seem to our Yankeephobist.

Says *Bi-News*:

"A correspondent, not desirous of participating in the curious competition the result of which we gave last week, writes to say that if we want to get known among cyclists who do not read cycling papers as a rule, we had better take Karl Kron on to the staff at once, for he is the finest ingenious advertiser of the cyclonic age. We agree with our correspondent that Karl would be a valuable acquisition for this purpose, and without further to-do we beg to ask the rider, writer, and advertiser of *Ten Thousand Miles on a Bicycle* what his terms would be to forsake America and come over here to blow our trumpet all over the United Kingdom instead of his own. Should we succeed in catching this 'knowing old bird,' we shall expect large presents from every reader of American journals devoted to the sport for removing a source of irritation—they can look upon him as nothing else—out of their midst."

You are wrong, Brother Hillier; America values "K. K." and that highly. He may seem slow; but those of us who have had the pleasure of inspecting the first five hundred or so pages of his book know that the pains that have been expended thereon warrant this extraordinary degree of caution. "K. K." will put forth a book that will be in great contrast to the many specimens of slipshod work that we have had in the past, and one that will long stand as a *vade mecum* of things historical, scientific, and theoretical in cycling.

Says the Buffalo *Courier*:

The witty and pugnacious Dr. George H. Blackham, of Dunkirk, who is equally well known to the wheelmen and microscopists of Buffalo, is to lecture before the Rochester Academy of Science, January 10th, on "The Bicycle and Tricycle as Factors in our Civilization." The Rochester scientists will be wise to shut up their sun spots for one evening and be temperate in any objections which may suggest themselves to Dr. Blackham's theories, even if he lays down the proposition that the earth was created chiefly to furnish a surface upon which to trundle wheels.

We are glad to learn from Secretary-Treasurer Perkins, of the Rhode Island Division, that his Division has made arrangements with the Massachusetts Division to have the two States publish a Road-Book together in the spring.

From Editor Charles Lee Meyers we learn with pleasure that the Jersey City Athletic Club were remarkably successful in their fair. The receipts were $18,000, of which about two-thirds is profit. As the building is already paid for, this money furnishes the house.

Official Announcements.

LEAGUE OFFICERS.

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OFFICIAL HANDICAPPER.

N. P. Tyler, M. D., New Rochelle, N. Y.

PROPOSED CHANGES IN THE BY-LAWS.

NEW YORK, January 3d, 1887.

TO THE MEMBERS OF THE BOARD OF OFFICERS, L. A. W.

GENTLEMEN:—I hereby give notice, pursuant to Article VIII of the By-Laws, that I shall present for your consideration at the meeting of the Board on January 17th inst., an amendment to the By-Laws providing that vacancies in the office of Representative shall be filled by the Chief Consul of the State in which such vacancy occurs, and taking this power of appointment from the President of the League.

Yours, fraternally,
C. H. LUSCOMB, *Repesentative from New York.*

APPOINTMENT FOR PENNSYLVANIA.

NEW YORK, December 30th, 1886.

Upon the recommendation of Chief Consul Wells, of Pennsylvania, I am pleased to appoint as an additional Representative for that State, Mr. Seward H. Murray, of Sewickley, Pa., who is mentioned as a hard worker and enthusiastic wheelman, and will, no doubt, prove a valuable acquisition to the Division force.

Fraternally,
N. MALON BECKWITH, *Pres. L. A. W.*

TO CALIFORNIA MEMBERS.

To retain your membership in the L. A. W. you must remit to Eugene M. Aaron, Secretary, P. O. Box 916, Philadelphia, Pa., in time to reach there before the 1st of March next, one dollar, annual dues for the year 1887. When you joined you paid one dollar initiation fee and dues for so many quarters of the current year as were then unexpired. In other words, you paid dues to December 31st, 1886, and your membership then expired. You are allowed until the 1st of March to renew, and failing to do so your membership is lost and you will have to join again.

California closes the year with a membership of 210. We do not believe there is one of this number but is satisfied with the investment he made and is willing to keep up his interest. But this is not enough. We expect more than this. We expect during the next year to see California League membership reach 500. It can easily be done. There are more than enough wheelmen in the State to render it possible, and their number is constantly increasing. We make a personal appeal to every present League member to aid us in bringing about this result. Represent to your non-League friends the advantages of membership. Show them what has been done in so young and as yet scarcely organized a Division as California; how wheelmen throughout the State have been brought into closer relationship and acquaintance; how at every important point where wheelmen are likely to visit a Consul has been appointed whose duty it is to give them all needed information and assistance; how hotels have been selected as headquarters where wheelmen are sure to obtain every attention at reasonable rates; how road information has been gathered and disseminated for the benefit of touring wheelmen; tell them that one-half of their annual dues are returned to the Division, and that the more members there are from the State the more money the Division will have in its treasury and the more it can accomplish. If your friend remains obdurate, if he is of that class who are perfectly willing to avail themselves of every benefit that organized effort may obtain for wheelmen in general without giving in return the assistance of his personal influence and the trifling contribution we ask from his purse, then show him as an absolute and tangible return for his money the L. A. W. BULLETIN. Ask him to compare it with any other cycling publication and decide if it is not the best publication of the sort in the world to-day. If he is still unconverted, if he does not care enough about the sport to keep posted in its doings, let him alone; he is beyond the pale of hope, and we can only pray that he may not long encumber the road.

Do not delay renewing. To join costs $2.00. No one is entitled to vote for Chief Consul and officers at the election to be held between the 10th of March and 10th of April who is not a member on the 1st of March. Applicants do not become members until two weeks after their names appear in the BULLETIN, so to be a member on the 1st of March, and entitled to vote, your application must reach Philadelphia not later than the 5th of February. The Chief Consul and Secretary-Treasurer will take charge of and remit at the cost of the Division all moneys intrusted to their care. We commend to clubs the plan adopted by the Bay City Wheelmen. Their Treasurer remits for the entire Club, and charges each member with his fee.

ROBERT W. WELCH, *Chief Consul.*

WEST VIRGINIA APPOINTMENT.

WHEELING, W. VA., December 30th, 1886.

EDITOR L. A. W. BULLETIN:

W. L. Wright, Chief Consul, has appointed C. C. Lewis, Jr., as Consul for Charleston, W. Va.

Fraternally yours,
H. P. WILKINSON, *Secretary-Treasurer.*

TO TENNESSEE MEMBERS.

MEMPHIS, TENN., December 29th, 1886.

EDITOR L. A. W. BULLETIN:

I have appointed the following League Hotels: Chattanooga, the Gow House; rate not given. Murfreesboro, the Jordon; rate, $1.50.

The following circular letter has been mailed to each member in the State, and we produce it here to impress it upon the minds of our members and urge them to renew:

MEMPHIS, TENN., December 24th, 1886.

DEAR SIR AND BROTHER WHEELMAN:

The League year is now drawing to a close, and I would earnestly call your attention to the fact that you should send in your renewal AT ONCE. It is important that this should be done, so that at the League meeting, to be held in St. Louis in May next, Tennessee may have a Representative on the Board of Officers. Let us have one, at any rate, and if possible more. In the words of a forgotten poet:

"Turn, turn, my wheel! 'Tis nature's plan
The child should grow into the man."

Come, let our Division grow during '87 as it has never grown before.

I trust that you will at once respond to this call by sending your renewal to E. M. Aaron, Box 916, Philadelphia, Pa., inclosing $1.00 for your 1887 dues. With the compliments of the season, I am

Yours, fraternally,
W. L. SURPRISE, *Chief Consul.*

IMPORTANT TO BOARD MEMBERS.

GENTLEMEN OF THE BOARD:

Owing to an unfortunate blunder in this office, the envelopes inclosed with the mail vote on Dr. Blackham's motion were not those intended for that purpose. They were not printed in the corner, as they should have been, as follows: "Mail vote, L. A. W., closes February 1st, 1887."

To remedy this blunder as far as possible, I would respectfully request all who care to vote on this motion to plainly write the above words on or near the upper left hand corner of the inclosing envelope.

Fraternally,
E. M. AARON, *Sec'y.*

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date and published in accordance with Article III of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their ticket to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication you may look for your ticket.

It is expected, and it is the duty, of all members to examine the list of applications for their respective States and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct, and report any error at once to

E. M. AARON, *Secretary-Editor*,
P. O. Box 916, Philadelphia, Pa.

No. 68—Total, 51.

PHILADELPHIA, PA., January 3d, 1887.

ARKANSAS—1.

Unattached—1.
13159 Rogers, G. B., 19th and Main Sts., Little Rock.

CALIFORNIA DIVISION—4.

Oakland Ramblers—1.
13166 Haven, Chas. D., 416 California St., San Francisco.
Unattached—3.
13143 Colville, Frank C., 1503 7th Ave., Oakland.
13127 Esler, Charles, 431 Bryant St., San Francisco.
13158 Hall, Leon M., San Jose.

CONNECTICUT DIVISION—3.

Stamford Wheel Club—1.
13157 Brown, Wm. E., Stamford.
Unattached—2.
13156 Lockwood, Robt. D., Stamford.
13138 Remer, Chas. E., Ansonia.

ILLINOIS DIVISION—1.

Unattached—1.
13128 Ehlert, Robt., care Union Nat. Bank, Chicago.

INDIANA DIVISION—3.

Fort Wayne Bi. Club—2.
13176 Pullam, A. J., 142 W. Jefferson St., Fort Wayne.
13175 Shorey, W. H., 18 Butler St., "
Unattached—1.
13174 Wilson, Frank W., 76 Breckenridge St., Fort Wayne.

KANSAS DIVISION—4.

Unattached—4.
13152 Dinsmore, Robert, Lyons.
13153 Everest, C. H., "
13155 Gilmore, J. E., "
13154 Perry, A. L., "

MARYLAND DIVISION—1.

Unattached—1.
13129 Mitchell, Chas. L., 222 Chew St., Baltimore.

MASSACHUSETTS DIVISION—1.

Unattached—1.
13161 Perry, Geo. H., Crescent Ave., Dorchester.

MISSOURI DIVISION—8.

Marion County Wheelmen—7.
13167 Appler, C. H., care Hayward Groc. Co., Hannibal.
13171 Hall, W. H., 103 Mohawk St., "
13169 Irwin, J. C., care U. S. Int. Rev. Office, "
13168 Miller, A. C., care Park Hotel, "
13170 McRae, M. D., 211 Bird St., "
13172 Richmond, Price, 314 Chestnut St., "
13173 Summers, Ivy B., care *Journal*, "
Unattached—1.
13130 Case, Geo. A., Joplin.

NEW JERSEY DIVISION—2.

Brunswick Bi. Club—2.
13140 Brown, Daniel, New Brunswick.
13139 Van Anglen, Cornelius, New Brunswick.

NEW YORK DIVISION—9.

Brooklyn Bi. Club—3.
13131 Blauvelt, J. M. S., 314 Baltic St., Brooklyn.
13132 Blauvelt, Chas. A., 400 DeGrau St., "
13133 McGrady, Jas. 327 S. 5th St., "
Morrisiana Wheelmen—3.
13164 Arbogast, C. O., 847 E. 165th St., New York.
13163 Rogers, Jason, Boston Ave. and Horne St., "
13162 Simpson, G. Harry, 1255 Boston Ave., "
Binghamton Bi. Club—1.
13144 Ford, Virgil W., Binghamton.
Unattached—2.
13141 Hirschhorn, Clarence, 57 E. 59th St., New York.
13160 Settle, Charles T., 363 a 6th, S. Brooklyn.

PENNSYLVANIA DIVISION—11.

Philadelphia Bi. Club—6.
13145 Bement, Frank, 2181 and Callowhill St., Phila.
13146 Bement, Wm. P., 1827 Mt. Vernon St., "
13147 Biddle, Wm. F., 4305 Spruce St., "
13150 More, Rev. J. J. J., 2906 Poplar St., "
13148 Ridpath, Samuel, 1239 Shackamaxon St., "
13149 Wistar, Dillwyn, 702 Chestnut St., "
Unattached—5.
13142 Bright, Hermon L., 2024 N. Broad St., Phila.
13135 Fraser, Chas., 450 Richmond St., "
13165 Heitzmann, Fred. M., Wilkes-Barre.
13134 Lukens, James C., 1556 E. Montgomery Ave., Phila.
13151 Sheeley, Rev. V. G., Bridgeville.

VERMONT DIVISION—1.

Mystic Cycling Club—1.
13136 North, J. B., St. Johnsbury.

VIRGINIA DIVISION—2.

Old Dominion Wheelmen—1.
13137 Lockhart, A. P., 901 E. Main St., Richmond.
Unattached—1.
13177 Graham, H. Tucker, Millwood.

APPLICATIONS FOR LIFE MEMBERSHIP.

No. 2—Total, 11.

PHILADELPHIA, January 3d, 1887.

ILLINOIS DIVISION—1.

Unattached—1.
1782 Marsh, I. Clarence, 4900 Washington St., Chicago.

MISSOURI DIVISION—1.

Unattached—1.
6639 Stewart, A. C., 404 Market St., St. Louis.

NEW YORK DIVISION—1.

Citizens' Bi. Club—1.
3277 Huss, G. Martin, 1285 Broadway, New York.

PENNSYLVANIA DIVISION—7.

Pennsylvania Bi. Club—1.
2181 Detwiler, Frank, 812 Market St., Phila.
Century Wheelmen—1.
5421 Snyder, Chas. A., Box 349, Phila.
Philadelphia Bi. Club—1.
279 Hart, H. B., 811 Arch St., Phila.
Unattached—4.
8406 Fry, Ed. L., 115 Dock St., Harrisburg.
2222 Gorgas, George L., "
4165 Snyder, A. F., Weissport.
3512 Stephenson, Jno. V., Greensburg.

RHODE ISLAND DIVISION—1.

Unattached—1.
6126 Perkins, Howard L., Providence.

LEAGUE CLUB RENEWALS.

The following League Clubs have renewed through the proper officers the number of members given below:

Dec. 27th, Brooklyn Bi. Club, Brooklyn, N. Y., 52
" 28th, Middletown Wh. C., Middletown, Conn., ... 28
" " Brunswick Bi. Club, Brunswick, N. J., 20
" 29th, Plainfield Bi. Club, Plainfield, N. J., . 53
" " Phila. Bi. Club, Phila., Pa., . . 44
" 30th, Stamford Wh. C, Stamford, Conn., . 20
" 31st, Morrisiana Whm., New York city, . 16
" " Allegany Co. Whm., Friendship, N. Y., 12
" " Eurota Bi. Club, St. Louis, Mo., . 15
" " Ft. Wayne Bi. Club, Ft. Wayne, Ind., 20

RENEWALS.

No. 4.—Total, 638.

PHILADELPHIA, PA., January 3d, 1887.

ALABAMA DIVISION—1.

3997 Zacharias, C. R.

ARKANSAS DIVISION—8.

10302 Appersen, R. D.
12556 Baird, H. P
12476 Bernays, P. H.
12557 Dungan, J. M.
12477 Fletcher, F. L.
12478 Jones, A. C.
12558 Ostrander, L. F.
10525 Polk, L. E.

CALIFORNIA DIVISION—1.

10542 Hevener, W. C.

COLORADO DIVISION—5.

11661 Cooper, W. W.
8816 Ferrin, C. B.
8817 Knight, E. E.
7410 Morton, R. F.
12447 Ramsay, J. P.

CONNECTICUT DIVISION—61.

10322 Babbitt, S. W.
3668 Baldwin, W. L.
2789 Ballard, J. H.
412 Benedict, G. S.
4447 Brockway, G. L.
4450 Burr, R. H.
5557 Butler, D. D.
5501 Camp, E. G.
5999 Camp, H. L.
4446 Caulkins, F. L.
2275 Clark, E. J.
2286 Coffin, S. V
2788 Cummings, T.
7245 Davenport, T.
2421 Davis, F. W.
10743 Douglas, W. B.
11871 Dowe, C. A.
11496 Drew, F. M.
12574 Goodsell, P. L.
8459 Hampshire, P.
2215 Hendrie, C. W.
4212 Hendrie, C.
11495 Hitchcock, M. C.
4993 Horne, R. H.
9993 Howland, C. F.
12198 Hubbard, G. T.
3131 Hurlbutt, W. A.
6552 Ingraham, C. L.
2213 Jessup, N. R.
12870 Jerman, F.
9028 Kenward, C. T.
2288 Leach, C. H.
12990 Lockrow, P.
12122 Matthews, R. W.
3228 Munson, A.
405 Michels, W. J.
4809 MacKee, H. E.
10324 Nettleton, W. E.
6223 Payne, W. E.
12199 Pease, W. W.
2281 Perry, C. S.
4364 Rockwell, G. F.
9026 Ronald, W. L.
5555 Rutty, A. H.
550 Sanford, W. H.
5471 Shaw, S. H.
2273 Singleton, F. E.
6000 Spear, J.
7246 Stockwell, H. C.
5550 Starr, H. B.
4872 Stewart, J. S.
10655 Stevens, E. B.
7219 Stiles, E. S.
7218 Stiles, H. R.
9029 Toelken, H.
11916 Vanderwerken, E.
4445 Ward, H. C.
5861 Warren, H. J.
4873 Wetherbee, J. B.
7771 White, E. R.
10328 Wells, C. E.

DELAWARE DIVISION—1.

11095 Merrihew, S. W.

DISTRICT OF COLUMBIA DIVISION—2.

7063 Crenshaw, M. K.
691 Crenshaw, A. P.

FLORIDA DIVISION—1.

5766 Woodward, G. M.

ILLINOIS DIVISION—11.

6900 Barnes, E. S.
12825 Bickham, W. R.
805 Brown, E. T.
258 Carter, H. W.
11321 Dickey, C. F.
7240 Gardner, R. S.
11959 Greer, P. E.
7955 Ingalls, F. A.
2846 Koetter, F. W.
7960 Thorne, C. H.
8196 Tripp, S. H.

INDIANA DIVISION—44.

11695 Banks, L.
12279 Beck, C. D.
11324 Bertsch, J. M.
416 Bishop, H. C.
9848 Bostick, W. D.
12196 Caldwell, D. H.
9364 Crawford, C. F.
9853 Lightfoot, F. S.
10764 Meyer, H. J.
7181 Miller, O. G.
11844 Nicholson, T. B.
10765 Ohnhaus, L.
10007 Overton, M.
12008 Paul, W.
7252 Crawley, M. D.
11657 Crowder, C. H.
9849 Dehaven, P. D.
11846 Eastlack, F. E.
9850 Edgerton, C. W.
10763 Evans, J. S.
12773 Gardner, I. J.
5154 George, W. A.
12006 Guild, C.
12180 Hanna, J.
11754 Harding, B. A.
12217 Heeb, W. E.
5153 Hunt, R.
12183 Jaxtheimer, A. W.
9852 Kuhns, J. M.
12009 Phillips, F.
12528 Pickard, H. R.
3035 Pontius, W. H.
12181 Riblet, F.
9854 Ross, G. A.
10009 Robinson, F. H.
490 Sample, K. G.
10195 Saunders, E. M.
12529 Schlatter, D. D.
9855 Scheiman, C. J.
9856 Siemon, H. T.
11507 Stutsman, C. B.
6007 Tillson, C. D.
9857 Thieme, F. J.
9859 Vogel, H. A.

IOWA DIVISION—6.

8112 Barnes, S. G.
4944 Hull, O. E.
10011 Hull, F. G.
8471 Kirshbaum, D. G.
9711 Stilson, A. C.
5774 Washburne, G. H.

KENTUCKY DIVISION—4.

8211 Grant, C. L.
12357 Johnson, E. M.
12358 Lemke, F. M.
2817 Thompson, A. L.

KANSAS DIVISION—2.

8186 Everest, J. H.
9018 Wakenhut, P. G.

LOUISIANA DIVISION—3.

11139 Pea, B. C.
8667 Sentell, G. W.
7412 Shields, E. A.

MAINE DIVISION—1.

11510 Goodwin, W. C.

MARYLAND DIVISION—6.

5100 Cunningham, J. H.
12797 Dashiell, L.
10777 Eisenbrandt, E. B.
12826 Eisenbrandt, F. B.
2059 Hodson, C.
923 Thomas, D. M.

MASSACHUSETTS DIVISION—38.

806 Adams, J. F.
9217 Baxter, J. R.
12248 Belcher, E. S.
12024 Bliss, W. H.
12376 Booth, C. H.
1645 Bond, W. A.
10038 Bonney, C. D.
9218 Bolen, L. C.
7222 Chase, H. A.
7855 Chase, G. F.
8114 Crane, C. K.
5348 Dale, C. E.
9595 Draper, F. A.
8115 Dunn, W. W.
9221 Emery, A. L.
5253 Farr, H. M.
11148 Frye, J. H.
8760 Fuller, H. A.
12178 Griffin, W. W.
10397 Hurd, J. A. V.
5998 Harris, A. W.
3311 Hawks, F. E.
11426 Mayo, F. H.
9227 Means, H. F.
10091 Morgan, C.
10820 Nash, C. S.
12498 Parker, G.
3332 Purinton, A. J.
9203 Richardson, J. W.
9438 Smith, H. F.
1691 Stone, H. D.
2085 Swslow, F. O.
10236 Todd, E. H.
4970 Todd, G. W.
7274 Trowbridge, J. S.
161 Warren, H. W.
6491 Williams, F. H.
9097 Winter, W. E.

MICHIGAN DIVISION—7.

6840 Denton, W.
10414 Henion, F. N.
12317 Jenkins, O. G.
11164 Kellogg, W. K.
11429 King, F. B.
12772 Osgood, F. G.
11673 Woodman, F.

MINNESOTA DIVISION—1.

5050 Welles, A. M.

MISSOURI DIVISION—24.

7555 Bakewell, G.
4019 Bakewell, R.
1091 Beckers, C. F. A.
6641 Carpenter, W. W.
4028 Congelman, T.
1154 Cranz, H. C.
4023 Cushing, E. F.
4024 Francis, G. M.
12999 Graham, W.
4018 Hoffman, G. E.
10847 Kearney, M.
8024 Merkel, J. B.
7298 Perry, L.
4013 Perry, R. E.
11986 Philley, C. U.
12519 Sergeant, W. G.
2010 Senseney, E. M.
10605 Smith, C. S.
2695 Stettinius, E. R.
7020 Snyder, W. S.
2824 Thorn, H. C.
7192 Walden, H. P.
12409 Wiekes, F. C.
1990 Young, A.

NEBRASKA DIVISION—1.

12073 Chandler, M. B.

NEW HAMPSHIRE DIVISION—2.

988 Campbell, F. P.
10852 Gale, F. E.

NEW JERSEY DIVISION—103.

1927 Acken, J.
4481 Ackerman, E. R.
4973 Adams, D. C.
1457 Allen, H. T.
8361 Allen, F. J.
2446 Anderson, R. W.
10866 Bergen, J. A.
10902 Beebe, G. S.
10877 Brinkerhoff, W. R.
4048 Burr, T. S.
8548 Burr, L. G.
9105 Chew, E.
1827 Clarkson, R. C.
2836 Cooley, J. H.
3452 Cooke, C. D.
3977 Craig, G. H.
5534 Crane, J. M.
3520 Dalton, F. A.
9024 Daniels, I.
8452 Decker, J. S.
3523 Decker, F.
2439 Demarest, F. A.
9628 Murry, R. F.
8555 McCure, J. C.
5950 McFadden, J. M.
9625 McKinney, A.
6143 Oakley, F.
10631 Owrid, W. J.
5960 Parker, F. E.
472 Palmer, T. D.
3975 Pound, R.
1898 Price, J. C.
1926 Provost, F.
10081 Randolph, W. W.
3973 Runyon, D. M.
9629 Runyon, H. J.
3516 Rushmore, T.
9630 Rushmore, R.
5958 Rule, H. C.
10867 Runyon, J. B.
10434 Sanford, J. W.
10435 Sanford, C. W.
12407 Sanford, W. M.
1141 Serrell, H.



RUDGE TELEPHONE MAN.

Hello!

Before you put your machine away for the winter, cover all the nickeled parts with Vaseline, and then send 75 cents to Stoddard, Lovering & Co., Boston, for a bottle of Ardill's Liquid Enamel. It will pay you ten times over.



Brooke's Long Distance Lever Tension Saddles, which we are closing out at $2.25 each. No rider can afford to be without one. Order early, as our supply is limited. Former price, $4.00.

STODDARD, LOVERING & CO.,
152 to 158 Congress St., Boston

Special Terms to the Trade.

12406 Dorrance, H. L.
6270 Drayton, J. B.
5844 Evans, A. W.
2838 Evans, C. W.
10433 Fairbairn, R.
10878 Felsinger, W.
8033 Giffin, A. M.
10903 Gillette, N. H.
4799 Gregson, J.
11939 Greenfield, H.
7562 Havre, W. H.
12233 Haynes, J. A.
3519 Heyniger, F. D. H.
8551 Holloway, R. B.
4991 Holmes, S. J.
11876 Holly, A. A.
3998 Hoagland, C.
4795 Johnson, R. C.
7675 Kilbourne, I. W.
12320 Larkins, C. N.
9267 Maisbury, S.
12048 Markham, W. T.
1139 Marsh, A. L. C.
6745 Martin, F. L. C.
9626 Martin, H. M.
9627 Martine, J. B.
1922 Merritt, D. H.
4796 Merritt, J. L.
3162 Miller, B. O.
8958 Millikens, W. H.
3979 Serrell, W.
6559 Slevin, A. G.
2634 Snedeker, C. D.
11683 Spengeman, H. H.
6494 Squires, G. H.
3525 Stover, H. W.
9631 Stover, C. A.
10436 Suydam, G. P.
3341 Timpson, L. G.
10437 Van Buren, F. P.
11877 Van Buren, E. M.
10438 Vincent, G. E.
7677 Vignes, W. D.
3884 Voorhees, A. C.
4794 Waldron, W. H.
6148 Waldron, E. A.
4974 Watson, C. A.
9633 Walz, F. W.
9634 Walz, L. E.
8244 Wallace, G. K.
825 Weir, R. W.
8943 Weir, W. B.
9635 Whitfield, J. M.
7196 Wilde, J.
1385 Worth, J. A.
168 Woodruff, E. P.
7097 Wright, A. J.
6064 Wycoff, E. B.
1365 Yates, F. W.

NEW YORK DIVISION—149.

8376 Abrams, G. W.
3929 Adams, W.
11992 Alling, D. G.
2448 Amerman, F. H.
4353 Amerman, W. L.
8363 Appleton, J. W.
981 Bancroft, G.
5177 Barkman, A. B.
10642 Blood, A. H.
464 Blackham, G. E.
3879 Black, A.
12173 Brooks, C. M.
12861 Brunn, L.
2560 Brush, A. C.
9141 Burdick, H. L.
2232 Burchell, J. A.
9126 Campbell, W. W.
10086 Carey, W. J.
3876 Carpenter, W. A.
2434 Camehl, G. H.
10068 Chadeayne, J.
6823 Cloyes, W. D.
10657 Clark, C. W.
11839 Cock, L. V.
10089 Cole, D. N.
1213 Coaney, C. F.
8364 Cranford, R. N.
12863 Day, J. B.
2570 Davis, E. L.
12864 Dickinson, G. B.
10643 Dunnell, F. L.
7422 DeCamp, G. R.
4316 Earle, C. J.
8365 Edsall, F. D.
3086 Elliot, H. R.
11690 Ellsworth, E. P.
3858 Faile, W. H.
3864 Faile, G. E.
7324 Finlay, J. W.
11213 Ford, J. G.
12860 Fuller, W. E.
9910 Gallien, A. J.
11292 Goodenough, J. O.
7326 Gray, H. P.
12222 Guppy, H. H.
643 Gullen, W. F.
4736 Hawkins, F. B.
9127 Hall, H. L.
10091 Haviland, W. D.
10090 Haviland, A. S.
12443 Hall, G. E.
4755 Hamilton, D.
3867 Hall, H. E.
4774 Hanford, F. W.
3877 Hanford, H. B.
11824 Hamilton, M. K.
11823 Hamilton, E. E.
5520 Homan, W. F.
4319 Hocum, L. W.
13006 Hurd, E. F.
12702 Ilck, H.
254 Jones, F. B.
4772 Jones, E. C.
5958 Kellum, B. J.
12865 Kenmore, W. J.
631 Koop, H. H.
11295 Krumholz, J. F.
12203 Lane, W. T.
2431 Latta, A. C.
2581 Latta, E. G.
2432 Latta, S. G.
9939 Leech, J.
11549 Lyon, N. I.
7330 Leonard, E.
6395 Whiteside, W.
11301 Whitney, C.
4742 Wilson, G. T.
12314 Wilke, H.
8372 Williams, E.
10645 Winchell, M. R.
11822 Wilkens, W.
3865 Williams, P.
9925 Wood, C. W.
11001 Zabriskie, A. M.

OHIO DIVISION—15.

11700 Cadman, W. S.
1959 Griesinger, C. L.
2520 Hawley, F. H.
215 Hendrickson, B.
12670 Mathews, V. S.
12256 Mitholland, W. H.
5291 McDowell, B.
11377 Odlin, W. T.
8379 Ridenour, J. F.
11373 Richmond, A. I.
1086 Spindler, F. N.
11703 Stanley, A. D.
11930 Turner, W. M.
8993 Wilcoxon, C. S.
11569 Wilbor, L. A.

PENNSYLVANIA DIVISION—117.

11966 Arnold, A. J.
11704 Bard, B. F.
1264 Bartol, G. E.
11052 Barlow, C. H.
12817 Beierschmitt, E. L.
7084 Beach, W. B.
12987 Beekley, W. M.
555 Belfield, A. L.
275 Blakiston, H. A.
271 Blair, H. C.
11060 Bowman, J. S.
487 Brown, B. F.
1266 Butterworth, H. W.
1273 Burt, E. W.
12627 Buchman, C.
8624 Bunker, G. R.
5422 Clarendon, T.
1228 Cliff, G. H.
12885 Crocker, D. H.
6407 Cummings, T. F.
11053 Deitrich, F.
5098 Ehret, H. S.
12986 Emmert, M. H.
7360 Engart, J. S.
7596 Evans, L. L.
1216 Fox, J. J.
1274 Freeman, G. M.
4177 Fulton, G. H.
5096 Gale, J. A.
11852 Gault, H. R.
11236 Gawthrop, J. R.
3892 Gilbert, S. E.
10168 Greer, C. M.
11579 Gregory, C. R.
2325 Harrison, W. H.
9805 Hafer, W. C.
12638 Harris, E. P.
6292 Henszey, S. C.
10169 Hughes, J.
7749 Inglis, O. E.
12886 Innis, S. E.
2776 Janney, G. F.
2184 Janney, M. P.
2603 Jarrard, O. O.
9312 Jones, W.
10129 Keith, W. M.
12082 Kirk, W. H.
3893 King, C. G.
8983 Kohler, C.
3664 Kutzner, J. D.
246 Landis, D. B.
11976 Lamb, J. R.
12105 Leffler, H.
8285 Lewis, W. F.
1788 Lewis, F. S.
12559 Long, M. F.
11071 Lund, A.
9665 McAlpine, A.
12893 McCully, C. H.
12894 McCully, J. F.
1229 Manning, E. N.
10509 Mason, A. C.
11054 Madden, J. C.
10503 Martin, J. G.
6462 Mayer, E. N.
1226 Middleton, W. H.
12581 Mitchell, S.
5097 Middleton, R. T.
4649 Miles, T. H.
997 Miller, E. L.
4652 Morris, W.
9066 Niles, I. W.
4655 Obreiter, C. H.
285 Osborne, G. N.
1656 Palmer, W. S.
7750 Peterson, A. S.
11309 Patterson, C. R.
10712 Phillips, W. J.
2575 Price, E. A.
11848 Reynolds, A.
12301 Reefer, J.
11853 Reynolds, H.
8784 Richardson, C.
2771 Roberts, W. H.
3804 Roberts, C. C.
8785 Roberts, J. B.
4760 Ross, I. G.
8410 Rohrer, F.
4061 Ruddle, R. S.
2182 Rutter, C. A.
11384 Sauber, C. A.
1284 Sartain, P. J.
3650 Safford, N. D.
12628 Scattergood, H. W.
6212 Scheffey, A. M.
1915 Selden, R. C.
4162 Small, C. H.
4163 Small, M. J.
10713 Smith, O.
12629 Speier, W. G.
3720 Stall, S.
293 Stokes, F. C.
2772 Stevenson, J. E.
557 Streeter, G. M.
8800 Stokes, W. P.
993 Tucker, W. R.
10514 Troth, H.
8630 Uhler, W.
2773 Warder, C. B.
6771 Watt, L. H.
9171 Walenta, E. J.
11056 Weller, M.
9157 Whittaker, A. D.
8782 Williams, R. B.
651 Williams, W. L.
1279 Woodward, W. H.
2774 Young, B. F.

RHODE ISLAND DIVISION—8.

8177 Barton, A. C.
9813 Dyer, H. L.
8178 Mills, W. S.
3703 Pope, L. A.
9676 Richardson, W. A.
7754 Speirs, J. L.
13034 Stillman, F. R.
13032 Schofield, A. A.

VERMONT DIVISION—2.

12214 Taft, F.
12644 Webster, H. C.

VIRGINIA DIVISION—10.

7760 Barrett, R.
7943 Bargelt, R. L.
7411 Barton, L. N.
3305 Harris, F. L.
10730 Logan, J. L.
9020 Long, J. H.
11109 Duval, S. G.
11110 Hazelgrove, R. L.
11114 Meserole, J.
9023 Thomas, F. S.

WISCONSIN DIVISION—3.

6030 Lindquist, N. E.
6557 Powers, H. D.
6558 Warren, W. W.

BERMUDA—1.

9818 Godet, F. L.

The Rudge Bicyclette, which Messrs. Stoddard, Lovering & Co., propose to bring out in the spring, is the original machine of this type, having been patented in England and America in 1879, by Messrs. Rudge & Co. It has had two years' trial in England, and possesses several valuable features of special excellence, which will only be found in this machine.—*Adv.*

Captain Peck, of the Massachusetts Bicycle Club, finished a riding season of nearly 5,000 miles in 1886, all being accomplished on a 55-inch Rudge Light Roadster.—*Adv.*

Among the many letters which Stoddard, Lovering & Co. received in their mail last week, were three which are curiosities. In one a man wishes to exchange 40 acres of land for a Rudge Humber Tandem. In another a man has 200 pounds of gunpowder which he will exchange for a bicycle, and another wishes to dispose of 200 pairs of roller skates for any kind of a Rudge.—*Adv.*

IMPORTANT.

The *Grand Union Hotel*, opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

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VICTORS.—25 brand-new, to close, $25 down and $10 per month. Orders received at once will be filled. We cannot duplicate them on these terms after this lot is sold. tf. LOWE BICYCLE CO., Fitchburg, Mass.

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A RARE BARGAIN.—A genuine Beeston Humber Tandem Light Roadster of the very latest pattern, with all improvements. Has never been used. Must go at a sacrifice. PHILADA. CYCLIST'S SUPPLY CO., Box 170, Philada., Pa.

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FOR 1887

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By MRS. M. O. W. OLIPHANT
And T. B. ALDRICH.

Paul Patoff,
By F. MARION CRAWFORD,
Author of "A Roman Singer," "Mr. Isaacs," etc.

Papers on American History,
By JOHN FISKE,
Whose previous papers have been so interesting, full of information, and generally popular.

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A continuation of the admirable papers comparing the French and English people,
By P. G. HAMERTON.

Essays and Poems,
By OLIVER WENDELL HOLMES.

Occasional Papers,
By JAMES RUSSELL LOWELL.

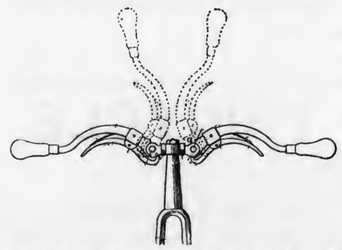
Contributions may be expected from JOHN GREENLEAF WHITTIER, THOMAS WENTWORTH HIGGINSON, CHARLES DUDLEY WARNER, E. C. STEDMAN, HARRIET W. PRESTON, SARAH ORNE JEWETT, CHARLES EGBERT CRADDOCK, ARTHUR SHERBURNE HARDY, HENRY CABOT LODGE, EDITH M. THOMAS, HORACE E. SCUDDER, GEORGE E. WOODBERRY, GEORGE FREDERIC PARSONS, MAURICE THOMPSON, LUCY LARCOM, CELIA THAXTER, JOHN BURROUGHS, JAMES FREEMAN CLARKE, ELIZABETH ROBINS PENNELL, BRADFORD TORREY, and many others.

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No more headers. It can be applied to any bicycle. Impossible not to light on your feet. The legs will open the handles without the rider being aware of it. Simple, cheap, and weighs no more than the ordinary handle. Price, $10.00. For sale by

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Columbia, Champion, Challenge, Facile, Otto, and other Bicycles and Tricycles sold on easy payments, with no extra charge, except for interest. Prices guaranteed as low as the lowest. Low freight and express rates to all points. Large stock of accessories, including all latest novelties. Nickel-plating and repairing.

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bought for cash, taken in exchange, and sold on installments. Liberal discounts to agents. One of the largest stocks of new and second-hand wheels in America; rarely less than 200 wheels on hand to select from. Send for large illustrated catalogue and latest descriptive second-hand list and terms of easy payments; of interest to every actual or prospective wheelman. Correspondence solicited.

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ARE THE BEST

BECAUSE They contain everything essential to Accurate Time Keeping found in any watch, and in addition have the following important improvements, for which we have patents:
The PATENT DUST PROOF protects perfectly the balance and hair spring (the most delicate and vital parts) from damage, dirt and dampness.
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We are the only Factory using only Genuine Ruby Jewels *in every grade*, and all our Watches are made of the best material, and are accurate time keepers, under our own guarantee.

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General Agents for the Keystone Standard Watch Co.
ASK YOUR JEWELER FOR THEM.

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L. A. W. REGULATION CAP,	-	$1 75
" " HELMET,	-	1 75
" " SHIRT,	-	2 25
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" " SILK BELTS,		1 00

All orders must be accompanied by money order for the amount, also name and League number.

English C. T. C. Cloth, double width, $4.00 per yard.

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E. M. AARON,

Don't send Checks. Box 916, Philad'a, Pa.

OUR SPECIALTY.

Columbia and Rudge Bicycles and Tricycles rented to non-owners for long or short periods at reasonable rates. Only first-class wheels offered. Send for terms. Bicycles and Tricycles also sold on easy payments.

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Dealer in Bicycles, Tricycles, Etc.,
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Latest and Freshest News and more of it than in any other Independent American Cycling Weekly. Send to

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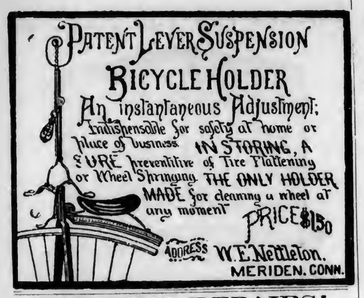
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177 Middle St., Portland, Me.,
The Designer and Sole Authorized Maker.

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The "Fairie Club" Coaster belongs to the double runner class, and is intended for both ladies and gentlemen. It is sure to make the exhilarating sport of coasting more common and popular than ever. The Toboggan is deservedly a favorite, but for pure delight and comfort combined, nothing equals the "Fairie Club." No expensive slide is required, and the steering apparatus is just as deftly and easily governed by a lady's touch as by the stronger sex. Send for descriptive circulars to

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The best machine for ladies, as there are no revolving pedals to catch the skirts. The only Tricycle that can be ridden equally well by lady or gentleman, grown person or child.

EITHER RIDER CAN STEER.

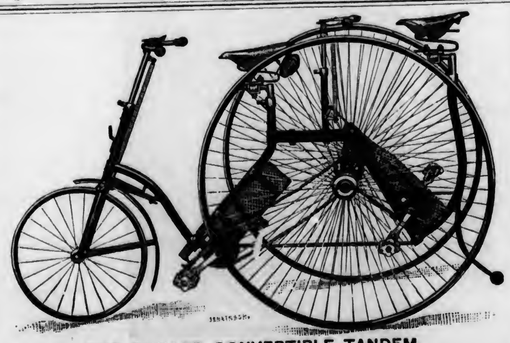
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HAS AUTOMATIC STEERING.

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Is the Most Unique Machine of its Class.



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Bicycles,
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STILL IN THE LEAD.

20 Miles on a straightaway country road in the marvelous time of

59 Minutes 35⅘ Seconds.

A World's Record.

50 Miles in 2 Hours 55 Minutes 46½ Seconds, the American Record for the distance, and 100 Miles in 6 Hours 1½ Minutes.

A World Record, and better than the American Track Record.

All the preceding by S. G. Whittaker, on an ordinary roadster, excepting a somewhat lighter rim, and the course an ordinary surveyed country road.

If road-records talk, then the American Cycles are the easiest running machines in the World.

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THE

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Fill up the blank in the adjoining column and, together with **TWO DOLLARS,** send it to the Secretary of the League,

E. M. AARON,

Box 916, Philadelphia, Pa.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name IN FULL.

Write very plainly.

Application for Membership in the L. A. W.

EUGENE M. AARON, Secretary-Editor,

Box 916, Philadelphia, Pa.

Dear Sir:

Inclosed you will find **$2.00** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed below. I refer to the persons named below.*

Signed,.....

Club,..... *Residence,*.....

City and State,..... *Date,*.....

ARTICLE IV. SECTION 4, of the L. A. W. By-Laws, contains the following *Definition of an Amateur*:—"An amateur is one who has never engaged in, nor assisted in, nor taught any recognized athletic exercise for money or other remuneration, nor knowingly competed with or against a professional for a prize of any description. To prevent misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist forfeits his right to compete as an amateur, and thereby becomes a professional, by engaging in cycling or any other recognized athletic exercise, or personally teaching, training, or coaching any other person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or for gate money, competing with, pace-making for, or having the pace made by, a professional, in public or for a prize; selling, realizing upon, or otherwise turning into cash any prize won by him. This rule does not apply to teaching the elements of bicycling solely for the purpose of effecting the sale of a bicycle. The League recognizes as athletic exercises all those sports under the jurisdiction of the National Association of Amateur Athletes of America, including running, walking, jumping, pole-leaping, putting the shot, throwing the hammer, throwing the weights, tug of war, and rowing, boxing, sparring, Lacrosse, polo, roller and ice skating."

TO L. A. W. MEMBERS.

Read the Letter in the adjoining columns, and AT ONCE fill out the blank at the bottom and send it with ONE DOLLAR to

E. M. Aaron, Box 916, Philadelphia, Pa.,

and thus secure for another year your membership in the largest and most popular athletic organization in the country.

OFFICE OF THE SECRETARY-EDITOR, LEAGUE OF AMERICAN WHEELMEN,
PHILADELPHIA, PA., December 6th, 1886.

TO ALL LEAGUE MEMBERS:

THE ADVANTAGES OF MEMBERSHIP in the L. A. W. are so well known and understood that to most of you anything that I might say on the subject would seem superfluous. But to those who, either from the brief duration of their association with our organization or from the fact that they have not availed themselves of their privileges in the League, are not so assured of its great influence for the general good and their individual good in particular, we offer the following brief summary for their careful attention:

The L. A. W. publishes a first-class weekly newspaper, the L. A. W. BULLETIN, which is in itself full return for the annual dues. It will furnish to each member, on application, during 1887, at a nominal price, a HAND-BOOK of useful information, including the Constitution and By-Laws, Racing Rules, Transportation Rates, Rights and Privileges, etc. The L. A. W. affords the privilege of obtaining an excellent UNIFORM at very moderate cost. The L. A. W. stands ready to protect its members in their legal rights, and to sustain them in their efforts to repeal unfavorable legislation. This it has frequently done in the past.

In addition to the above general advantages, most of the State Divisions are striving to outdo the parent body in granting direct benefits to their members, such as Road-Books, maps, Hand-Books, and reduced hotel rates, to say nothing of meets, parades, tours, and entertainments.

The item of the bond of fellowship which exists between League members throughout the length and breadth of our land is admitted by many hundreds to be worth much more than the price of the annual dues.

Believing that all who intend to continue as cyclers will also continue as members of the League, and that most of those who either temporarily or permanently give up active participation in cycling will remain with us for the sake of the past and of the future companionship, I feel that I have but to call your attention to the League's claims on you for 1887 to insure the return of the blank printed below with your signature affixed and accompanied by your annual dues.

Fraternally,

EUGENE M. AARON, *Secretary-Editor, L. A. W.*

EUGENE M. AARON, Secretary-Editor, L. A. W.,

Box 916, Philadelphia, Pa.

Inclosed herewith you will find ***ONE DOLLAR*** *for the Annual Dues for 1887, in the League of American Wheelmen, for the undersigned.*

Name,.....

League No...... *Address,*.....

Club,.....

WATCH

this space **NEXT WEEK.** We shall give a brief description of the

RUDGE

Bicycles and Tricycles for

1887.

THE L. A. W. BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA:

PUBLISHED WEEKLY:

$1.00 A YEAR. 3 CENTS PER COPY. | Philadelphia, January 14, 1887. | VOLUME IV. No. 2. WHOLE NUMBER 81.

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BOSTON.

BRANCH HOUSES:—12 Warren Street, New York; 291 Wabash Avenue, Chicago.

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THE WORLD'S STORY

of the road and path is a recapitulation of victories by riders of Columbias.

THE WISE WHEELMAN

rides a Columbia; the unwise is getting wisdom and a Columbia.

Mr. Alfred A. McCurdy made the accompanying remarkable record on a 48-inch **STAR** Bicycle over the Boston Cycle Club's 50 mile course, under A. C. U. Rules, breaking all previous records above 100 miles.

305 Miles in

The following are the new records accepted by the A. C. U.:

150	Miles,	10	hours	24	minutes	30	seconds.
200	"	14	"	35	"		
250	"	18	"	58	"		
300	"	23	"	38	"		
302 3/5	"	23	"	48	"	50	"
304 3/8	"	23	"	57	"	45	"

The eight trips to and from his hotel to the point of starting carries the distance up to fully 305 miles.

★ WORLD'S RECORDS ★

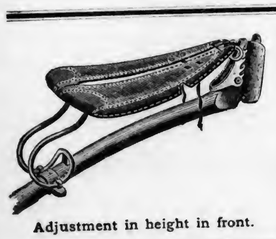
This record proves most conclusively the superiority of the **STAR** over all crank action bicycles. This is McCurdy's fourth attempt at the 24 hour record, the first two trials being made on crank machines.

His present performance **EXCELS BY 50 MILES** his best effort on a crank bicycle weighing about 15 pounds less than his present mount.

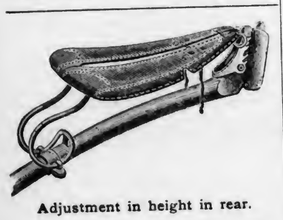
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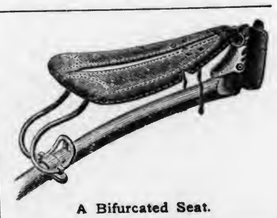
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THE BULLETIN
OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

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EUGENE M. AARON, - - - EDITOR
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Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list; failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

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Personal controversy, fault-finding, and allusions to manufactures and manufacturers will not be admitted to the columns devoted to reading matter.

The EDITOR must in all cases have the full name and address of the authors of contributed articles as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

ADVERTISING RATES ON APPLICATION.
Our Circulation this Week is
11,600 Copies.

No. 2. JANUARY 14, 1887. VOL. IV.

As is known to our readers, a mail vote is now being taken in the Board of Officers on the resolutions offered by Dr. Blackham and recently published in these columns. These votes are being returned at this time, and a large vote is promised.

Dr. Blackham has already explained in sending in these resolutions for a vote the alterations that he has made in them. These alterations are of such a nature as to remove the cause of the objections contained in our editorial of last September. The criticisms contained therein we wish to withdraw on that account, and feel no hesitancy in expressing our thorough accordance with the resolutions, as now framed. We predict their adoption.

* * * * *

The official columns of this issue will be found to contain a surprise for many of our readers. No doubt the resignation of the present Editor will cause regret in many circles—in most circles, we are glad to believe—but that regret will, we feel sure, give way to one of satisfaction that the office is likely to be filled by one who is thoroughly conversant with all of its duties, and also to a desire to congratulate the present incumbent that his term has extended until every reform in the organization which was dear to his heart and to which he stood pledged has become an accomplished fact, and that his administration leaves behind it nothing unfinished which he desired to finish.

* * * * *

Elsewhere will be found a brief agendum of the Board meeting to be held in New York on the 17th inst. This is an important item of interest to all Board members and one with which they should become thoroughly familiar before the meeting.

* * * * *

Since our last issue an important meeting of prominent League officials in the West has been held in St. Louis. "Phœnix," in his St. Louis letter, this week, tells us of their actions at this meeting. These actions will be found to have been of the first importance. We trust that some of those present at that meeting will be with us on next Monday to speak for the West and its wishes.

There can be but little doubt that the dates and plans chosen by these enthusiastic and hard-working officials will be adopted as those of the Board as well. If they are, our knowledge of the push and originality of the West leads us to predict without any hesitation that St. Louis and her coadjutors will give us this coming May the greatest and most enjoyable meet of cyclers ever held in the world.

* * * * *

It is now quite certain that the abolition of the amateur clause in our Constitution will be moved at our next annual meeting. Those who propose this action are not waiting for conviction to bring them adherents, but they evidently intend that all shall be well educated on the subject, and that no one shall plead ignorance of the subject as an excuse for either an affirmative or a negative vote.

To all who are contemplating any action looking toward a constitutional change in the League's government we would offer the following extract from our present Constitution:

"ART. V. This Constitution shall not be altered or amended except by a majority of the members present and voting at a Constitutional Convention of the League, called by the President on the written application of not less than 25 members, said Convention to be held at the date and place of the annual meeting, at least one month's notice thereof having been given in the columns of the official organ, or by a majority of those voting by a mail vote, notice of such alteration or amendment having been given at least two weeks previous to the meeting or the dispatch of the blanks for the mail vote."

It will be clearly seen from the above that no authority is given to what is usually termed "the general meeting of the League," which is, in fact, but a creation of the Board of Officers, who are themselves the creatures of the general membership.

By an overwhelming affirmative vote, taken by mail last March and announced in the BULLETIN of April 30th, 1886, the general membership decided that thereafter the Constitution should not be at the beck and call of any locally strong general meeting, but amendments should be made at a special convention called for that purpose, or by a mail vote sent out to every member of the League.

We throw this hint out at this time simply because our experience in the past has taught us that many would-be reformers of our Constitution and By-Laws are not in the least familiar with the very articles which they seek to reform.

* * * * *

The amount of mail matter now pouring in upon the Secretary's office is greater than ever before in the history of the League. We must, therefore, ask correspondents who have not received prompt replies to their letters to be patient for a few days longer.

TOBOGGANING.

"New Yorkers will 'tobog' at the Polo Grounds this winter. The lights, the music, the flash of bright eyes, the falling-star-like rush, the half scream of frightened pleasure—"

I pause and smile. With the lips, not with the eyes! a smile that makes not others smile.

I "tobogged" once.

The dull, gray sponge that masqueraded as a brain dwelt on this "falling-star-like rush" till it showed like to thirty seconds of elysium, with the feet of all the female angels in the laps of the male ones. The most driveling dolt could go no further, you think? I did.

You have seen a tobogganing uniform? I bought one. I strove to persuade myself that it became me, supremely conscious all the time of the burning libel that I was on the unfeathered biped. Mad? By my side the March hare was a very tower of intellectual strength.

Encased in this flannel nightmare, I started for the Orange Hills. My fellow-passengers made merry. Several of them lost all connection with their handkerchiefs in their frantic endeavors to get them down far enough to dam their bubbling mirth. Each catastrophe of this sort was followed by much encouraging gasping and gagging; but nothing fatal. Though I am not of an unamiable disposition, the sight of two or three of those merry mortals in the final throes would have afforded me the liveliest satisfaction.

That suit's preternatural ugliness arrayed all Orange dead against me. Half-a-hundred juvenile enticements to murder escorted me from the station, and jammed the surrounding ether with ribald terms and "soakers." Their old brutes of fathers and forefathers coughed themselves into all sorts of mirthful convulsions, and the Orange constabulary was in ecstasies until an itinerant "soaker" went in at his right ear with an unceremonious energy that promised well for its speedy exit from the corresponding orifice on the other side. This angered him. While he was patiently trampling a consumptive little cripple into the crusted snow, I made for the slide.

The hill had a slope to it like the forehead of a Bowery-What-Is-It. A torrent of toboggans plunged headlong down its polished surface, with all the kindly regard for one another's safety and comfort exhibited by the particles of a ton of Red Ash, when the much begrimed Jehu turns on the "black Niagara." Just as we arrived two toboggans came together with a crash, and their contents went up toward fair Luna, as though anxious to emulate the bovine that so tickled the canine's risibility. I felt more like tobogganing than ever!

I mount the hill and straddle a machine. I do this stout-heartedly. Then comes the reaction. A feeling, closely akin to that which the bridge-dropping crank must experience just ere he lets go his hold of everything in the world, is on me. The number of emotional lumps swallowed is fairly beyond all computation. If somebody would only make a break for the station! But, no!

"Feet up," screamed a copper-fastened voice. The fair shade in front gathers my gaiters in her lap; the gentleman behind winds his legs about my body, as though illustrating the first movement toward the achievement of the top of a greased pole, and off we go. I smile, but I don't mean it.

Faster and faster we go. We strike a half-buried stump. Everybody goes into the air and sits down with much vigor. I am reconciled to the peculiar life-line! Faster and faster. A wild shout. I look back, and am dimly conscious that when we do stop that gigantic "tobog" just behind will grind us to powder. But will we ever stop? Another bump sees us over the brow of the hill. Faster and faster we fly. Fly is now the precise word. We touch mother earth only to acquire elasticity for another bound through star-strewn space. Every hair is on tip-toe, peering over the heads in front of it, into the carnage-fraught future.

The unfailing little failings join hand-in-hand for the execution of the customary scalp-dance in and out of the caverns of the memory, and the stereotyped recollections of "Now I Lay Me" jostle the moss-grown fragments of "Greenland's Icy Mountains." All the conventional proprieties for an idealistic demise are at hand.

And the blessed machine swings around the corner and comes to a quiet stop!

"SMITH" *in Puck.*

"THE WHEEL."

BY REV. CHARLES HERR.

[Written for the Journal of the Jersey City Athletic Club's Fair.]

He should be a genius who would write adequately concerning that marvel of grace and usefulness—the wheel. He ought to have in high development the faculty of enthusiasm, for he must fail unless he can speak from a very vivid and ardent appreciation. He ought more than other men to have the sense of beauty, for his work must be inadequate unless some of the glittering charm of the silver circle can get itself reflected in his luminous and mirroring lines. He needs a lively imagination also, in order that he may rise to the height of so eloquent a subject, and interpret the large and the gracious things that congregate about his theme. He ought to be able to make statistics interesting, to point each new record of growing achievement with some special gleam of taking rhetoric. He ought to have, on the one hand, a radiant mental picture of the grace and glory of the bicycle, and on the other, be persuasive in the description of its power and utility. And for all these things genius is indispensable. This article makes no pretension of meeting this requirement. It is written on demand and without the impetus of creative genius. Therefore if any one misses herein the incommunicative fire of the true cyclist's enthusiasm or seeks in vain for the appreciative eloquence which is alone worthy of the subject, he will know the reason why.

It has been said above that an adequate essay on the bicycle is conditioned on a thorough conception and expression of its rare grace and beauty. That assertion is not unadvised. For it may be considered certain that all men whose opinion has taste and value will freely consent that the wheel is a marvel of loveliness and charm. It possesses such qualities as never fail to captivate the eye and hold the regard. It has such unrivaled grace in its proportions; it has such an unbroken continuity of fair lines and perfect curves; it has such a suggestion of infinity in its endless round; it has such a majestic ease and lordly silence in its motion; it is so clean and chaste in construction; so lithe and strong, so poetic and so practical, so rhythmic and so rigid,—that it conquers admiration from unwillingness and excites among its devotees a deep and undying enthusiasm. Every perfection of mechanism seems to be realized in it; every demand of æsthetics in form and movement seems to be fulfilled. And when once a consenting appreciation has been bestowed, it is never recalled. The moralists and poets are continually warning us against all those false types of beauty that lessen and fade with time. Thomas Adams said once: "Beauty is like an almanac; if it lasts a year it is well." And Keats has insisted on this essential permanence in true beauty, in lines with which we are all familiar:

> "A thing of beauty is a joy forever,
> Its loveliness increases; it will never
> Pass into nothingness; but will still keep
> A bower quiet for us, and a sleep
> Full of sweet dreams, and health and quiet breathing."

As well as anything else on earth, the bicycle meets these demands. Beauty's cheek will pale; the fair scenes of nature, the winning sunlight, and the radiant sky may sometimes fail to please; but never can the silver circle grow less lovely to its admirers or cease to dwell in their praises.

The wheel never disappoints. Those whose admiration has been engaged by its outward beauty and fair promise are confirmed in their devotion when they have tested its practical qualities. Already bicycle literature is of large volume, and it is characterized universally by an ever-renewed freshness and enthusiasm. The breath of the hills is in it. The wholesome effervescence and vigorous vitality of the open country are in it. The song of the birds, the cool sweep of the wind, the patter of the brooks over pebbles have their tones reproduced in essay and poem. No morbidness and no discoloring sentimentality mark the literature of the wheel; but an alertness of mind, a vigor of spirit, a freshness of heart, like when the world was young. Now nothing can contribute this excellence and healthfulness of tone but the rare, fine sensational life which cycling produces and sustains. A leaping joy, a boundless exhilaration, are the assured and permanent experience of the wheelman. The ease of self-propulsion, the control of power, the rapidity of motion, the pleasurable excitement of exercise, create a lofty and generous exaltation, which is to be derived from no similar source. These rich and unusual glories of sensation are not due at all to any sense of adventurousness or danger, but simply to the essential novelty, freedom, and power of the wheel. It lifts one above the world, and somehow the sordidness and dust no longer influence the mind. No sable imp of anxious care sits behind on the saddle. Malice, hatred, and all uncharitableness are crushed under the revolving tire. The difficulties, the temptations, the tensions of life are left on the retreating way. And the rider, by an even and captivating exertion, by easy and delightful movement, and by all the charms of atmosphere and landscape is thrilled with a continuous exhilaration and bounding joy.

This explains the healthfulness of wheeling. For most ordinary physical difficulties, it is better than all physicians and all potions. It is like a whole Pharmacopœia in itself. It has wrought the most unlikely cures. It has healed all sorts of distempers and diseases. It has cured affections of the stomach, of the blood, of the nerves, of the brain, of the lungs. It has brought many from death unto life. More fascinating than any other sport human invention has introduced, it is at the same time the most healthful and nerve restoring of exercises. If any sufferer will begin propelling the bicycle, it will very likely not be long before he shall say, "Good-bye, sick list!" (This is another man's joke.)

It is certain that no other achievement of modern mechanical skill possesses, with equal pretensions to beauty and healthfulness, so great and wide utility as well. It is, of course, not worth while to say that the wheel is signally adapted to the wants and tastes of youth. Such is now, and will probably always be, its chief adaptation. Its aspect of light joyousness, of enthusiasm, of amateurism, will always make it seem primarily suited to the energetic ardor and the full vitality of early life. But it withholds none of its best benefits from any class of mankind. Its broad kindliness is exemplary. For the mature in years, for the fair in sex, it provides its ample uses and its rich pleasures. Wherever the local conditions are favorable, the mature and the old vie with the young in the flush, and glow, and vigor of cycling. Gray hairs and long beards and weakened muscles constitute no impediment, but rather an additional and peremptory reason why the providential privilege should be embraced and the wheel pushed till the muscles grow hard and the head clear, till the blood runs warm and the nerves are unconscious of themselves. Major Knox Holmes, an Englishman of 77 years, recently made 11 miles an hour for 10 consecutive hours, beating an ex-champion of England by the feat. Why should the mature deny themselves the rare refreshment and exhilaration and bracing healthfulness that come from wheeling? And as for the gentle sex, the sovereign fiat has issued which secures to the tricycle the right of fashion and popularity among women. The female royalty of England has given it the honor of imperial indorsement, and so assured its position among our sisters. Even our self-relying republican matrons and maidens will feel influenced by the seal of Victoria's approbation on their choice of pleasures and activities. Much prejudice, or at least unbelief, needed to be overcome before the tricycle could realize its well-earned and deserving claims upon the esteem and utilization of the fair. But the world moves and the tricycle begins to move with it. Many ladies have already ridden most successfully, and thousands of miles stand to their credit. Miss J. Chaice, of South London, England, has ridden 113 miles in 15½ hours. There is a ladies' tricycle club in New York city; and in Washington, the paradise of wheelmen, the exactionary public sentiment caused by the spectacle of Mrs. Belva A. Lockwood on a tricycle has given away before the arguments of reason and the persuasion of happier examples, and lady-riders are now no longer a noticeable rarity as they move with grace and swiftness over the asphalt streets.

Not only for all ages and sexes, but for all sorts and conditions of men, the wheel is of most important, and often priceless, value. Its varied and admirable uses are only beginning to be realized. For every conceivable purpose for which facility and rapidity of motion are within certain limits essential, the wheel is unrivaled. Its superiority over the horse on many accounts is manifest on the briefest examination. Cowper wrote once:

> "Noblest of the train
> That wait on man, the flight-performing horse."

But the horse's pre-eminence is disappearing. The most ordinary rider can distance a horse in a day; an accustomed and expert rider can pass the swiftest within the hour. A wheel is better to own than an animal, both for swiftness, for endurance, and for economy. It was these considerations which induced the National Board of Health at Washington to mount its messenger on a bicycle. Many systems of telegraph and messenger service execute their deliveries by the agency of the wheel. Large stores in the cities of Europe and the United States; the Parcels Post, conducted by the Post-Office of Great Britain, deliver their goods by tricycle, and the method has thoroughly approved itself by time. Even in duties for which the horse would seem absolutely indispensable, his importance has been immensely lessened. The army couriers of several European nations are furnished with bicycles as a means for the more prompt and successful discharge of orders. For almost all men, in almost all circumstances, the wheel will justify itself and exhibit its surpassing merits. For farmers and journeymen-laborers, for ministers and doctors, for clerks and bankers, for young and old, for woman and child, the wheel is a boon and a power. In a word, it was launched on our modern life for the use and pleasure of all the world—and his wife.

May all the world, therefore, come to know and enjoy its benefits, and say somewhat in the words of the renowned Sancho Panza, "Blessings on the man who first invented the wheel!" Thou hast taught me, my wheel, to wish well unto all men. Thy genial and rounded generosity, thy lavish favor, thy unvarying constancy forbid niggardliness in thy devotee. I sum up all charity and benevolence of mind in desiring that every man might find in the wheel that which it is able to prove itself, a fair and gracious and faithful servant and companion. Such it is to all who have pursued its use and yielded themselves to its witchery—a most substantial benefit, a most vivid fascination. The wheelman can look back upon the past without bitterness, without sorrow; he has ever a buoyant mind and unabating zest for the experiences of the present time, for every interest that plays pleasingly upon the senses. And he can wish no better happiness than to look into the future from the saddle, to urge his obedient and delightful wheel into new days and feel serenely and unfearfully the cool breath of their dawns upon his face.

[We would recommend the above to our readers as an excellent article to bring to the attention of those of their acquaintances who are halting between two opinions and are not yet decided whether to become wheelmen or not.

No better work for the general good could be done than to have this article copied in local dailies or weeklies. Duplicate copies of this issue will be supplied.—ED.]

THE BAY CITY WHEELMEN.

We take the following from a neat little pamphlet containing the By-Laws, etc., of the above Club, and reproduce it here, as we feel sure it will prove of interest:

The Bay City Wheelmen organized at the residence of Mr. Edwin Mohrig, San Francisco, on the evening of September 1st, 1884, with a charter list of some 12 members. Mr. Edwin Mohrig was chosen President of this new Club; Mr. George F. Day, Vice-President; F. R. Cook, Captain; S. F. Booth, Jr., First Lieutenant; George Butler, Second Lieutenant, and Thomas L. Hill, Bugler. For a number of months the business meetings were held in turn at the residences of the various members, and some look back to those days as the most delightful in their Club experience. But it was not possible to long keep a growing and aspiring club on a sufficiently congenial basis to render a continuance of this custom desirable. The Club began to grow famous, recruits swelled its ranks, and it soon realized that it had become the representative in California of all that was active and vigorous in cycling, and that its mission plainly was to foster and advance the interests of the sport. Gratifying as this may have been to the ambition of the Club, it was not without a sigh of regret that it left the pleasant paths of its early existence, and went out from the home circle of its members to take a place in the world and meet the harsh criticisms, the jealousies, and animosities that are the consequences of success.

Mr. Joseph Little, a member who had a cycling business on Golden Gate Avenue, offered the use of his store, and here the Club met until August, 1885, when Mr. Little went out of business. The location was convenient and accessible to cyclers, and the Club, therefore, decided to rent the store and fit it up as a Club-Room. Here it very pleasantly passed the winter of 1885–6, and here, on February 18th, 1886, was organized the California Division, L. A. W. In June following it moved to its present quarters, No. 202 McAllister Street, into what is, if anything, a more desirable neighborhood than its previous location.

The Club early in its existence began to develop racing men. Fred Russ Cook, before its organization, had already won fame on the racing path. On Thanksgiving Day, 1884, at games held by the Olympic Club, he put the coast record for a mile at 3.04 4-5, where it still stands. On the 10th of January, 1885, the Club gave the first tournament at the Mechanics' Pavilion. Here F. E. Johnston came to the front, winning the 10 mile race over Cook, Blood, and Munro. Mohrig also came in a winner on this occasion. March 27th following the Clubs of San Francisco and Oakland united in a tourney for the purpose of raising funds to build a track. This furnished Meeker and Tittle an opportunity to win their spurs. Early in May Cook covered 207½ miles in 24 hours, then the best on record in America. May 17th and 18th, at the tournament of the Garden City Bicycle Club, at San Jose, Cook made what was then the world's record for a quarter of a mile, 0.37 2-5. At this meeting Tittle won first place in the mile.

In the latter part of July another tournament was given at the Mechanics' Pavilion, this time to defray the expenses of Cook to the Springfield tournament. It was highly successful, and chiefly notable as introducing Fahrbach to the racing world. The tournament was followed next day by a run and banquet in Golden Gate Park, in which the Club and a large number of invited wheelmen participated.

Cook on his visit to Springfield shared pretty much the same fate as the unfortunate Cola Stone, Hendee, and some other good men, being disabled by accidents and thrown out of his race. However, he did not come back without some trophies.

When the Pacific Coast Amateur Athletic Association was formed the Club associated itself therewith. At the annual championship meeting of September 9th, 1885, S. F. Booth, Jr., won the mile, and W. G. Davis (then a Bay City Wheelman) the five mile run, the only bicycle events of the meeting. About this time the Club withdrew from the Association to form the California Division, L. A. W.

The Club had now begun to wear the proud title of "Masters of the road and path," and a Club was formed in Oakland for the purpose of disputing the Bay City's supremacy on the road. A challenge was issued for a 50 mile road race, which was promptly responded to. The Oakland Club entered a team of three. There had come into the Bay Citys a young man who had at once shown wonderful powers as a pusher and stayer on the road, but he was utterly untried in a contest, and it was with some misgivings that the Committee in charge of the affair selected him as a member of the team. When completed, the Bay City's team consisted of Elwell, Booth, and Tittle. The course selected was 50 miles straightaway from Gilroy to Menlo Park. There was a stream to ford and an ugly hill to climb on one side and descend on the other. The date was Monday, February 22d, 1886. The Club had a run to San Jose on Sunday and on Monday rode to Menlo Park and awaited the finish of the race. One of the timers glanced at his watch. "It is now 3.30 since they started," he said. Just then there was a shout, "Here's one of them!" then, "It is Elwell!" and he rode leisurely across the tape, a winner, in 3.30.-59 4-5. Bowman, of the Oaklands, followed next seven minutes later; then Booth, of the Bay Citys; Losborough, of the Oaklands, next, and Tittle, of the Bay Citys; Churchill, of the Oaklands, took a header and did not finish. The Bay Citys were wild over the result, and felt that they had gained in Elwell a champion who would win additional glory for the Club.

On the 31st of May following the Club held a joint field day with the Albion Athletic Club at Alameda. Here Turner won the mile novice over a large field of entries. It was also Elwell's first experience at track racing, though he was barred from the novice. He took the half mile in 1.33 1-2 and the two mile in 6.59, but lost the mile to Davis of the San Francisco Bicycle Club in 3.10.

On September 9th, at the annual races of the California Division, L. A. W., Elwell took the three mile National Championship, L. A. W., in 9.46 3-5, and the mile State Championship in 3.16. Browning won the mile novice in 3.05 3-5, and the two mile handicap from the 100 yards mark over Booth at scratch in 6.24 3-5. Turner took the five mile handicap, from the scratch, in 17.25. In the three mile National Championship, Booth made the two miles in 6.24, lowering the coast record at that distance.

At Sacramento, on September 15th following, Elwell won the two mile L. A. W. State Championship, the mile handicap from scratch over Browning at 100 yards, and also the five mile handicap from scratch.

For Thanksgiving Day, 1886, the Oakland Ramblers arranged a 25 mile road race. The San Francisco Bicycle Club, the Oakland Ramblers, and the Bay City Wheelmen entered teams of three each. Elwell, Adcock, and Booth formed that of the Bay City Wheelmen. Elwell finished first in 1.37.2 7-8, Adcock third and Booth fifth, winning the race and trophy with 21 points to 12 for the San Francisco Bicycle Club, and nine for the Oakland Ramblers.

Of this record of the prowess of its racing men the Club is justly proud, and whenever it comes to a challenge in the path or road, its motto is "Semper Parati"—we are always ready.

In January, 1886, the Club joined the League of American Wheelmen in a body, and on the evening of February 18th the California Division was organized at its Club-room. At the general election held between the 10th of March and April following, the officers chosen at this organization were, in spite of some opposition, elected by a large majority of the voters of the Division. The success of the Division under the administration of their officers, entitled the Bay City Wheelmen to lay claim to being masters of diplomacy, as well as of the road and path.

The Club enjoys the distinction of being the organized League Club on the Pacific Coast. Its By-Laws provide that every member shall be a member of the L. A. W., and that the annual dues to the League shall be paid from the treasury of the Club.

The Club claims to be the most active and vigorous cycling organization on the Pacific Coast. Its membership consists of young and active riders. There are no fossils in its ranks. It probably gives more for its dues than any other club in existence, for in addition to maintaining a headquarters, it pays all the Club-run expense. Glorious as has been its past, there seems to be nothing in its future but an endless course of unvarying prosperity.

CONNECTICUT ROAD LAWS.

Passenger vehicles meeting, must each turn to the right and give the other half of the traveled path, if practicable. A team need not turn out for a passenger vehicle any further than is necessary to allow it to pass. Any one guilty of negligence in passing is liable for treble damages and costs, and the owner of the vehicle is liable for the same if the team is driven by any of his family or servants. Any one overtaking any team or vehicle is liable for any damage done by running against the other. A team must turn out, if necessary, so as to give a passenger vehicle opportunity to pass, but one passenger vehicle need not, if the driver chooses to the contrary, turn out for another passenger vehicle coming up from behind. Freight trains must not obstruct travel on a highway more than five minutes at any one time.

Towns are liable for any accident caused by their neglect to repair a defect in a highway or bridge, such as a hole or defective railing, unless the injured party also was negligent, provided he gives due notice within 60 days. Where the defect is from snow or ice, the notice must be given within 15 days. The notice must be in writing, and this cannot be waived. Towns are not liable to one injured while traveling for pleasure on Sunday. They are not bound to provide a highway for this purpose. One leaving an obstruction in a highway is liable for the damage caused thereby, and the owner of adjoining land is liable for damage caused by an obstruction which it was his duty to remove. The town would also be liable if the obstruction had so remained for any considerable time. One injuring highway by dragging fog or stone thereon is liable to fine for failure to repair damage. Those authorized to make or repair highways may make necessary drains through adjoining land. Towns are not liable to adjoining proprietors for damages caused by change in grade of highway. Towns may instruct their Selectmen to cause all bushes growing within 12 feet of the centre of the highway to be cut. No encroachment in a highway made since 1809 divests the public right. There is a penalty for injuring or removing a tree from the highway of from $7 to $50.—*Connecticut Almanac.*

STATE DIVISION OFFICERS.

As no list of these has appeared in the BULLETIN since September, we now, for variety's sake, present the names in a new shape, as arranged for the pages of *X. M. Miles on a Bi.* Three separate appeals have been made by Karl Kron in these columns for officers' birthdays, but the result seems quite incomplete:

"In the following list of State officers who are serving the League, October 30th, 1886, the first-named in each case is Chief Consul, whose term expires at the next annual meeting, and the second-named is Secretary-Treasurer, whose term expires about a year from the designated date of his election. The date after each State's name shows when its Division was organized; and the undated States are those having no organization or Secretary-Treasurer Birthdays, when known, are inclosed in parentheses; and re-elections are designated by the *. The States are named geographically,—brackets being used for those where no officers have been chosen or appointed, though League members reside in most of them.

MAINE—May 20, 1886; F. A. Elwell* (b. November 7, 1858), 44 Exchange Street, Portland; A. L. T. Cummings, Biddeford, May 20, 1886. NEW HAMPSHIRE—September 18, 1882; H. M. Bennett,* Manchester; G. F. Hill, Great Falls, July 5, 1886. VERMONT—October 22, 1884; C. G. Ross* (b. July 21, 1862), Rutland; F. E. DuBois* (b. June 14, 1859), West Randolph, July 5, 1886. MASSACHUSETTS—October 21, 1882; H. M. Hayes (b. March 16, 1861), 91 State Street, Boston; S. Lawton* (b. June 20, 1858), Springfield, August, 1886. RHODE ISLAND—December 9, 1885; J. A. Chase, Pawtucket; H. L. Perkins, Providence, December 10, 1885. CONNECTICUT—January 22, 1884; C. G. Huntington,* Hartford; D. J. Post (b. January 28, 1861), Hartford, June 29, 1886. NEW YORK—May 29, 1883; G. R. Bidwell, 313 W. Fifty-eighth Street, New York; E. K. Austin* (b. December 4, 1860), 55 Hart Street, Brooklyn, N. Y., September 3, 1886. NEW JERSEY—May 30, 1883; E. W. Johnson, 212 Broadway, New York; F. R. Bonnell, 51 Crescent Avenue, Jersey City, August 28, 1886. PENNSYLVANIA—June 17, 1883; J. A. Wells, 321 Chestnut Street, Philadelphia; T. H. Wright* (b. March 24, 1860), Box 1619, Philadelphia, August 19, 1886. DELAWARE—J. E. Palmer, 1225 Market Street, Wilmington. MARYLAND—June 27, 1884; J. K. Bartlett, South and Second Streets, Baltimore; W. S. Bayley,* 366 North Avenue, Baltimore, June 2, 1886. DISTRICT COLUMBIA—November 24, 1884; E. T. Pettengill,* 1713 New York Avenue, Washington; G. M. Myers, Citizens' National Bank, Washington, March 31, 1886. WEST VIRGINIA—August 31, 1886, W. L. Wright (b. April 8, 1859), Wheeling; H. P. Wilkinson, Wheeling, August 31, 1886. VIRGINIA—October 21, 1886; F. I.. Harris, Harrisonburg; A. K. Schaap, Richmond, October 21, 1886. NORTH CAROLINA—J. L. Yopp. Wilmington. [SOUTH CAROLINA, GEORGIA.] FLORIDA—W. J. Farrell, Fernandina. [ALABAMA.] MISSISSIPPI—J. P. Bruce (b. June 7, 1865), Vicksburg. LOUISIANA—March 3, 1885; E. A. Shields (b. November 28, 1859), 93 Race Street, New Orleans; George Baquié, Box 782, New Orleans, June 23, 1886. TEXAS—W. A. L. Knox (b. June 16, 1857), Dallas. [ARKANSAS.] TENNESSEE—January 18, 1886; W. L. Surprise (b. December 9, 1859), 254 Front Street, Memphis; C. J. Scherer, 211 Main Street, Memphis, January 18,

1886. KENTUCKY—1884; N. G. Crawford, Louisville; T. J. Willison, Dayton, July 3, 1886. OHIO—July, 1883; J. R. Dunn, Massillon; G. S. Atwater, Massillon, September 6, 1886. MICHIGAN—May 30, 1883; J. H. Johnson* (b. March 18, 1860), 107 Spruce Street, Detroit; J. E. Beal (b. February 23, 1860), Ann Arbor, June 29, 1886. INDIANA—September 27, 1883; A. B. Irwin (b. July 14, 1850), Rushville; J. Zimmerman, 37 S. Alabama Street, Indianapolis, May 15, 1886. ILLINOIS—May 31, 1884; J. O. Blake* (b. May 23, 1848), 68 Wabash Avenue; B. B. Ayers* (b. October 8, 1858), 152 S. Hoyne Avenue, July 5, 1886. MISSOURI—June 18, 1885; J. S. Rogers (b. August 19, 1864), St. Louis; J. A. Lewis, U. S. Treasury, St. Louis, June 19, 1886. IOWA—May 31, 1884; W. M. Ferguson, Jefferson; J. F. Rall* (b. March 18, 1863), Iowa Falls, December 3, 1885. WISCONSIN—A. A. Hathaway, Box 454, Milwaukee. MINNESOTA—September 10, 1883; S. F. Heath,* Armory Hall, Minneapolis; H. A. Alm (b. November 27, 1849), Farmers' and Mechanics' Bank, Minneapolis, September 22, 1885. [DAKOTA.] NEBRASKA—April 29, 1886; W. F. Rogers, 1321 Farnam Street, Omaha; Benn Fell, 2502 Harney Street, Omaha, May 10, 1886. KANSAS—September 22, 1886; J. H. Everest (b. December 11, 1863), Lyons; C. C. Candy (b. June 22, 1865), Fort Leavenworth, September 23, 1886. [INDIAN TERRITORY, NEW MEXICO.] COLORADO—February 17, 1886; L. B. Johnson (b. November 13, 1863), Denver; F. J. Chamard, 442 Glenavon Street, Denver, February 17, 1886. WYOMING—F. H. Clarke, Cheyenne. [MONTANA.] IDAHO—E. C. Coffin. [WASHINGTON, OREGON, UTAH, NEVADA, ARIZONA.] CALIFORNIA—February 18, 1886; R. M. Welch (b. November 13, 1856), Stock Exchange, San Francisco; P. E. Haslett (b. November 11, 1865), Green and Front Streets, February 20, 1886. (A. W. Laird was elected Sec.-Treas. of Minn. Div. September 23, 1886.)

THE HUM OF THE HUB.

League affairs are on the boom in Boston. Last week our two large Clubs voted to renew their membership in the League for another year, and the meeting of the Division held Saturday evening proved a success. We have heard a good many express surprise that the Boston Club should decide to remain in the League by an unanimous vote. Why any one should suppose that the Boston Club is not to-day just as much interested in the League as is any other club I fail to understand. I can assure you that the League has no more loyal club on its membership rolls. There was a time, perhaps, when the Boston Club felt a little hostile to the League, but those days are past, and now among its members are several of the State Division's most active workers.

While the dinner and meeting of the Division on Saturday evening was the last event of the week, it was also the most important; so it will be proper to give an account of it first. There was an attendance of 25, which is very good, considering that 18 is the largest number attending any previous affair of the kind. I think that more would have attended had it been more widely known that the dinner was not for officers only, but for all the League members who wished to attend. Why any one should not know this I cannot tell, but it is certain that there were some; for I was told last evening by a scribe who is supposed to be well informed on all matters of a cycling nature that he should have attended had he not supposed that none but Division officers would be present.

Chief Consul Hayes, of course, presided, and although no business of particular importance was transacted, a deal of interest was manifested in League work and one given the impression that everything possible would be done during the coming year to promote the interests of the League in Massachusetts. It is not unreasonable to prophesy that at the close of the year 1887 the Division will have 2,000 names on its membership rolls.

Undoubtedly these meetings are of great benefit to the Division. Whether they are attended for the sake of the dinner or for the business to be transacted it matters not. The Chief Consul has received a letter from one of the officers protesting against a dinner being held in connection with business meetings. He says that this is practically charging members a couple of dollars for the privilege of attending the business meeting. This letter seemed to worry Mr. Hayes a great deal, for he is very desirous of doing nothing which may be against the wishes of the Division members, and he brought the matter up Saturday evening for discussion. It is not desired that any one feel obliged to attend the dinner; he can come to the meeting held afterward, with perfect propriety. Hereafter the dinner and the meeting will be held in separate rooms.

Mr. Dean, in reporting for the Committee appointed to consider the advisibility of holding a meet of the Division at Martha's Vineyard next summer, said that it was thought by the Committee a good idea, and requested that they be continued. I wonder how much real thought the Committee gave to the matter?

The Vineyard is a delightful summer resort, and a meet held there could not but prove enjoyable.

Mr. Hill, of Worcester, sent in a report of what had been done in the way of preparing danger signboards. His report showed that no definite action had, as yet, been taken in the matter, but he had under consideration various plans.

Mr. A. Kennedy-Child, who was recently a member of the C. T. C. Executive Committee, and the designer of the first danger sign-board used in England, was invited to "expound on sign-boards." This he did very willingly, and said that, after numerous experiments, it had been found that the only suitable sign that could be made was of annealed iron with letters cast upon it. These would last forever, and he thought that the expense would be about $120 per 100 signs. Undoubtedly such signs as these would be very desirable, but in the present condition of the Division's finances it seems that a plain board with large black letters painted upon it could be made o answer the purpose. It would be better to have 500 cheap signs than 100 of the elegant affairs recommended by Mr. Child.

It was voted to appropriate the sum of $100 for the annual expenses of the Chief Consul's office. This is a step in the right direction, for the expenses of this office are pretty heavy, and it is unfair to force the Chief Consul to pay them as well as contribute his time.

It was voted to hold the next dinner on February 12th, the place of meeting being left to the discretion of the Chief Consul.

Though of an informal nature, a large part of the discussion at the dinner of the Division was relative to the coming meeting of the L. A. W. officers. As to the mail vote sent out by request of Dr. Blackham, I could not find one who had voted in favor of his resolution. Several said that they had voted against it, but the majority thought the whole matter of such little consequence that they had not voted at all. All that is of any consequence is the clause relating to the expulsion of League members on account of action by some other organization. What effect, beyond the ridiculous, it would have for the League to "assert its supreme and sole jurisdiction over legitimate amateur cycling athletics in the United States of America" it is difficult to comprehend. In this country it is generally supposed that a government exists only by the consent of the governed. I am obliged, though with deep regret, to admit that the A. C. U. apparently amounts to little or nothing, but if any organization of consequence came into existence and made a bid for the control of racing interests, it would have little effect whether or not the League "refused to acknowledge any division of its jurisdiction."

There was one matter that was discussed at considerable length, and regarding which no little dissatisfaction was expressed. That is, why is it that the Executive Committee does not make known the action taken at its private meetings? I understand that there is one member of our Division who has been informed regarding matters of great importance by the Executive Committee, but that he has been instructed to, as he expressed it, "keep his mouth shut." This certainly seems very strange. If a League Representative is to know nothing of how the organization is being conducted, what is the use of his holding office? It is to be hoped that the Executive Committee will explain this little matter at the New York meeting.

There has been a good deal said of late about the proposal to amend the rules relating to the Secretary-Editor, making the office elective annually. I have nothing further to say upon this matter, except to ask if it is not strange that those who were most anxious last year to make the office a permanent one are now most active in their efforts to bring about a change?

The Somerville men have been doing some fine riding during the past season. Captain Sanger said to me yesterday: "During the season of 1886 we have had 21 runs, which will aggregate the distance of 770 miles, or an average of 37 miles for each run. Six members of the Club have together ridden about 16,412 miles, or an average of about 2,735 miles. Two members have made century runs—that is, 100 miles a day—one of whom, H. L. Billings, had learned to ride but four months previously."

The Massachusetts Club has appointed the following gentlemen to prepare a list of candidates for the Club election at the next meeting: E. W. Pope, Charles Richard Dodge, A. D. Peck, Jr., D. W. Colbath, H. B. Salkeld.

The Chelsea Club has made a good showing as an organization of active riders. Three members of the Club have a record of over 3,000 miles—F. A. Woodward, 700; G. H. Danforth, 3,400; W. S. Fraker, 3,300. Messrs. Frost and Pratt cycled over 2,000. The Club members are to have a supper at their monthly meetings.

The Boston Club have elected officers as follows: President, E. C. Hodges, re-elected; Secretary, E. W. Hodgkins, re-elected; Treasurer, C. W. Fourdrinier; Captain, E. G. Whitney; First Lieutenant, Theodore Rothe; Second Lieutenant, W. E. Jones; Club Committee, active representative, C. P. Donahoe; associate, H. H. Gage, re-elected; W. W. Keith, re-elected; W. Crafts; J. R. Chadwick, re-elected.

President Hodges, the promoter of a contemplated trip to Montreal during the Carnival season next month, said, at the meeting Wednesday night, that a most enjoyable time was anticipated. He had already received the names of 25 members who had promised to go. It is intended to have a special drawing-room car, or, if enough go, there will be two special cars. This Club has a great many friends in Montreal, and those who go are assured of a royal reception.

The Club voted to hold its annual dinner on February 5th, and the following were appointed a committee to make all arrangements: Messrs. Dean, Chadwick, Wright, Voorhees, and Nelson.

HOWARD.

Touring Department.

B. B. Ayers, Tourmaster, Chicago; A. B. Barkman, Bookmaster, 608 Fourth Ave., Brooklyn, N. Y.; Geo. R. Bidwell, Chief Marshal, New York; Dr. W. G. Kendall, Marshal Eastern Division, Boston, Mass.; W. S. Bull, Marshal Middle Division, Buffalo, N. Y.; W. G. E. Peirce, Marshal Western Division, Chicago; N. L. Collamer, Marshal Southern Division, Washington, D. C.; Joseph Pennell, Marshal Foreign Division, London, England; H. D. Corey, General Agent, Boston, Mass.; Fred. Jenkins, Chief Quartermaster, New York; Edwin Oliver, Secretary, Chicago, Ill.

The following L. A. W. works are officially recommended by the L. A. W. Bureau of Information. No preference is expressed, and each reader must draw his own conclusions as to relative merit.

HAND-BOOK OF MASSACHUSETTS (1884):—Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address H. E. Ducker, Springfield, Mass.

L. A. W. ROAD AND HAND BOOK OF PA., N. J., AND MD. (Official):—Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, no advertisements, bound in flexible leather. A copy of the revised and enlarged 1886 edition was furnished *free* last year to every League member in Pennsylvania, New Jersey, and Maryland who joined before April 1st. A limited supply sold to League members only or to those ineligible to membership. Price, $1.00. Inclose cash to T. Houard Wright, Box 1619, Philadelphia, Pa.

L. A. W. HAND-BOOK OF OHIO (Official):—Complete official lists of officers, Consuls, hotels, etc. General description of riding districts, fine large folding road-map of the State. Price, $1.00; address T. J. Kirkpatrick, Springfield, Ohio.

L. A. W. ROAD-BOOK OF LONG ISLAND, with the best riding within 50 miles of New York City—very thorough. Three fine maps on one sheet folded in the book, style of tabular form, same as *Pa.-N. J.-Md. Book*, advertisements, bound in flexible cloth. Price, $1.00; address A. B. Barkman, 608 4th Avenue, Brooklyn, N. Y. For sale with Brooklyn and New York bicycle dealers, etc.

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, advertisements. Price, 15 cents; address A. L. Atkins, 597 Washington Street, Boston, Mass.

IN AND AROUND CAPE ANN, bound in cloth; finely illustrated. The wheelmen's hand-book of Gloucester, Mass., and vicinity. Price, 75 cents; address John S. Webber, Jr., Gloucester, Mass.

ROAD-BOOK OF CONNECTICUT, in progress. Address for information, Charles G. Huntington, Hartford, Conn.

ROAD-BOOK OF MICHIGAN, in progress. Address for information, J. H. Johnson, 107 Spruce Street, Detroit, Mich.

L. A. W. ROAD AND HAND-BOOK OF NEW YORK (Official):—Ready in March, 1887. 200 pages. All sections of the State are well reported, except the northern or Adirondack region. The routes will extend east to Boston, south to Staunton, Va., and it is expected west to Chicago. The compiler hopes to have the books ready for delivery by the 1st of March next. The method of distribution as adopted by the Committee is as follows: All persons renewing or joining between January 1st and March 31st, 1887, will receive one copy free. All persons joining between April 1st and June 30th will receive a copy upon payment of 13 cents. All persons joining between July 1st and September 30th will receive a copy upon payment of 25 cents. All persons joining after October 1st will receive a copy upon payment of 37 cents. The book will be sold to League members of other States, or to those who are not eligible to League membership, at $1.00 per copy. Address A. B. Barkman, 608 4th Avenue, Brooklyn, N. Y.

ROAD-MAP OF BOSTON AND VICINITY (Warren's).

ROAD-MAP (WHEELING CHART) OF SPRINGFIELD AND VICINITY. Address Henry E. Ducker, Springfield, Mass.

ROAD-MAP OF NEW JERSEY (L. A. W. Official):—Three parts, Northern, Central, and Southern, folded in stiff covers; price, 50 cents each or $1.50 for the set. Address Dr. G. Carleton Brown, Elizabeth, N. J.

COLTON'S ROAD-MAP OF PENNSYLVANIA:—Three parts, Eastern Counties, Central Counties, Western Counties. Price, $2.00 per section. J. L. Smith, Map Publisher, Sixth Street, above Chestnut, Philadelphia, Pa.

MARTINET'S ROAD-MAP OF MARYLAND:—Splendid work. Price, $10.00. J. L. Smith, as above.

ROAD-MAP OF OHIO. See *Ohio Hand-Book*.

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS. Sketches of cities and towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. By George Chinn. Third edition. Beverly, Mass., 1886, 20 cents.

L. A. W. ROAD AND HAND BOOK OF CALIFORNIA (Official):—Officers, Consuls, members, hotels, and By-Laws of California Division. California bicycle clubs and officers; advertisements. Issued in monthly parts, 75 cents to League members. Part I now ready, bound in flexible cloth, 25 cents. Address J. W. Gibson, No. 612 Hyde St., San Francisco, Cal.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Ave., Brooklyn, N. Y.

SOUTHERN TOURISTS' NOTICE.

The troublesome question of the tours for the coming season has been taken up by the Touring Department, and much difficulty is being found in selecting routes for the various Touring Districts that will be acceptable to each and every would-be tourist. The strict plan of District tours in its perfection has not been yet carried out, but it is intended that it shall be this spring, and it is, of course, desirable that the initial attempt to please all in time, locality, and duration should be at least partially successful. I have talked and corresponded with the leading wheelmen throughout the Southern District, and have endeavored to reconcile widely differing opinions with but little success to my endeavors or satisfaction to myself.

It is predicted, and I think rightly, that the coming season will be the brightest and most prosperous our pastime has yet witnessed; and the riders that will look forward to the tours to be held, and the routes to be covered thereby, are legion. Moreover, covering, as it does, a very large section of the country, and embracing localities in which widely different opinions as to touring are held—the Southern District contains men, and good men, who, while honest and sincere in their sentiments, yet differ widely. I apprehend that it will be hard to please all, and I venture the assertion at the outset that I shall not be able to do so; but with the hope that as many as possible may be allowed a voice in the matter, I earnestly request that all who care enough about it to do so, will write me at length in answer to the following questions: When is it most advisable to hold the Southern District Tour? What course is preferable? How many days should be consumed in the tour proper? What average mileage per diem? What expense per capita should the cost be limited to?

In the consideration of this subject it must be borne in mind that the Inter-State Competitive Drill which is to occur in this city in May, will probably cause a reduction in railroad fares, which might be taken advantage of, or a similar reduction at about the time of the Fourth of July may be used to advantage. I trust all who have an opinion will express it freely in their letters to me, and that I may not be censured if I am not able to make such selectoins of time, place, duration, and expense as will place the tour within the reach of all.

N. L. COLLAMER,
Marshal S. D.
ST. CLOUD BUILDING, WASHINGTON, D. C.

INFORMATION FOR 10,563.

Michigan Road-Book (January, 1887) will contain two routes from Chicago to Detroit and one from Detroit to Buffalo via Canada. New York and Pennsylvania books will give balance of route.

Fraternally,
J. H. JOHNSON, *C. C. Mich. Div.*

BUSINESS BEFORE THE BOARD.

MATTERS LIKELY OR OF NECESSITY TO COME BEFORE THE BOARD MEETING, JANUARY 17TH, 1887.

PHILADELPHIA, January 12th, 1887.

GENTLEMEN OF THE BOARD:

The following is offered as a list of all matters that, to my knowledge, are likely to come before you for your consideration at your next regular meeting at the Grand Union Hotel, New York city, at 9.30 A. M., January 17th.

Calling the roll.

Announcing the appointments to Board membership by the President.

Action on same by the Board.

Announcing the holders of proxies. (These *must* be in the hands of the Secretary by 8 A. M. on the morning of the meeting, or they will not be called by the Secretary.)

Reading of the records of the last meeting. (This has always, on motion, been dispensed with, as these records are published in full in the BULLETIN after each meeting.)

Report of the President.

Report of the Treasurer.

Report of the Secretary, and his resignation.

Communications from divisions or officers, committees, and members thereof. (None are as yet in my hands.)

Report of Committee on Membership.

Report of Committee on Rules and Regulations.

(Under this head will come the report from this Committee, published elsewhere in this number, and also, possibly, the miniority report submitted to the last Board meeting [see BULLETIN, Vol. III, p. 208, August 27th, 1886], which was "referred back to the Committee for a majority report.")

Report of Committee on Rights and Privileges.

Report of Racing Board.

Report of Touring Board.

Report of Transportation Committee.

Report of Executive Committee.

Report of Special Committees.

(The only Special Committees now known to be in existence are those on Incorporation and Petitioning Manufacturers. The latter was empowered to use every honorable endeavor to bring about a uniformity of thread on nuts and bolts and of general parts of cycles, but it has not yet been appointed.)

Unfinished or referred business. (Unless the minority report referred back to Rules and Regulations Committee at the September meeting can be called such, I do not know of any unfinished business.)

Complaints and appeals. (None are in my hands.)

Under new business the following are likely to come up:

Amendment proposed by the Executive Committee (Vol. III, p. 622) to increase the initiation fee and annual dues.

Amendments proposed by Representative W. I. Harris, of Massachusetts (BULLETIN, Vol. III, p. 640), looking toward the following:

To elect the President and Vice-President in the general meeting.

To elect the Secretary annually.

To govern the manner of holding the election for President and Vice-President.

Amendments proposed by Representative Abbot Bassett, of Massachusetts (BULLETIN, Vol. III, p. 640), looking toward the following:

A change in the phraseology of the Amateur Rule which enables the Racing Board to declare a cyclist's non-amateur standing without declaring him to be a professional, and thus run the risk of a lawsuit for damages.

An addition to the amateur rule which, as already adopted by the N. C. U. and A. C. U., tightens the lines around the amateur.

A change in the phraseology of the rule setting forth the duties of the Racing Board Chairman in the same direction as the first change noted above.

Amendments proposed by Representative E. M. Aaron, of Pennsylvania (BULLETIN, Vol. III, p. 641), looking toward the following:

The taking up of any portion of the minority report of the Rules and Regulations Committee made at the September meeting of the Board.

The changes in the rules affecting the annual elections which he offered as a substitute for Representative Luscomb's amendments adopted at the September meeting (BULLETIN, Vol. III, p. 301).

Certain changes in the rule providing for the disposition of Life Membership fees.

Certain changes in the rule providing for representation by a general meeting of the membership.

Amendments proposed by Representative C. S. Butler, of New York (BULLETIN, Vol. III, p. 641), looking toward the following:

Making the Secretary-Editor ineligible to membership in the Board.

Doing away with the present appointing power of the President, whereby he is enabled to appoint additional Representatives from the various States.

Doing away with the present provisions whereby a question can be submitted to a mail vote of the Board.

Making the Treasury a salaried office.

Amendments proposed by Representative C. H. Luscomb, of New York (BULLETIN, Vol. IV, p. 12) looking toward:

Taking from the President the power to fill vacancies in the office of Representatives, and vesting that power in the Chief Consul of the State in which the vacancy occurs.

In addition to these amendments to the By-Laws, of which due notice has been given, a number of motions affecting routine work, etc., will doubtless be offered. These do not require previous notice, but among those likely to be brought forward the following may be mentioned:

A motion to instruct the Rights and Privileges Committee to prepare a new circular setting forth the legal rights of wheelmen and the victories that have been gained by or for them, in place of the very imperfect one which has done duty ever since 1882, and instructing that this circular shall first be published in the BULLETIN.

A motion instructing the Chairman of the Racing Board to publish in the BULLETIN, at as early a date as possible, a complete set of tables, whether American or foreign, of all the best cycle records, and also instructing that a report of all changes therein made in future seasons shall be prepared for the BULLETIN on or before December 1st of each year.

A motion looking toward the adjustment of the present differences between the L. A. W. and A. C. U.

A motion looking toward the coming to some conclusion between the L. A. W. and N. C. U. as to a series of international championships.

A motion looking toward the improvement of the League uniform cloth and a removal of the contract from the present contracting tailors.

As the foregoing will show, the coming meeting of the Board is likely to prove one of the most interesting and profitable yet held. It is very desirable that there shall be a full attendance, and that all shall be on hand promptly at 9.30 A. M., as the session is likely to prove to be a long one.

I will be at the Grand Union by noon of the 16th inst. and shall be glad to see any members at my rooms. All who have proxies in their possession are requested to deliver them to me at the earliest possible moment, that my list may be complete so early that the meeting may not be delayed thereby. Though it was nearly 11 o'clock when the Board was called to order last September, having been delayed in this way, a member came in after that with nearly a dozen proxies in his possession.

Respectfully submitted,
EUGENE M. AARON,
Secretary L. A. W.

THE OWL.



Abram S. Hewitt, the newly elected Mayor of New York, in his inaugural address, gives the cyclists a hope for something better in the way of streets in the following: "There is general demand for better pavements and cleaner streets, and, indeed, the latter cannot be had without the former." Mr. Hewitt was elected on the cry of "Reform," and any reformation he may attempt in the line of street paving improvements will bring him the hearty support of all cyclists and other intelligent voters. I wonder if his son, who is a cyclist, didn't get this portion of his father's speech up!

A scientific periodical recently said that in 4,399 years from now the sun will have burned itself out. The League should take warning from this and lay in a supply of candles, so that the then Secretary-Editor may be enabled to attend to the wrangle over amateurship, as from present outlook it will be worse then than now, and no nearer settlement.

Did you ever read what purported to be a cycling story that did not begin with the hero's taking a header opposite the window of some susceptible damsel, who nurses him back to health and elopes from an irate parent on a tandem? Well, I never did, at any rate. Here is a case, though, where fact equals this very poor style of fiction. A pair of New Jersey lovers, bent on connubial connubiality, with the thermometer something less than 75 degrees below zero, started on a tandem to find a minister to complete their misery for life, through marrying them. Their hands and ears were frostbitten during the ride, but so ardent and true were the lovers, that even this failed to produce a coldness between them. The minister thawed them out and then married them.

Mr. John. S. Crimmins, long noted as being a rank anti-cyclist member of the Park Board, has resigned, and it is rumored that Mr. M. C. D. Borden, who is also a rank cyclophobiac, is contemplating doing the same, which would be the only sensible action he has ever done since he became a member of the Board. In my notes of week before last I expressed the expectation that sooner or later the Park Board, like the balance of New York's pot-house politicians, would be called to the bar to answer for the trusts belonging to the people, which they labored under the impression belonged to themselves. Tax Commissioner Coleman has made charges against his department, so that we may yet have a chance to see our dear friends the Commissioners do a little of the pleading they have enjoyed so in the cyclists, and my sincerest hope is, that they will attain just the same results as the cyclists did.

I understand that one of your Boston contemporaries intended to follow an English plan of securing subscribers by guaranteeing to pay to the heirs of any cyclist $100, provided the cyclist was killed while or through riding a wheel, and upon his person was found a copy of the paper of the latest issue. Upon due consideration, and advice from prominent medical men, the proprietor of the paper decided not to attempt this, however, as the doctors declared that a trivial accident would be likely to produce fatal results upon any brain or constitution weakened by the reading weekly the combined products of "Daisey," the pun factory, and the Abbott.

Nothing to me so much evinces the fact of cycling having come to stay as the almost total absence today of those papilionaceous riders of the past, who, not satisfied with decking themselves out in all the colors of the rainbow, used to resort to sundry bows of ribbons on their handle-bars, etc., which rightly caused sensible onlookers to think the cycle a toy, and its rider either a child or an ass.

Dr. N. M. Beckwith's room in the Citizens' Club is not only a most gorgeously fitted up one, but contains many novel appliances for comfort and convenience, prominent among which is a system of electric lighting and extinguishing of the gas. The opening of the door turns on and lights the gas, or the Doctor, while in bed, can accomplish the same thing by pressing a button upon the wall at his head. To such of us who these cold winter nights are wont to lie abed and read the BULLETIN I need not say how much we would appreciate an invention of this kind, when, our reading completed, we lie in bed and contemplate about ten feet of ice-cold space between us and the gas-jet, which must be traveled to accomplish the extinguishment of the light.

Mr. W. C. Herring, whose recent proposed solution of the amateur squabble was so widely circulated, has departed for Florida, where he will pick oranges from the teeth of somnolent alligators, for which sport he probably secured the sundry guns, rifles, etc., with which he started, and which will cause him to be apprehended as a filibustering expedition of some sort or another if he is not careful.

Mr. Eugene S. Hoffman, a well-known member of the Citizens' Club, also seeks health and pleasure in Southern California.

Mr. George A. Wells, a pioneer member of the above Club, and an enthusiastic worker for its success in the younger days of its existence, has resigned, owing to continued ill health. In this, the days of the Club's strength, while the cause and the fact of his resignation are both sincerely deplored, it will not retard the onward march of the Citizens' prosperity, but had it happened only a few years since the Club would not yet have reached its present greatness, as no one has done as much as Mr. Wells to place it in its present position. He it was who engineered the building of the original Citizens' Club-House, and devised and planned many new features for the members' comfort therein. Cycling, as well as his Club, sustains a loss in Mr. Wells' retirement which it will be hard to refill.

Mr. M. G. Peoli, Captain of the Ixions, was the only one to answer "Ready" at roll call of the Club run called by him for New Year's Eve at 11.30 P. M. When that time had arrived, in a pouring rain storm, he took the pedal mount at the Park gate and sped away in the darkness, returning at 12.30. This makes the fifth year that the Ixions have thus met the new year as best befits a cycler, and it is the first time that only one member has upheld the honor of the Club in this direction.

In consequence of the Ixions resigning from the C. T. C., they have been forced to adopt a new uniform, and have accepted from Browning, King & Co. a splendid pattern of cloth for sample. The pattern is a check on a gray background, not greatly differing in general effect from their present C. T. C. uniform.

So the cycling menagerie has been increased by the addition of the "Raven" to the already overstocked aviary thereof. I suppose one is expected to say "welcome" to all new arrivals, and I will do so to this one, but—well, never mind, it will be a case of "nevermore" with this Raven after he has ground out copy for a few months, though anything he turns out cannot, of course, be considered original, as it will always be the product of a "caw-cuss."

I saw an original method of proselyting lately. A member of an up-town cycling club, who is proprietor of a large printing establishment, having completed the printing of his Club's Constitution and By-Laws, affixed to it his imprint and submitted it to those desiring specimens of his work. He thus "killed two birds with one stone," securing the credit for an extremely nice piece of typography and spreading the gospel of club and cyling at one and the same time.

The original missionaries of Mahomet went forth with a copy of the Koran in one hand and a scimiter in the other, inviting all the unhappy people whom they met to take their choice. As a rule, they used the scimiter first. I am somewhat reminded of them by the attitude of the "road-hog" toward all other users of the public highways, save that in the case of Mahometan missionaries there was something to admire in their church militant way of conversion, while in the "road-hog's" case, even his brethren of the pig-pen could teach him manners.

It is said here that your St. Louis correspondent is an agent of the *Post-Dispatch*, employed by that paper to let the public at large know that it is in existence, through the medium of the BULLETIN. There is a semblance of truth in this assertion, when one sees in a letter, a little over two columns in length, the name of that paper appearing *thirteen times*.

No, Clara, the bicycle cannot be classed as a boat simply because iron ores are so important a part of its construction. Get thee to a cyclery.

I have been watching the papers each week for the record of some idiot who has coasted down a toboggan slide on a bicycle and escaped with his neck unbroken, but it seems our cycling ones are so busy at some other foolishness that they have not yet thought of this, the latest way to tempt Providence.

The records of the New York Bicycle Club show that they yet maintain their reputation for being a club of riders. F. M. Daniels, the winner of the prize for the year's record, covered 2,063 miles in 112 riding days, and the Club awarded him as a prize a Butcher hub cyclometer. J. O. Jimenis now wears a magnificent moonstone scarf-pin, in consequence of his covering 113 miles in a day. In all these divisions of spoils the great and glorious West has not been forgotten, since Mr. W. A. Whiting, known wherever he goes as a prince of good fellows, captured the "booby" prize, one of Papa Weston's log books, as a somewhat ironical memento of having ridden but 131 miles in the year. It will be highly gratifying to our Western brethren to see this ex-Cincinnatian, thus at the end of eight years of riding, at last capture a prize, even if it is only a "booby" one. These records, with the exception of Mr. Whiting's, will provoke a smile, perhaps, among those resident amid more favorable riding districts, but to such my advice is, don't laugh until you have been here and attempted these feats under the existing difficulties, and then, perhaps, neither your smiles nor your miles will be so plentiful. THE OWL.

NOTES FROM BROOKLYN.

So we are to lose our worthy Secretary-Editor. Much as we may regret this, it is a fact. He has accepted a position in the Philadelphia office of the New York Life Insurance Company, and his resignation is now in the hands of the Executive Committee of the League, and will be acted upon at the coming meeting of the Board of Officers, at the Grand Union Hotel, New York, on January 17th. He certainly has served us well, and leaves us with the sincere regrets of thousands, and perhaps the censure of a few; for "censure is the tax a man pays to the public for being eminent." The question now is, who shall succeed him? Boston has the Racing Board, New York has the largest part of all the committees, to say nothing of having had the Presidency for a number of years, and the West aspires to having the next President, and should have it if she wants it. If, therefore, Pennsylvania, with her second largest membership in the League, desires to retain the office of Secretary-Editor, is she not fairly entitled to it? She does so desire, and has nominated Chief Consul John A. Wells for the position. All who know Wells know him to be just the man for the place. An indefatigable worker, careful, conservative, and popular, well versed in the methods of conducting the League routine, and with considerable experience in journalism, what more could you desire? Let us hope that those to whom we have intrusted the important duty of selecting a successor to the outgoing incumbent will bury sectional feeling, and elect the man best fitted to fill the position, giving us no cause to lament

"Hereafter, when the evil shall be done,
And shall admit no cure."

Dr. A. C. Brush, the statistician of the Brooklyn Bicycle Club, has prepared a very elaborate table of statistics of that Club for the year 1886. The appended summary of the same will doubtless prove of interest to many readers, and will perhaps induce other clubs to adopt a similar system.

The membership on December 31st, 1886, was 65. The maximum duration of membership was seven years seven months, the minimum duration was one month, the total duration was 109 years, and the average duration was one year ten months. The small average duration was made by the number of new members lately received.

As to age, 65 reporting, the maximum was 34 years, the minimum 18 years, the total of all the ages 1,469 years, and the average 22½ years.

In height the maximum was six feet three inches, the minimum was five feet four inches, the total height of all members 365 feet four inches, and the average five feet eight inches, 65 reporting.

In weight, 65 reporting, the maximum was 195 pounds, the minimum 122 pounds, the total weight 9,244 pounds, and the average 142 pounds.

The mileage for 1886, with but 48 reporting, was, maximum 8,086 miles, the minimum 100 miles, the total mileage was 55,793 miles, and the average 1,162 miles.

Number of wheels reported, 54, classified as follows: Expert, 24; Victor, 12; American Club, 5; Rudge Light Roadster, 3; Columbia Light Roadster, 2; British Challenge, 1; Yale, 1; Apollo, 1; Pilot, 1; Spalding, 1; and unknown makes 3. The largest wheel was 60 inches and the smallest 48 inches, the average being 53 inches.

The total mileage, as reported by but 48 riders, viz.: 55,795 miles, shows that the boys are frequently on the road, and have well earned their title of being a hard-riding club. Among the individual scores may be mentioned those of the President, A. B. Barkman, who heads the list with 8,086 miles to his credit, F. B. Hawkins comes next with 4,751, then Elmer Skinner with 4,000, and Eugene Williams and Dr. Brush with 3,000 each, followed by L. W. Slocum with 2,556, and M. R. Winchell and J. R. Nafis with 2,000 each. In addition to these, ten other members rode 1,000 miles or over. The boys are to have an entertainment about the middle of the present month, at which will occur the presentation of the medals won during the past season. Due notice will be given, and all are invited to be present.

The King's County wheelmen, while perhaps deficient in the matter of statistics, are alive to the times, as a visit to their headquarters will show. The first thing that greets you are those bewitching eyes of "His Owlship," perched upon the handsome clock presented to the Club by Congressman Hodges. While unable to say whether or not this is the great and only "His Owlship," his twin brother, or a lineal descendant of "the only," I know "owlships" must be the craze, or else the BULLETIN would not have secured one.

What are they doing? Well! They propose holding a pool tournament at the Club-rooms on the 18th inst., open to Club members only, but at which all cyclers interested are invited to be present. Handsome cues will be presented to the winning and second men, and it is said Bawden will do the talking. Their Glee Club is now to be a permanent affair and under the leadership of Shanks. The boys have proved that they can warble as well as ride, and a generous mixture of the two during the coming riding season will be a pleasant feature. Their Annex Committee is hard at work, and it is now rumored that they will move their headquarters to the vicinity of Bedford Avenue and Fulton Street, and maintain an annex at their present location; indeed, all sorts of rumors are flying about regarding the future policy of the K. C. W., and startling developments may be looked for at any moment. I have it from authority that something definitely will be settled upon during the present month. Their apostle of light wheels, our worthy Secretary-Treasurer, E. K. Austin, has purchased a Star, and the fever grows apace among the K. C. W's. It's a light one (for a Star) but it don't touch 35 pounds, Austen—45 pounds is the figure now—again we forgive you, Austen, but then—

The K. C. W. have received a challenge for a match at bowling from the Long Island Wheelmen, and have accepted the same. A date for the match will be set in the near future and a lively time may be expected.

What a chance for missionary work! Here on Long Island, which is the Second Election District of our State Division, we have but a membership of 390 odd, while there are certainly more than three times that number of eligible cyclers in the District. Every member should wake up. Don't fail to renew and be sure to secure at least one new member—every one of you. In renewing be sure to see that you renew from your resident address, and see also that all new names sent in have their addresses on Long Island, or else New York or some other locality will get the benefit of their votes. Recollect: as a Division we are to-day the largest and foremost of all, and this prominent position we wish to maintain. We have a thorough organization, an elaborate system of Consuls and hotels, and are now publishing a Road-Book that will surpass any yet issued, and which will be given free to every member of our Division. In addition to this you receive the BULLETIN, the best of all the cycling papers, free, and find fraternal feeling, good fellowship, and welcome wherever you go. Surely, there are therefore some benefits, and appreciable ones, too, in League membership; so put your shoulder to the wheel and help us double our membership. Don't stop until our Division has 2,500 and the League 20,000 members. Then you may take a rest prior to striking out for 50,000.

The Long Island Wheelmen have not as yet succeeded in securing a suitable Club-house for their new requirements. They have doubtless found out, as others have before them, that to secure a building well adapted for the purpose required, in a good neighborhood at a moderate figure, is no easy task in this city of exorbitant house rents and poor pavements.

We hear nothing from the Park Commissioners about that application of the wheelmen of this city, requesting increased privileges in the Park, which was made some time ago, and which was received so favorably by the said Commissioners. Is it not about time that somebody shook them up a little?

The past week has been very favorable for tobogganing. The slides are in splendid condition and are crowded nightly. Wheelmen are taking largely to the sport; at least Spalding thinks so, as he says he sold four hundred toboggans lately through the medium of one advertisement in the BULLETIN. This speaks well for the wheelmen, likewise for the BULLETIN.

It is presumed that at the coming Board meeting some action will be taken to improve the League uniform, which, as made during the past season, has given but poor satisfaction.

It is rumored that Spalding intends bidding for the contract, and will guarantee to furnish the finest quality of all-wool cloth, thoroughly dyed and finished, made up by the very best workmen into a first-class tailor-made suit—fit, style, and workmanship guaranteed—at a price not more, and probably less, than we are now paying for very inferior goods. He also proposes bidding for the caps, shirts, stockings, and fixings generally. Spalding always does just what he says he will, and those who have traded with him know things are always just as represented, and as Mr. White, of his bicycle department, is one of the best and most genial of good fellows, being popular with everybody, it would seem that the placing of the League contract in such good hands would meet with universal approval East and West, as all know they will be fairly and courteously treated and receive honest value for their money. BON.

WESTERN WARBLINGS.

The "Oracle" of the St. Louis *Post-Dispatch* seems to be catching it from all sides now. I never liked that man Hicks. He seems to have no regard whatever for the feelings of others. I was once walking along the streets of St. Louis with him, and in the course of our conversation gave a chaste and truthful account of how Tom Hardwick, the "Kansas Cowboy" professional bicyclist, once saved himself from a severe fall when his wheel broke through a crude board track on which he was riding by throwing himself back and putting on a spurt, thus running the wheel under himself again. Immediately afterward he showed the most brutal disregard for my love of truth by relating as true an altogether impossible story of a St. Louis bicyclist, who, while riding across a bridge, the sides of which were not guarded by railings, one very dark night, ran off the side and fell into the dry bed of the creek several feet below. The bicycle retained its upright position. Its rider remained in the saddle and regained the road without a dismount. Since that time I have always regarded newspaper articles or narratives emanating from Hicks with suspicion.

I met the Kansas City member of the Missouri Division Touring Committee the other day and asked him whether the Division Road-Book would be issued in the spring. He said: "I think it very unlikely, especially if the other members of the Committee have had no more success in gaining road information than I. I have sent out numerous requests for descriptions of different roads, always accompanied by blanks which are easily understood and filled out, yet only one wheelman in my district, which comprises 33 counties, has filled out and returned the blanks. If the book is to be issued the Committee must have the co-operation of wheelmen throughout the State. It is impossible for them to gain the information from their personal observation, and unless the wheelmen will assist them it will not be obtained at all. It would seem that the reason members of the Division do not manifest more interest in the work is because they do not believe the book will be of any value to them." If they never ride beyond the corporate limits of the town in which they live, perhaps they are right, but even in this case they should furnish what information they possess on account of the good it will do others.

I accepted an invitation to a progressive euchre party given by the "Outing Cyclists" a short time since, and spent a very pleasant evening at the Club-rooms. This Club seems determined to prevent the interest of its members from flagging during the winter months, and has given two progressive euchre parties this season, at each of which the cozy Club-rooms were comfortably filled with guests. At these parties only gentlemen were invited. I hear, however, that one will be given some time during the present month at which both ladies and gentlemen will be invited. Monday evenings are devoted to scientific whist, and are greatly enjoyed by the players. The annual banquet of the Club will probably occur during the second week of this year. The Club-rooms are centrally located, expensively and comfortably furnished, and are heated by steam. The reading-room is provided with all the standard magazines and weeklies of the country and with nearly all the cycling papers. Three or four members may be found "at home" almost any evening, and visitors are made to feel that they arrived at just the right time to be most welcome. The Club is an honor to the city and to cycling. Long may it wave!

SCRIBBLER.

OUR ST. LOUIS LETTER.

Something has happened. The "all-important changes" in the Ramblers' Club have already come, and the Club is now practically a thing of the past. The detailed story of last Tuesday's meeting is so interesting that it shall not go untold, though I feel I cannot do justice to it. It was a regular meeting, and by a tacit understanding that something was about to occur, all the old standbys made it a point to be there. Before order was called it was learned that the applications of four good members were being acted upon that very night at the Missouri Club, just a square away. This was hardly a surprise, but there was a heavy feeling of expectancy in the air, and the clouds of tobacco smoke which the nervous ones puffed away absolutely refused to rise, the air was so depressing.

Chief Consul Rogers took the chair and called the meeting to order, and as Secretary Bob Holm read the minutes, somehow his basso voice had the mournful sound of a deep-toned bell at a funeral. As he finished, the Oracle came in, looking solemn, too, and walked silently to the rear. The routine work over, Chairman Rogers said the meeting would proceed to elect its League Meet Committee. Here the Oracle arose to a point of information, and looking at the Chairman between two thick layers of smoke, plied him with a few questions which served to correct a muddle made in the *P.-D.* Everybody smiled.

The Committee was elected and a calm ensued. All apprehended the coming storm, but each waited for the other to furnish the first clap of thunder.

Finally, Edward Stettinius opened the ball, and his lead was followed by others, who clearly defined the position in which the Club stood realative to the League meet and its own immediate advancement. While it had practically gone into the new year clear of debt, it was evident that there were three conflicting elements in the Club, one favorable to a club-house venture, the second content with the present quarters, and the third satisfied with neither. There was the rub, and something had to be done at once, so after several wild proposals had been made as leaders they were capped by a flat motion to disband.

A heavy silence fell upon the assembly for just one minute, and the layers of smoke descended fully a foot, when a noise was heard in the rear. It was the Oracle, who had overturned his chair and was making for the centre of the room. He posted himself under the dim light of the chandelier, ran his fingers through his hair until it was sufficiently disheveled, and swung his arms around a few times, apparently to dispel the murky gloom; but the smoke clouds only writhed in obvious agony a little while, and then stubbornly settled back just where they were before. "Mr. Chairman," he said, pointing a long finger of suspicion at Mr. Rogers, until that gentleman cowered under the table—"Mr. Chairman, I want to ask if there is a possibility—can such a thing be thought of?—that under this motion to disband there is concealed a *game of freeze-out?*

Pandemonium would not describe the situation at this moment. The tone of gurgling contempt actually jarred. The stove rattled and the smoke fled in affright to the upper regions, while every man seemed to lose his head. Amendment followed motion, and the table took them both. There was a wild shuffling of feet and a mass of bobbing heads, with the Oracle appearing and disappearing like some spirit or expert in theosophy, until all was intermingled and jumbled into a state of utter confusion.

Ah! what's this? Ally Stewart rises and says: "Gentlemen, I have a little scheme. Let us not disband yet, but die gracefully by all making application to the Missouri Club."

"Oh!" shrieked the Oracle, "is there no alternative? I can never get in"—piteously. "Can we not join some other club, with whom there is no strife? Is it not plain to you," pointing again at the Chairman, who quaked visibly, "that some of us who may have gained some prominence are disliked, and will be sure to be blackballed?"

"Yes," moaned the Chairman—and their eyes met in a lingering look of sympathy—"I know I would get every black ball in the ballot-box."

"Then let us die—yes, die like dogs!" The words came with a gulp, as the Oracle sank into a chair the very picture of despair, while a myriad of little black spheres seemed to dance before his eyes in mocking glee.

"There is no alternative," said Ally Stewart, "except to go in as a body or not at all, and I promise that we can—make it a consolidation."

"Consolidation!" exclaimed Ladish, who up to this point had maintained an amused silence; "it would be no consolidation at all—merely a 'swallow.' Let us rather disband."

"That's me!" shouted Lin Gordon, and his quivering lip showed that he meant it. "If we can't consolidate in fact, don't let's go down on our hands and knees, but break up and each man walk in on his own legs."

Ladish then put a motion proposing to consolidate the club names and lost, whereupon he and Gordon resigned. The resignations were laid on the table to cool, and Stewart's scheme finally carried, the motion to disband having been withdrawn until the result is known.

So ends the life of what was the brightest and first League Club in the West. Verily, the pretty name "Rambler" seems to bear an evil omen. Wheeling will not suffer, though. The Club started a cycling boom in St. Louis by means of a big race meet, and the second time bit off more than it could chew. It swallowed the lump, but the tired working members did not recover from the task, so they drop the helm and go their different ways. Some will join the Eurotas, but the majority will go over to the Missouris. Others, who want to walk into the Missouri Club on other men's legs, and who are odious to that Club for one reason or another, are likely to remain out in the cold, as the proposal, which has been submitted to the Missouri Club, despite the strong attempt made to head it off, is almost sure to be rejected.

I was glad to see Treasurer Miller skirmishing around for League renewals even on the last night, just as though nothing were going to happen. After the meeting, Sanders and Davis, men of muscle, put on the gloves and pounded one another as if it were their last chance on earth for a thumping match, and —would you believe it—half a dozen members captured the piano and yelled with great gusto, "I'm a Rambler from Way Back."

The delegation of wheelmen from neighboring States arrived in the city this morning. They were met at the Union Depot and escorted to the Lindell Hotel, which has lately been appointed as the League headquarters. The city clubs were represented by Brewster, Cooke, and Smith for the Missouri Club, Stewart, Ladish, and Stettinius for the Ramblers. The members of the Division Board present were J. S. Rogers, Chief Consul, J. S. Lewis, Secretary-Treasurer, and J. W. Neill, of Mine La Motte, and Geo. C. Oeters, Representatives. The visitors were Burley Ayers, Edwin Oliver, and C. R. Griffiths, Jr., Consul, all of Chicago; A. B. Irvin, Mr. Gleason, Indiana. Chief Consul Johnson, of Michigan, sent a telegram pledging the support of his Division. The gentlemen sat down to a specially ordered dinner at nearly 2 o'clock, and it proved so enticing a meal that they did not get down to business until 3.15. The meeting, which was strictly informal, closed at 5 o'clock with these results: Chief Consul Rogers was chosen as general manager of the League meet, and Burley Ayers as manager of all transportation matters. The city Club representatives will meet some night this week and select the chairmen of the various other committees, they to appoint their own assistants. The programme decided as best for the meet is as follows: Friday, May 20th, meeting of Board of Officers, 8.30 A. M.; general meeting, 11 A. M. At 4 P. M. a special steamer will take the wheelmen south on the Mississippi River to the renowned summer resort, Montesano Springs, where supper will be served. The steamer will then return to the city, and the cabin will be cleared for a ball, which will close on the arrival at St. Louis, about midnight. The supper and ball are estimated to cost $1,500.

On Saturday, May 21st, the order will be—10 A. M. parade, 3 P. M. championship races, 7 P. M. banquet, 12 P. M. *American Wheelman* special steamer for Clarksville, 100 miles up the picturesque Mississippi. The League meet proper ends on Saturday eve.

On Sunday an informal tour of Pike County will be made, and on Monday the *American Wheelman* will hold its annual road race, which I am assured will be a world's championship, as the N. C. U. has surrendered all control of road racing, and the sanction of the A. C. U. has practically been already obtained. The first prize for this race will be a $250 cup, donated for the purpose by the citizens of Pike County.

On Monday evening a banquet will be held on the steamer, and this will be followed by a ball, the boat arriving in St. Louis about 6 o'clock Tuesday morning. The total cost of the meet is estimated at fully $5,000. A glorious outlook for a glorious time, is it not?

This morning before dinner a sort of informal gathering was formed, with W. M. Brewster as chairman, and a few important issues were discussed in an off-hand but earnest manner. A motion to abolish the amateur rule, and thereby rid the wheeling fraternity of a discussion which was fast becoming a nuisance, was carried *unanimously:* as was another motion that Burley B. Ayers be the meeting's choice as the next President of the League of American Wheelmen. Phœnix.

January 9th, 1887.

Bicycle riders of Hannibal, Mo., met December 8th, at the Park Hotel for the purpose of forming an organization. The meeting was called to order and the ensuing year: A. C. Miller, President; J. C. Irwin, Vice-President; C. H. Appler, Secretary and Treasurer; J. B. Merkle, Captain; W. H. Hall, First Lieutenant; W. D. McRae, Bugler; J. B. Burkholder, Color Bearer. The Club will be known as the Marion County Wheelmen, and will enter the L. A. W. immediately.

WELCOME, STEVENS, WELCOME!

Open wide, ye 'Frisco cyclers, the Goldent City gate!
Onward speed, O ocean steamer! we're impatient of the wait.
Back! ye storms, ye winds and waters, that would hold him from us now.
Aid us! Aid us! King of Tempests, for we long to keep our vow
To give a royal welcome to the wheelman's cycling knight,
That has belted the round earth through its darkness and its light.

Starting out from shores Pacific, on to where Atlantic rolls,
Then across to Merrie England, that all cycling hearts enfold,
Through Europa's southern countries, to the Key to all the East,
Out across Arabian deserts, with barbarians to feast,
Riding steed of steel in Persia, to India's coral strand,
Passing China's mobs and robbers, to the shores of long Japan,

Comes the gallant Thomas Stevens, standing on the vessel's prow.
Receive him, O ye cyclers! listen, and I'll tell you how:
After feasting him in banquet, take him to the highest peak
Of the Rockies, and there mount him on toboggan rare and fleet,
Fasten it to his Columbia—send them flying 'cross the plain—
You will hear such cheering echoes as will ne'er be heard again—

From the wheelmen of St. Louis, from Chicago and New York,
And the Hub of all the world, with its far-famed beans and pork.
There's a Club, ycleped Massachusetts, in the old State on the Bay,
They have never doubted Thomas, and will toast him when they may,
From its Pope unto its steward, "He's all right!" you hear them shout,
And the latch-string of their Club-House for him ever will hang out.

D. W. Colbath.

152 Newbury Street, Boston, January 8th, 1887.

Official Announcements.

SECRETARY-EDITOR AARON RESIGNS.

New York, January 11th, 1887.

To Members L. A. W.:

The following letter has been received by me:

MR. AARON'S RESIGNATION.

Philadelphia, Pa., January 1st, 1887.

Dr. M. N. Beckwith, President L. A. W.:

My Dear Sir:—A very flattering business offer has been made me by the Pennsylvania-Ohio Department of the New York Life Insurance Company, the acceptance of which will necessitate my giving that corporation my whole time and undivided efforts. That being the case, I am compelled to give the first consideration to my duty to my family and myself, and do most respectfully, and on some accounts regretfully, hereby tender you my resignation as Secretary-Editor of the L. A. W., to take effect on the election of my successor at the regular Board meeting in New York, January 17th next.

With the sincerest wishes for the continued and ever-increasing prosperity of the organization, which, together, we have had the pleasure of serving for nearly three years—prosperity which I pledge myself to continue to labor for to my utmost—I remain, as ever, Sincerely yours,

Eugene M. Aaron.

—

MR. WELLS' APPOINTMENT.

New York, January 11th, 1887.

Gentlemen of the Board:

In accepting the above it becomes my duty to appoint a successor to Secretary Aaron to fill the vacancy arising pending the appropriate action of the League's Board of Officers.

It affords me pleasure to appoint to this responsible position Mr. John A. Wells, Chief Consul of the Pennsylvania Division, and I take this opportunity to congratulate the League on the fact that a gentleman of Mr. Wells' well-known abilities has been induced to accept the position.

Respectfully,
N. Malon Beckwith, *Pres. L. A. W.*

—

Philadelphia, January 10th, 1887.

To all League Members:

Gentlemen:—Causes which are explained in the above letter to our President lead me at this time to tender to him my resignation, to take effect at the earliest moment at which it can be accepted by your Board of Officers. As much as I regret the necessity for this step at this time, self-interest imperatively requires that I shall not longer allow the rapidly multiplying duties that fall to the lot of your Secretary-Editor to so hamper my actions that my future usefulness in even more important fields shall be jeopardized. It has been my study for some time past to so arrange my business engagements that I could remain in the office, to which I have become sincerely attached, owing to the fact that it has enabled me to number among my friends all of the great army which now composes the League of American Wheelmen, but the stern limitations of a day that contains but 24 hours, and of a constitution that contains only too little of vitality and reserve force, have at last proved too much for me, and I am compelled to choose against my sentimental dictates and in favor of more practical and realistic arguments.

No doubt the editorials published in these columns the past two weeks have by their tendency prepared many of you for this step on my part. To those of you to whom the notice seems surprisingly short I would only say that, while it has been under consideration and advisement for some months, the effort to otherwise arrange my time, above alluded to, prevented my taking the final step until the first of this month.

Our President has, with his usual promptness in our behalf, appointed as my successor, pending suitable action by our Board of Officers, Chief Consul John A. Wells, whose active endeavors in behalf of the Bulletin's success have been untiring for months past, and I do not doubt that the wisdom of his choice will meet with an emphatic indorsement by our Board. Mr. Wells' acceptance of the trust assures the League that a conservative and able administration will be the result of such a choice.

I shall take the liberty of bidding you a more formal and lengthy adieu in our editorial columns for next week, and at that time shall also undertake to point out to you wherein you may make the pathway of my successor even more pleasant, if that be possible, than the one which for the past three years I have had to tread in your behalf.

Fraternally yours,
Eugene M. Aaron, *Secretary-Editor L. A. W.*

RULES AND REGULATIONS COMMITTEE'S REPORT.

The following report of the Committee on Rules and Regulations addressed to our Board of Officers, though dated December 27th last, was not received at the office of the Secretary-Editor until the morning of the 11th inst., having been mailed from New York at 11 A. M., January 10th.

Article VIII of the League By-Laws provides as follows: "Additions or amendments to the By-Laws may be made after notice, by mail or otherwise, *to every member of the Board of Officers* at a meeting of the Board, or as provided in Article II, Section 5." As the Bulletin will not reach some members of the Board for five or six days after the meeting of the Board on the 17th, the present publication is inadequate; but it has been deemed best to put it in printed form for the information of those whom it may concern.

—

December 27th, 1886.

To the President and Board of Officers of the League of American Wheelmen:

Gentlemen:—The Committee on Rules and Regulations beg leave to herewith submit a report containing the changes in the rules that they will ask you to pass on at the spring meeting of the Board to be held at New York, January 17th, 1887. The Committee have no arguments to offer at this time in support of the report, but hope to show good cause for its adoption when it comes up for your consideration.

Very respectfully,
W. I. Harris, *Chairman.*
C. S. Butler,
Knight L. Clapp,
Committee on Rules and Regulations L. A. W.

Article I.

In the first line of the second paragraph of Section 1 strike out the word "remove" and insert in lieu thereof the word "suspend," and add after the words the "officer so charged" the following: "And said request, to which shall be attached the specific charges in writing, together with the evidence on which they are based, shall be referred to the Committee on Rights and Privileges, who shall furnish the accused officer with a copy of said charges, and allow him ten days in which to file his answer to the same. If after a full investigation the Committee report that the charges are sustained, the President shall at once remove from his office the official against whom the charges were made. Should the Committee report that the charges have not been sustained, the President shall at once restore the accused officer to good standing in the League, and the report of said Committee shall be printed in the Bulletin. It is provided further, that should the officer accused fail to file his answer with the Committee on Rights and Privileges within ten days of the receipt of a copy of the charges against him, the said charges shall be considered as sustained, and the Committee shall so report to the President of the League."

Strike out, after the words "then current" in line three of paragraph "e," Section 4, "and 50 per cent. of the receipts from life memberships," and insert in lieu thereof the following: "And 25 per cent. of the receipts from initiation fees."

Insert in paragraph "f," after the word "status" in last line, the following: "Together with a balance sheet showing the financial condition."

section 5.

Insert after the words "members thereof," in line six, Section 5, the following: "He shall hold as a reserve fund all receipts from life memberships, and shall make no payments from said fund except for such purposes as the Board of Officers shall from time to time direct."

Add to Section 6 the following: "He shall cause to be published in the 'Official Organ' of the League all appointments made by him, and shall promptly furnish the Secretary of the League reports of business meetings of his division."

Article II.

Strike out the word "general" in the fifth line of Section 1, and substitute the word "annual."

Add to Section 1, as follows: "Fifty members shall constitute a quorum. Each member present shall have one vote on any question, and no proxies shall be allowed; *provided, however,* that clubs whose entire active membership has joined the League, being required so to do by their rules, may choose by ballot one or more members of the League as delegates for the Club to represent them at the annual business meeting, and each delegate upon presentation of credentials, signed by the President and Secretary of the Club, may cast as many votes as provided for in his credentials in all proceedings of the meetings; but no delegate may cast more than 50 votes, and no such delegate shall cast a vote for a member present at the meeting if that member shall choose to cast his own vote."

Add to Section 4, after the words "for six members," in line 12, the following: "*Provided, however,* that no officer shall be proxy for another, and vote in his stead, unless he be designated by name, in the handwriting of the officer signing the proxy; and, further, no officer holding a proxy shall be empowered to transfer the same to any other officer under any circumstances."

Insert in Section 7, after the words "Constitution and By-Laws," in line six, as follows: "*Provided, however,* that any State division may elect its Secretary and Treasurer in such manner as its By-Laws may provide."

Article III.

Strike out Section 1 (a), and substitute the following: "(a) The following standing Committees shall be appointed by the President to serve one year, or until their successors be properly appointed: A Committee on Membership; on Rules and Regulations; on Rights and Privileges; on Racing, to be called the Racing Board; on Touring, to be called the Touring Board; and on Transportation."

Strike out paragraph "b" Section 1, and substitute the following:

"(b) The Committees on Membership, on Rules and Regulations, and on Rights and Privileges shall each consist of three members of the Board of Officers; the remaining Standing Committees may be appointed from the membership at large. The Racing Board and Transportation Committee may each consist of six members, and the Touring Board shall consist of two associate chairmen of sub-committees, to be known respectively as the Tourmaster and the Bookmaster. No member shall be on more than two committees, and two shall constitute a quorum in each, and they shall report to the Board or to the President thereof within one month after reference of any matter to them by the President, or by the Board, or by the Rules."

Strike out the words "one member" in Section 2, and substitute the words "three members."

Add to Section 5 the following: "And to said Committee shall also be referred all charges of malfeasance against League officials."

Add to first sentence of paragraph "b," Section 6, after the words "of that Board," the following: "Pending investigation, the party against whom charges are brought may be suspended from the track."

Strike out in line 18, paragraph b, Section 6, the words "Within thirty days," and insert the same words after the word "reply" in line 17.

Strike out the words "this department" in the first line of Section 7, paragraph a, and insert in lieu thereof the words "the Touring Board."

Strike out paragraph c, Section 7, and insert in lieu thereof the following:

"(c). The Bookmaster is empowered in the name of the L. A. W. to obtain duplicate copies of road report, maps, hand or road books, transportation rates, periodical touring articles, lists of hotels, Consuls, and (in non-officered localities) of representative riders, together with any other information of records of use or interest to cycling tourists."

Article IV.

Add to Section 2 the following: "If, in making the canvass of said votes, the Committee shall find that any member has voted for more Representatives than his State is entitled to, as of March 1st, the Committee shall erase from said ballot all names over and above the number the member is entitled to vote for, counting in regular order beginning with the first name on the ballot, and the ballot shall then be counted."

Article V.

Strike out the word "four" in line two of paragraph a, Section 5, and insert therefor the word "twenty." Strike out in line three of the same paragraph the words "any member," and insert therefor the words "five members."

Add Section 9: "Any cycle club within the jurisdiction of the United States, that shall insert in its By-Laws a provision rendering it obligatory upon every active member to join the League of American Wheelmen shall become a League club and entitled to all the privileges accorded League clubs under these By-Laws; *provided, however,* that each and every active member of said club shall have conformed with the provision requiring them to join the League. The number of votes that any League club shall be entited to cast through their delegates, shall be one vote for every member of said club upon the rolls of the League in good standing."

Article VIII.

In Section 1 strike out all after the word "made" in line two, and insert in lieu thereof, "either at a meeting of the Board of Officers, or as provided in Article II, Section 5, but no amendment shall be made unless 10 days' notice thereof shall have been given through the columns of the Official Organ."

NEW YORK STATE DIVISION.

SECRETARY-TREASURER'S FIFTH QUARTERLY REPORT.

BROOKLYN, January 8th, 1887.

MEMBERS N. Y. STATE DIVISION, L. A. W.:

DEAR SIRS:—I have the pleasure of submitting you my fifth quarterly report as follows:

1886.	CASH.	DR.
Oct. 20th.	To Balance per BULLETIN Oct. 29th, 1886,	$1,214 85
	Total receipts,	$1,214 85

1886.	CASH.	CR.
Oct. 30th.	By Stationery and printing, 1,000 letter-heads and 1,000 envelopes, for E. K. Austin, Secretary-Treasurer,	$ 6 75
Nov. 8th,	" Stationery and printing, 1,500 copies Constitution and By-Laws,	5 75
" "	" Stationery and printing, 300 postal cards,	4 00
" 9th	" Road-Book account, Chairman Barkman's postage for August and September,	5 63
Dec. 21st.	" Expense, Chief Consul Bidwell's bill for postage, Aug. 16th to Nov. 6th,	9 45
" "	" Stationery and printing, paid Chief Consul Bidwell, per his bill of Nov. 6th,	7 72
" 31st	" Expense, paid Chief Consul Bidwell's bill for stenographer's services from June 12th to Sept. 14th, amount to be refunded the Division if not approved by the Board,	48 00
1887.		
Jan. 4th.	" Expense, Chief Consul Bidwell's bill of postage to Jan. 1st, 1887, in full,	6 30
" 8th	" Road-Book account, Chairman Barkman's bill of expense, postage, etc., for Oct., Nov., and Dec., 1886,	9 44
" "	" Road-Book account, envelopes and letter-heads, printed for Committee, per bill,	4 50
" "	" Expense, postage, etc, Secretary-Treasurer, to date,	2 70
	Total expenditures,	$110 24
Jan. 8th.	By Balance in Market National Bank of New York to credit New York State Division, L. A. W., E. K. Austin, Secretary-Treasurer,	$1,104 61
		$1,214 85

At this time, the close of the fiscal year, I desire to refer you to my several reports in completion of same in BULLETIN issues of January 8th, April 16th, July 16th, and October 29th, 1886.

You will note our increase of balance in treasury from $515.47 on January 2d, 1886, to our present balance as above, which assures the successful completion of the practical work of our Division now under way. You will further note from the above-mentioned reports that our receipts from membership dues for the year 1886 have been as follows:

Renewals, 827 at 50 cents,				$413 50
Applications, 1st quarter, 316 at 50 cents,				158 00
"	2d "	343 " 37½	"	128 61
"	3d "	197 " 25	"	49 25
"	4th "	65 " 12½	"	8 13
Total,				$757 49

The fourth quarter I have not, however, received settlement for from Mr. E. M. Aaron, Secretary-Editor.

Your attention is here called to the fact that for the same period, based on the present initiation fee of one dollar, the League would have received from our Division membership as above, as follows:

Renewals, 827 at 50 cents,				$413 50
Applications, 1st quarter, 316 at $1 50				474 00
"	2d "	343 " 1 37½		471 61
"	3d "	197 " 1 25		246 25
"	4th "	65 " 1 12½		73 13
Total,				$1,678 49

This (see Mr. H. S. Wood's able article in BULLETIN of May 21st, page 447) is surely an injustice. The percentage of dues that under the present Constitution and By-Laws goes to the League is too large, and if nothing more, is very unjust to its divisions, and the percentage of dues that goes to the divisions is altogether too small to carry on and complete the work that is laid out for them to do. In my opinion Mr. Wood's solution, arrived at last May, is the correct one, and *divisions should at least receive 50 cents for each renewal*, as now, *and 75 cents for each new member* without respect to his time of joining.

It is my sincere hope that, for the welfare of our Division, and all others, that Representatives will give this matter early and careful attention, and, I doubt not, the adoption of the above or some other equitable apportionment of dues will be the result.

Of our membership for the year 1886, I am pleased to place before you the following facts: Numerically, we lead all other Divisions, having a total membership of 1,748, represented in districts (see Constitution and By-Laws, page 538 of BULLETIN) as follows:

DISTRICT.	MEMBERSHIP.	HAS REPRESENTATIVES.	ADDITIONAL ENTITLED TO.
First,	518	8	1
Second,	341	9	0
Third,	229	3	1
Fourth,	148	3	0
Fifth,	192	2	1
Sixth,	320	5	1
Totals,	1,748	30	4

The above shows the various districts of our Division to be about equitably represented, inasmuch as the First District would certainly, if members were correctly addressed, be loser to the Second District at least 50 members, and as the nine Representatives of the Second District includes your Secretary-Treasurer, who can hardly be applied to any one district, and also the Chairman of your Road-Book Committee.

Here I would again call members' attention to the necessity of renewing from and being addressed at their resident address where it affects their district's representation. *Be sure to be addressed in the district in which you desire to be represented.* It is interesting to note that of our 1886 membership of 1,748—1,055 are owned by the five cities of: New York, with 429 members; Brooklyn, with 294 members; Buffalo, with 183 members; Troy, with 83 members, and Albany with 66 members, and that there are in our State some 150 cities, towns, and places claiming one or more memberships with us, this as against some 115 cities, towns, and places in 1885.

Trusting that all of the foregoing may meet your approval, I remain,

Respectfully yours,

E. K. AUSTIN, *Secretary-Treasurer.*

Correspondence.

The Editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

WINTER WHEELING.

FERNANDINA, FLA., December 30th, 1886.

EDITOR L. A. W. BULLETIN:

Permit me to call the attention of League members to a matter which I've intended for some time to bring to their notice, and which would perhaps have brought a more satisfactory result if published earlier.

As most of the L. A. W. members probably know, Florida is a very popular winter resort, and from October to May our State is largely populated by visitors from the colder States; but in my four years' sojourn here I have yet to see the first bicycle or tricycle brought to Florida by a tourist: and the reason is obvious to all who have visited the State, that there is *apparently* no part of Florida that is enjoyably rideable. This conclusion is arrived at from the fact that the greater part of the State has a sandy soil, and the roads generally are distinctly unrideable.

Still we have here in Fernandina a bicycle club, with a membership of eight riders, six of whom are L. A. W. members, and in town there are several wheels whose owners have not yet joined our Club.

Having made the statement that Florida roads generally are distinctly unrideable, the fact of our having about a dozen bicycles in town will, no doubt, seem quite a paradox; the more so when I add that, until last spring, a genuine modern bicycle had never been seen here.

The mystery is disclosed by the following explanation:

Fernandina is famous for its magnificent beach, and the beach is about two miles from the town. The connecting link between the town and beach is a straight shell road, always in good condition for riding. Now, besides being magnificent, our beach affords a gloriously fine wheeling bottom, and many a delightful ride have our boys had upon it.

A wheelman from Ohio happened here about two weeks ago, and, upon seeing our bicycles, exclaimed: "Hello! Bikes, hey! Why, where do you ride here?" Upon being informed that our best riding was on the beach, he seemed astonished, and said: "Isn't it too soft to ride without great exertion?" I answered by inviting him to take a run out with me and try it. Having procured a mount for him, we started, and soon reached the beach, where we enjoyed a most delightful ride, which frequently caused my companion to utter enthusiastic compliments to our beach, and upon our return to town he stated that, although he had ridden over most of the State of Ohio, and largely in other States, his ride on Amelia Beach was, by long odds, the best he had ever taken.

Now to the beach! Amelia Beach, situated on Amelia Island, Florida, two miles distant from the city of Fernandina, is 20 miles in length without a break, and at low water is about 500 feet in width. The surface is as level and hard as the best manufactured paving, and as free from obstacles as a ball-room floor.

We ride the year round, even in the hottest summer days, for the beach is always cooled by a gentle breeze.

This letter is particularly addressed to wheelmen who contemplate coming to Florida, and to those who may be induced to come and enjoy a perfect wheeling bottom; and to such I say, when you do come, *don't forget to bring your wheels.*

We have here one of the best hotels in the State, and several others that are good.

Plenty of storage room can be had for wheels if their owners desire to go farther into the State and leave the machines until their return.

The Mallory line of steamers perform a weekly service between Fernandina and New York, and railroads connect with everywhere.

I shall be pleased to answer all inquiries.

Fraternally yours,

G. R. HUBBY (No. 11,115),
Capt. Fernandina, Fla., Bicycle Club.

INFORMATION WANTED.

NO. 9 BLEECKER STREET, NEWARK, N. J.,
January 6th, 1887.

EDITOR L. A. W. BULLETIN:

Will you kindly permit me, one of the very oldest English wheelmen, to ask any of your numerous corresponding wheelmen if they have any idea as to the whereabouts of a man (lately from Birmingham, England) named David Jones. He is a bicycle-smith of the first order, and hailing from the immediate neighborhood, I have a great desire to shake hands on this side of the pond with him.

Thanking you very kindly in advance in anticipation of your insertion of this, I am

Yours, very respectfully,

THOMAS PALMER.

[Mr. Palmer is the father of the once famous J. H. Palmer, 17 years ago a champion bicycle rider; also of the three years' amateur bicycle rider, C. A. Palmer, whose career lasted '81, '82, and '83.—ED.]

CLUB PRECEDENCE.

SAN FRANCISCO, December 28th, 1886.

EDITOR L. A. W. BULLETIN:

Will you kindly answer the inclosed queries through the columns of the BULLETIN?

A. If in a "L. A. W. division" there are several clubs, one of which is a League club, but in one of the clubs not in the League there is a Captain who is older, in a military sense, *i. e.*, he has held office longer, should the League club or the one with the oldest Captain take the right of line?

B. Now, if either of the above has right of line, how should the other clubs be arranged, those in the League and those not?

These queries came up in a discussion among several riders here, and as no one seemed sure of the answer, I determined to write to a higher tribunal.

Truly yours,

HARRISON HOUSEWORTH.

[If Mr. Houseworth refers to precedence in League or division parades, the answer is set forth in the L. A. W. By-Laws, wherein it is provided that "clubs shall have precedence in accordance with their seniority in joining the League." We know of no rule or precedent governing any other case.—ED.]

The members of the Murfreesboro (Tenn.) Bicycle Club have recently "wheeled" into line and have had nice apartments fitted up in the *Free Press* Building, which they will use hereafter as their Club-room. The space is very limited, only an office or reading-room and a wheel-room, with all the tools for repairing small breaks that occur occasionally. They are supplied with all the wheeling periodicals of the day, and prominent among them is the BULLETIN.

Club officers were elected on the evening of the 3d, with the following to act for the next six months: R. L. Jetton, President; H. L. Fox, Vice-President; Chip Henderson, Secretary-Treasurer; J. W. Sparks, Jr., Corresponding Secretary; J. B. Smith, Captain.

They speak of giving an entertainment in the near future and appointed a Committee on Arrangements, etc., composed of C. F. Cox, H. B. Sparks, and O. S. Miller. The young lady friends promise their assistance.

The uniform is blue, with white shoes for summer. The colors of the Club will be black and gold.

The most prominent feature is that the rooms are to be used exclusively by the members and visiting cyclers, who are always welcome, no one else being allowed unless specially invited by the Invitation Committee.

The Williamsport (Penna.) Wheel Club, 61 L. A. W. members strong, have built a toboggan slide, and thus far it has proven very successful. They opened it on Monday, December 27th, and it has been with difficulty that they have accommodated the people. It is of the regulation size—40 feet high, 18 feet wide, and 176 feet long in the chute. Three chutes, steps, and drawway. The entire distance or length of runway about 1,000 feet. The chutes and runways are paved with ice six inches thick. Besides many private ones, 50 toboggans are also kept for rent. They have already about paid all expenses on it. They are a pushing Club.

RENEWALS.

No. 5.—Total, 661.

PHILADELPHIA, PA., January 10th, 1887.

ALABAMA—1.

3632 Aylett, L. D.

CALIFORNIA DIVISION—27.

12847 Austin, B. C., Jr.
7940 Churchill, J. P.
2500 Davenport, E. L.
7611 Davis, W. G.
7610 Davis, C. L.
9695 Dimond, E. R.
9696 Eggers, H. C.
9697 Feintuck, M.
8424 Fonda, C. P.
13051 Givovich, N. A., D.D.S.
9518 Gibbs, H. T.
8425 Gibson, J. W.
8426 Giffin, O. F., Jr.
8427 Greene, H. A.
11875 Hoover, W. S.
7616 Houseworth, H.
8428 Hobe, G. J.
9519 Larzelere, L. R.
10176 Letcher, B.
9517 Mauran, J. R.
8430 McCarthy, J. F.
8431 McDonald, C. A.
8432 McLaughlin, F. A.
8434 Osborn, F. F.
556 Strong, G. H.
8435 Waterhouse, C.
11994 Wheaton, C. B.

COLORADO DIVISION—3.

12457 Barnes, M. O.
9336 Bennett, H. I.
12874 Howard, E. L.

CONNECTICUT DIVISION—40.

1445 Allen, W. H.
4716 Barnes, F. H.
10552 Bassett, J. C.
12421 Benjamin, F. C.
6782 Birdsey, H.
3946 Boardman, W. R.
1477 Burroughs, F. C.
7241 Cole, C. M.
59 Curtis, L. B.
7748 Frederickson, G.
8302 Frederickson, P.
6975 Fryer, G. R.
6222 Havens, E. H.
10741 Hall, D. C.
4101 Healey, W. F.
8193 Hibbard, W. E.
10742 Isbell, F. S.
5211 Johnson, G. H.
7772 Latham, C.
7774 Lauridsen, G. M.
9839 Lambert, F. J.
2777 Middlebrook, W. B.
6458 Morgan, E. J.
6983 Moore, C. E.
12283 Moore, C. H.
5935 Post, A. B.
1479 Post, F. W.
7744 Ray, A. B.
6710 Richardson, W. M.
11490 Rogers, W. H.
8106 Stanton, A. N.
11500 Staples W. G.
11261 States, W. H.
1493 Sumner, E. S.
12103 Urlan, O. C. G.
9840 Watson, J. H.
1480 Wheeler, R. E.
5888 Wilkinson, J.
6115 Wilmot, F. A.
12445 Webster, G. W., Jr.

DAKOTA—1.

9682 Krantz, R. N.

DELAWARE DIVISION—4.

11640 Palmer, J. E.
9819 Smith, C. H., Jr.
9821 Todd, C. W.
9822 Wiley, H. J.

DISTRICT OF COLUMBIA DIVISION—4.

8658 Collamer, N. L.
8661 Johnson, T. J.
531 King, A. T.
3699 Pettengill, E. T.

ENGLAND—1.

14 Pennell, J.

FLORIDA—2.

11115 Hubby, G. R.
8686 Rose, J. S.

GEORGIA—1.

12461 Burroughs, H. W.

ILLINOIS DIVISION—15.

8304 Bliss, C. L.
12280 Brown, K.
156 Clark, H., Jr.
8844 Dickenson, J. S.
9189 Hamilton, R. E.
6890 Houghton, I. H.
660 Kusel, I. J.
670 Olmstead, W. W.
4285 Smith, W. H.
9035 Sperry, E. H.
9847 Sperry, W. L.
11654 Stevens, A. J.
8197 Whitford, F.
2725 Zaph, A. E.
11792 Ziegler, S.

INDIANA DIVISION—16.

8466 Ballenger, W. E.
10569 Devore, C. E.
222 Devore, W. E.
6093 Devore, G.
2803 Dunn, W. E.
12508 Foster, V.
535 Gleason, J. A.
9037 Goodwin, M.
12442 Kirk, C. B.
3709 Lewis, F. A.
11845 Manson, J. M.
12489 Moore, A. F.
12653 Rettig, F. J.
6794 Shirts, E.
12493 Warren, W.
2775 Winterrowd, E. O.

IOWA DIVISION—13.

11132 Bader, H. D.
12126 Bales, W.
10196 Clark, F. B.
10197 Cummings, F. S.
9044 Elliott, W. E.
9104 Koetter, J. R.
9862 Krantz, L. G.
11835 McEllhiney, B. S.
3710 Schooley, F.
10198 Spielman, F. A.
11134 Templeton, J. E.
11133 Weston, E.
10572 West, C. F.

KENTUCKY DIVISION—3.

5875 Longely, H. W.
12757 Speth, F.
12756 Speth, H. C.

KANSAS DIVISION—6.

11733 Alford, E. M.
3321 Candy, C. C.
817 Norton, M. J.
6779 Schott, W. C.
11734 Trussell, E. A.
11736 Wulfehuhler, O.

LOUISIANA DIVISION—1.

4801 Randall, R. P.

MAINE DIVISION—2.

11746 Thayer, W. M.
12608 Torrey, A. L.

MARYLAND DIVISION—23.

7790 Baumgartner, N. H.
8669 Breckenridge, W. C.
11333 Clotworthy, F. M.
11140 Emmert, E. B.
10013 Geigan, J. E.
11272 Gibbons, W. H., Jr
11334 Hall, W. P.
11791 Head, F. S.
10771 Head, A.
10772 Irvin, H. B.
11524 Lechleider, F. A.
10779 Macgill, M. P.
7787 Peed, J. W., Jr.
12673 Rogers, W. F., Jr.
10773 Schlosser, Dr. V. F.
7712 Snyder, C. M.
10774 Stouffer, H. McC.
10775 Stover, G. E.
9196 Sykes, C.
9368 Sykes, Dr. M. G.
10776 Updegraff, W. M.
4911 Updegraff, G. F.
11525 Wilson, W. R.

MASSACHUSETTS DIVISION—75.

9583 Arms, F. L.
2540 Ball, A. H.
9056 Barker, C. L.
10808 Barter, E. H.
1163 Bassett, C. F.
232 Benson, W. H.
8476 Brainard, E.
7271 Isham, L. F.
12113 Ivory, J. C.
9731 Jenkins, E. L.
9209 Kendall, M. K.
9224 Kirkwood, W.
1452 Larkin, J. H.
9210 Ladd, C. B.
12925 Brett, G. E.
7661 Burns, R. O.
1238 Burbank, J. P.
7223 Bullock, C.
8216 Campbell, H. S.
8113 Cooke, V. M.
12614 Cutler, O. M.
4516 Dellingham, W. C.
9591 Dewey, F. E.
3385 Dow, C. F.
9206 Edmester, F. C.
9581 Evans, E. A.
10042 Foque, A. N.
9867 Furie, N. J.
8530 Gage, F. V.
10043 Gardner, W.
9592 Gavin, J.
3415 Gibson, G. W.
6907 Gregson, J.
5624 Hale, G. F.
7983 Haven, H. B., Jr.
795 Hammond, A.
9377 Hall, A.
9370 Hill, E. F.
910 Hollister, E. S.
9868 Hoit, E. P.
9207 Holman, C. F.
11526 Hoffman, W. G.
7720 Howe, E. P.
11474 Hubbard, C. D.
11345 Hunneman, J. A.
3382 Lawton, S.
12905 Labaree, C. W.
10399 Laws, J. R.
9211 Leavitt, E. E.
10400 Lean, G. R.
9424 Lowe, J. A.
9600 Martin, C. F.
10216 Menns, W. K.
8227 Merrill, C. A.
11947 Moulton, H.
9081 McCune, J. B.
8731 Owen, O. L.
11796 Parker, W. G.
9873 Penniman, Miss G. F.
5047 Pearce, F. A.
9715 Pickering, J. F.
9869 Pike, W. A.
11420 Platt, C. M.
8892 Reed, H. W.
7548 Reynolds, H. R.
6722 Sampson, F. H.
9213 Shute, F. E.
7861 Shaw, C. D.
9729 Simmons, F. N.
12315 Smith, J. K.
11348 Stearns, G. M.
10048 Temple, W. G.
11665 Thayer, W. H.
12223 Webster, F. J.
4610 Williams, F. J.

MICHIGAN DIVISION—16.

7279 Anderson, S. W.
7278 Anderson, J.
9736 Armstrong, T. J.
11901 Beach, W. E.
7280 Bills, O. P.
9611 Butterfield, W. J.
9613 Dean, W. C.
7087 Escott, L. W.
10833 Fitzsimmons, P. A.
10246 Graves, W. J.
7004 Hayden, W. H.
11002 Hendrick, F. H.
11165 Maas, F. N.
11166 Maas, W. J.
7281 Satterthwaite, E. N.
7224 Turner, W. S.

MINNESOTA DIVISION—2.

3639 Graves, L. B.
11432 Savage, E. A.

MISSOURI DIVISION—15.

7009 Cooke, D. A. P.
10606 Crosby, D. S.
9846 Crabb, C. J.
10648 Hodgen, J. M.
7674 Ludwigs, E. A.
1059 Pattison, E. W.
10849 Petty, W. J.
6665 Pratt, W. J.
10474 Ranney, F. E.
12652 Silliman, F. F.
2670 Stone, C. H.
12159 Steelman, J. H.
8227 Tebbetts, G. S.
8540 Witte, C.
12470 Wolzendorf, H. G.

MONTANA—1.

10424 Hasley, J. A.

NEW HAMPSHIRE DIVISION—7.

9621 Bliss, J. H.
6812 Estes, J. C.
9448 Place, G. A.
10856 Robinson, E.
1261 Saunders, C. H.
956 Sawyer, B. O.
6644 Sturtevant, A. F.

NEW MEXICO—1.

10427 Kellerhouse, B.

NEW JERSEY DIVISION—41.

11545 Baker, H. S.
9736 Barnes, Mrs. E. W.
9685 Barnes, E. W.
7303 Brunner, J. A.
6351 Burnet, T. H.
9263 Candy, J. D.
7364 Carberry, J.
6367 Chamberlain, T., Jr.
7708 Crans, F., Jr.
9264 Crossley, H.
9114 Dean, E. W., Jr.
7305 Downer, J. L.
9117 Fish, Mrs. W. L.
9116 Fish, W. L.
7306 Hatfield, J. Z.
8253 Harrison, J. L.
8950 Hartshorne, E. E.
4074 Hunt, C. H.
7307 Irving, A. B.
12391 Jewett, F. P.
7348 Keer, F. J.
1386 Kinch, F. A., Jr.
8029 Klotz, L. S.
10256 Lawrence, G. H.
7886 Mix, E. C.
1374 Miller, F. S.
6155 Moore, E. B.
7421 Newell, T.
12129 Osborn, J. H.
1391 Pierson, A. W.
11437 Reese, F. F.
10919 Reese, C. D.
1388 Ruggles, E. D.
10082 Searles, E. C.
7711 Truitt, J. S.
8243 Van Nest, J. R., Jr.
9122 Van Nest, J. F.
3647 Van Ens, J.
10885 Vogel, H. G.
12992 Warner, J. E.
8032 Winter, A. G.

NEW YORK DIVISION—83.

10267 Adair, W. J.
4344 Adriance, F.
3819 Atkins, F.
11856 Austen, E. W.
12234 Bancker, W. D., Jr.
8742 Barrett, C. K.
10602 Bemus, W. P.
3376 Bigelow, P.
11686 Booth, W. P.
1166 Brady, C. A.
1018 Brown, W.
2908 Brooks, G. F.
1545 Cant, R., Jr.
4388 Carpenter, S.
12641 Caulkins, J. R.
9282 Choate, W. A.
6669 Clarke, C. C.
6319 Cluett, G. T.
7202 Comings, G. R.
2540 Ball, A. H.
9056 Barker, C. L.
10808 Barter, E. H.
1163 Bassett, C. F.
232 Benson, W. H.
8476 Brainard, E.
11687 Klady, A. J.
12035 Knight, H. W.
9762 Landon, S. E.
9473 Libeneau, F. E.
8246 Linden, H. V.
12625 Lyons, F. R.
12527 Meyer, T. G.
4805 Noël, W. J.
9144 Parris, P. J.
7329 Percival, G. S.
10086 Perkins, C. H.
7894 Price, C. A.
8378 Raymond, W.
289 Roberts, T. W.
2118 Schwartz, F. J.
12480 Shaw, C. F.
11909 Shepard, Mrs. E. J.
2136 Sisson, H. T.
276 Simpson, W.
11688 Sidell, E. V.
11689 Smith, G. H.
12552 Steede, F. B.
4343 Sterling, G. D.
10471 Sterling, W. C.
11697 Sutton, J. E. S.



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7321 Gilson, W. S.
6053 Gilson, W. H.
3134 Gifford, S. D.
17325 Gorham, J. E.
12034 Gourley, N. R.
0385 Granger, R.
6949 Groot, J. H.
1353 Haman, G. E.
8386 Hanley, H. E.
2469 Holmes, G. W.
8957 Johnson, D. W. W.
9757 Johnson, H. B.
8988 Johnson, C. A.
13045 Kenyon, E. P.
3037 Kirby, L.
9653 Kiernan, W. F.

12728 Sulton, F. M.
12531 St. John, Fred.
948 Tanner, F. A.
6320 Thompson, J. M.
11690 Timmins, E.
755 Toplitz, H. L.
9461 Van Denbergh, R.
10106 Wagner, H. A.
6535 Walsh, H. S.
9778 Waters, N. F.
4342 Ward, W. T.
11816 Westervelt, J. R.
1244 Whittemore, W. J.
1310 Whittemore, C. E.
9479 Wildforester, E.
124 Wolf, L. S.

North Carolina—1.

11728 Flanner, A. J.

Ohio Division—35.

9664 Beazle, J. S.
12321 Blankley, J. A.
11908 Blatt, W. G.
12258 Bose, J.
8661 Byers, J.
7736 Carnahan, R. B.
2965 Casselbery, F. L.
1737 Davidson, L. B.
10273 Dombaugh, V. E.
9790 Flinn, E. T.
4793 Francis, H. S.
12658 Garvin, D. M.
5144 Goodrich, F. R.
5292 Griffin, C. H.
3911 Hane, H. B.
2813 Harmony, W. P.
11757 Hewitt, J. C.
6597 Hobart, J. C.

1529 Hughes, F. W.
11918 Jones, F. A.
8052 Judson, O. H.
7127 Kennedy, J. A.
7126 Knapp, M. J.
6671 Lee, W. G.
5143 Lotze, E. H.
12917 Mathews, C. L.
5926 McTigue, J. J.
8144 O'Brien, W. J.
9661 Peirce, W. C.
3623 Perley, W. B.
10276 Rogers, W. K.
11956 Shannon, C. B.
8141 Tewksbury, R. B.
11831 Twing, E. L.
10274 Vincent, B. F.

Pennsylvania Division—157.

2514 Achenbach, W. T.
5418 Acker, W. W.
9158 Allen, C. M.
2604 Andrews, E. B.
56 Andrews, W. T.
8392 Bastian, G. B.
8790 Berry, C. F.
2068 Berry, W. W.
2178 Best, G. U.
7049 Berger, G. B.
7352 Bickings, L. L.
2180 Bloom, W. H.
2154 Bowman, J. W.
11865 Boyd, J. M.
12408 Brady, Dr. C. R.
8162 Brandon, E.
6686 Brown, O. P. H.
2251 Brown, J. G.
2155 Brown, B.
8621 Brickers, S. T.
8391 Butler, W. A.
1672 Byers, H. C.
11632 Caley, M. J.
6775 Chapin, A. R.
12359 Chamberlain, G.
8395 Clapp, F. S.
9402 Clapp, H. U.
6958 Colket, J. E.
8394 Cook, G. D.
8393 Coryell, R. S.
198 Crawford, W. A.
180 Crawford, J. C.
6031 Crissman, F.
7593 Cubbison, H. B.
4685 Culler, C. L.
196 Cunningham, J. P. H.
8216 Davis, C. E.
174 Dannals, W. G.
2612 Dampman, F. M.
7353 Davis, A. S.
2626 Darnell, H. H.
4687 Dayton, I. A.
12025 Dean, W. F.
6950 Donahoe, J.
4686 Eder J. F.
12412 Evans, H.
6969 Evans, T. R.
12985 Ewing, I. P.
9310 Fessenden, C. E.
1648 Filer, H. J.
6297 Fisher, E. J.
11462 Foulk, S. W.
11786 Fox, H. W.
7214 Fox, J. W.
8665 Funston, C. W.
3638 Gammon, H. E.
6952 Gann, J.
2151 Gibson, R. W.
1938 Gillingham, H. E.
6954 Gohl, E. W.
10127 Gohl, C.
12392 Gohl, W. T.
7919 Hamlin, H. B.
8793 Hampton, L. B.
5599 Hanna, W. P.
202 Hanna, M. L.
8066 Hartman, E. V.
6153 Harris W. J.
21636 Herr, H. L.
6953 Hess, J. G.
13047 Howell. J. B.
11305 Horner, W. L.
2156 Howard, J.
11574 Hough, C. N.
12393 Hopkins, C. E.
11573 Hoffman, R. E.
2159 Hubbard, N. R.
2078 Jones, N. L.
6763 Johnson, W. L.

5257 Strieby, J. F.
8403 Tate, H. F.
7048 Taggart, J. C.
1952 Terry, H. W.
7595 Terry, J. E., Jr.
2611 Thalimer, A. G.
8404 Thornton, F. P.
7600 Umbach, C. M.
12027 Updegraff, B. C.
4788 Van Harlingen, T. W.
6951 Wagner, A. C.
10697 Wallace, R. A.
5419 Wanner, E. J.
8405 Watson, J. H.
11469 Welliver, W. W.
12398 Wheeler, H. C.
11758 Whigham, W.
11993 White, C. L.
10516 Wilde, C. L.
12518 Wolle, W. S.
12856 Wood, C. S.
10716 Zern, J. F.

Rhode Island Division—16

12471 Barrows, A. E.
9507 Bliss, F. A.
10293 Bixby, E. M.
3708 Collins, A.
12167 Day, W. A.
12273 Godding, E. A.
7926 Greene, C. W.
12238 Hopkins, S. T.

12445 Himes, S. W.
10720 Leland, G. H.
12071 Martin, W. H.
7461 McAuslan, G. R.
7462 McAuslan, J. W.
8414 Perry, A. N.
11473 Pope, W. H.
7604 Wright, F. E.

Texas—2.

3634 Haney, O. P.

3939 Hope, E. W.

Tennessee Division—24

11474 Aebli, C.
12535 Bunting, R. F., Jr.
11776 Carhart, J. D.
12778 Callahan, S. P.
11475 Dawes, S.
12779 Donovan, C. D.
11843 Droege, J. A.
7380 Duffy, I. I.
11775 Godfrey, E. M.
11476 Hessler, L. C.
7383 Karr, C. H.
9677 Macrae, J. M.

7373 Mallalieu, S. M.
9678 Miller, J. S.
12780 McAdoo, M. R.
11478 McCampbell, J.
7386 McOmber, D. A.
9969 Payne, W. S.
12749 Roler, J. S.
7392 Taylor, I. F.
12977 Viser, S.
12707 Whitmore, W. A.
11479 Williams, E. L.
1471 Wilson, J. R., Jr.

Utah—2

8647 Margetts, F. E.

5038 Pembroke, H.

Vermont Division—7.

1098 Bardy, N. R.
149 Bartes, J. R.
6776 Hutchins, C. P.
2387 Knapp, F. W.

2386 Marshall, A. S.
8636 Potter, T. M.
979 Walker, A. F.

Virginia Division—9.

11103 Baker, W. L.
7761 Carroll, J. C.
10729 Farwell, W. B.
4197 Field, C. A.
9693 Hall, C.

12521 Mercer, W. C.
7765 Tait, W. L.
7764 Tait, J. C.
11989 Turbiville, H. M.

W. Virginia Division—2.

12618 Haines, J. S.

12619 Palmer, O.

Wisconsin—1.

12729 Hopkins, W. J.

Wyoming—1.

12424 Chandler, W. D.

APPLICATIONS FOR MEMBERSHIP.

No. 69—Total, 53.

Philadelphia, Pa., January 10th, 1887.

California Division—10.

San Francisco Bi. Club—9.

13185 Brown, Arthur M., 429 California St., San Francisco.
13191 Clairmont, R. de, Box 2153, "
13188 Haslett, O. C., Second and Townsend Sts., San Francisco.
13187 Kelleher, Alfred J., 2324 Clay St., San Francisco.
13186 Patrick, Benj. H., 410 Pine St., "
13189 Quinn, John C., 220 Sansome St., "
13190 Verrinder, R. T., 37 Post St., "
13196 Waterhouse, F. A., 1622 Beale St., "
13184 Whitely, Henry M., 423 California St., "

Unattached—1.

13193 Burmester, Henry W., 12 Seventh St., San Francisco.

Indiana Division—1.

Unattached—1.

13224 Williamson, Goldsmith G., Muncie.

Maine Division—1.

Unattached—1.

13222 Clark, Harry W., Belfast.

Maryland Division—4.

Hagerstown Bi. Club—1.

13223 McKee, Edwin J., Hagerstown.

Ramblers' Cy. Club—1.

13207 Warrington, Lewis, Jr., 1134 N. Gilmor St., Baltimore.

Unattached—2.

13219 Aschenfeld, L. H., Havre de Grace.
13178 Eisenbrandt, C. Henry, 78 W. Baltimore St., Baltimore.

Massachusetts Division—4.

Unattached—4.

13182 Easland, J. N., Gt. Barrington.
13192 Ginn, Wm. E., 41 London St., E. Boston.
13183 Perry, F. P., Gt. Barrington.
13203 Tobey, W. B., "

New Jersey Division—3.

Union County Wheelmen—2.

13226 Collins, Ed., Westfield.
13225 Place, Chas. W., 450 Westminster Ave., Elizabeth.

Unattached—1.

13206 Cramer, Frank W., 805 Penn St., Camden.

New York Division—9.

Unattached—9.

13199 Bull, John P., Chester.
13194 Campbell, Chas. S., 115 Broadway, New York City.
13229 Gearn, Geo. F., Newburg.
13227 Gould, Chas. V., Cohoes.
13205 Laidley, E. T., Port Jervis.
13204 Lundelins, A., "
13214 Mitchell, Chas. L., Queene.
13215 Sherman, J. D., Port Jervis.
13201 Shumway, W. M., Geddes.

Ohio Division—5.

Unattached—5.

13181 Bonnell, D. W., Hubbard.
13212 Crowell, H. P., Ravenna.
13213 Crowell, E. R., "
13197 Eberly, Chas. E., 382 E. Rich St., Columbus.
13208 Stone, O. W., North Bend.

Pennsylvania Division—14.

Lancaster Cy. Touring Club—1.

13209 Brosey, Frank B., Manheim.

New Castle Bi. Club—1.

13220 Kirk, Howard M., New Castle.

South End Wheelmen—1.

13198 Edwards, J. R. Lincoln, 1419 Wharton St., Phila.

Williamsport Wheel Club—1.

13202 Merrit, Adrian H., 142 W. Fourth St., Williamsport.

Unattached—10.

13211 Adams, Robert M., 201 W. Chestnut St., Lancaster.
13180 Bair, G. Milton, Hanover.
13228 Bowers, Chas. V., Johnstown.
13200 Carter, Marvin P., Scranton.
13210 Dissinger, Frank R., Campbellstown.
13217 Hammitt, J. L., Box 586, McKeesport.
13195 Henry, Wm., Summit Hill.
13218 Shafer, W. E., Bloomsburg.
13179 Stewart, Henry A., Gettysburg.
13221 Welsh, R. S., Brockwayville.

Rhode Island Division—1.

Unattached—1.

13230 Claflin, Wm. S., 17 Maple St., Providence.

Virginia Division—1.

Unattached—1.

13216 Scott, James H., Richmond.

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AT the annual meeting of the UNION COUNTY WHEELMEN, of Westfield, N. J., held December 6th, 1886, the following officers were elected for the ensuing year: Dr. Fred. A. Kinch, Jr., President; Arthur N. Pierson, Secretary; Albert Farrington, Treasurer; Frank S. Miller, Captain; Thos. H. Burnet, First Lieutenant; John Z. Hatfield, Second Lieutenant; John A. Bruner, Color Bearer. The Club is in a very prosperous state, and are always glad to see their friends and lend a hand to aid the tourist.

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Springfield Bicycle Manufacturing Co.

(Yost & McCune Patents),

19 PEARL STREET, BOSTON.

The only absolutely safe wheel against "Headers" made.
It is the best, and it is also the cheapest.
Do not buy a wheel before you see the Springfield Roadster.
Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, - $75.00.

THE "NEW AMERICAN" TRICYCLE,

639 Arch Street, Philadelphia.

We make but one style of machine, and that the *best.* There are *no extras.*

NO DEAD CENTRES. FULL POWER UTILIZED. CLIMBS ANY HILL.

The best machine for ladies, as there are no revolving pedals to catch the skirts. The only Tricycle that can be ridden equally well by lady or gentleman, grown person or child.

EITHER RIDER CAN STEER.

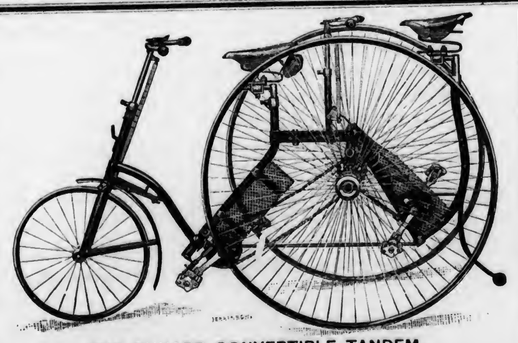
May be Ridden by Two Ladies.

HAS AUTOMATIC STEERING.

Reduces in Width to 27 inches.

Has Folding Handle Bar, for Easy Access to Front Seat.

Is the Most Unique Machine of its Class.



THE CUNARD CONVERTIBLE TANDEM.

CUNARD

Bicycles,
Tricycles,
Tandems,
Safeties.

D. Rogers & Co.,
SOLE U. S. AGENTS,
75 Clinton Avenue,
NEWARK, N. J.

CATALOGUES FREE.

"Rapid" THE NEW "Bicycle"

With the Famous TRUE TANGENT WHEELS AND PALMER DETACHABLE HANDLE BAR.



Confidently OFFERED AS THE HIGHEST GRADE AND EASIEST RUNNING BICYCLE EXTANT.

Send For Catalogue & Testimonials — Photos. 10 & 15 cts.

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SAML. T. CLARK & CO. IMPORTERS
BALTIMORE, MD.

THE COVENTRY MACHINISTS CO., LD.

239 Columbus Avenue, Boston.



Before buying a Tandem, you should see the new **"CLUB" TANDEM,** with automatic steering, and the **MARLBORO TANDEM,** the best three-wheel Tandem made.

CATALOGUE FREE.

KIRK BROWN,

6 SOUTH BROAD (MERRICK) STREET, PHILADELPHIA, PA.

SOLE PHILADELPHIA AGENT.



THEOPHILUS WOBBLE'S

Trip Around the World

ON A BICYCLE,

ILLUSTRATED,

Commenced in

TEXAS SIFTINGS,

July 3d, 1886.

FOR SALE BY ALL NEWSDEALERS.

Back numbers can be obtained from **Texas Siftings Publishing Co., 240 Broadway, N. Y.**

If you want to come out in the Spring with your Bicycle or Tricycle looking like new, before putting your machine away use a bottle of

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling BICYCLES AND TRICYCLES



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold, or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A suitable Brush given with each bottle.**

Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.,

152 to 158 Congress St., Boston.

Special terms to the trade.

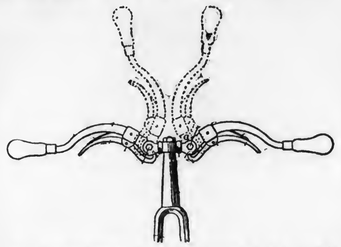
REBER & SAICH,

Agents for the well-known **Club, Premier, and Spalding Bicycles and Tricycles.** Old style parts and difficult REPAIRS a specialty.

SALESROOM AND REPAIR SHOP,

149 Academy St., Newark, N. J.

RODES' SAFETY HANDLE.



No more headers. It can be applied to any bicycle. Impossible not to light on your feet. The legs will open the handles without the rider being aware of it. Simple, cheap, and weighs no more than the ordinary handle. Price, $10.00. For sale by

Robt. Rodes, Jr., 40 N. Cherry St., Nashville, Tenn.

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NEW YORK.

The only Official Outfitter to the L. A. W.

L. A. W. REGULATION CAP,	-	$1 75
" " HELMET,	-	1 75
" " SHIRT,	-	2 25
" " HOSE,	-	1 50
" " SILK BELTS,		1 00

All orders must be accompanied by money order for the amount, also name and League number.

English C. T. C. Cloth, double width, $4.00 per yard.

BARGAINS!

Now is the time to buy Second-Hand Bicycles. Send size and price you wish to pay. Prices low. Send for Catalogue of the New Rapid.

WM. M. FRISBIE & CO.,

P. O. Drawer 64. New Haven, Conn.



BINDERS FOR THE BULLETIN.



To all who wish to preserve their Copies of the **Bulletin** in good shape, we can offer a "Common Sense" Binder, like the above cut, for **One Dollar,** post free.

E. M. AARON,

Don't send Checks. Box 916, Philad'a, Pa.

OUR SPECIALTY.

Columbia and Rudge Bicycles and Tricycles rented to non-owners for long or short periods at reasonable rates. Only first-class wheels offered. Send for terms. Bicycles and Tricycles also sold on easy payments.

GEO. R. BIDWELL,

Dealer in Bicycles, Tricycles, Etc.,

313 West 58th Sreet, New York City.

BICYCLING * WORLD.

Only One Dollar a Year!! Full Value!!

BICYCLING * WORLD.

Latest and Freshest News and more of it than in any other Independent American Cycling Weekly. Send to

BICYCLING WORLD CO.

For Combination Rates,

179 Tremont Street, Boston, Mass.

Patented 1881.



L. A. W. BADGES.

For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle St., Portland, Me.,

The Designer and Sole Authorized Maker.

Prices for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. ***Diamond Badges,*** $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.

Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.



New Style H.

HOW TO JOIN

THE

L. A. W.

Fill up the blank in the adjoining column and, together with **TWO DOLLARS,** send it to the Secretary of the League,

E. M. AARON,

Box 916, Philadelphia, Pa.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name IN FULL.

Write very plainly.

Application for Membership in the L. A. W.

EUGENE M. AARON, Secretary-Editor,

Box 916, Philadelphia, Pa.

Dear Sir:

Inclosed you will find **$2.00** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed below. I refer to the persons named below.*

Signed, ...

Club, ... *Residence,* .....

City and State, ... *Date,* .....

ARTICLE IV, SECTION 4, of the L. A. W. By-Laws, contains the following *Definition of an Amateur*:—"An amateur is one who has never engaged in, nor assisted in, nor taught any recognized athletic exercise for money or other remuneration, nor knowingly competed with or against a professional for a prize of any description. To prevent misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist forfeits his right to compete as an amateur, and thereby becomes a professional, by engaging in cycling or any other recognized athletic exercise, or personally teaching, training, or coaching any other person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or for gate money, competing with, pace-making for, or having the pace made by, a professional, in public or for a prize; selling, realizing upon, or otherwise turning into cash any prize won by him. This rule does not apply to teaching the elements of bicycling solely for the purpose of effecting the sale of a bicycle. The League recognizes as athletic exercises all those sports under the jurisdiction of the National Association of Amateur Athletes of America, including running, walking, jumping, pole-leaping, putting the shot, throwing the hammer, throwing the weights, tug of war, and rowing, boxing, sparring, Lacrosse, polo, roller and ice skating."

TO L. A. W. MEMBERS.

Read the Letter in the adjoining columns, and AT ONCE fill out the blank at the bottom and send it with ONE DOLLAR to

E. M. Aaron, Box 916, Philadelphia, Pa.,

and thus secure for another year your membership in the largest and most popular athletic organization in the country.

OFFICE OF THE SECRETARY-EDITOR, LEAGUE OF AMERICAN WHEELMEN,
PHILADELPHIA, PA., December 6th, 1886.

TO ALL LEAGUE MEMBERS:

THE ADVANTAGES OF MEMBERSHIP in the L. A. W. are so well known and understood that to most of you anything that I might say on the subject would seem superfluous. But to those who, either from the brief duration of their association with our organization or from the fact that they have not availed themselves of their privileges in the League, are not so assured of its great influence for the general good and their individual good in particular, we offer the following brief summary for their careful attention:

The L. A. W. publishes a first-class weekly newspaper, the L. A. W. BULLETIN, which is in itself full return for the annual dues. It will furnish to each member, on application, during 1887, at a nominal price, a HAND-BOOK of useful information, including the Constitution and By-Laws, Racing Rules, Transportation Rates, Rights and Privileges, etc. The L. A. W. affords the privilege of obtaining an excellent UNIFORM at very moderate cost. The L. A. W. stands ready to protect its members in their legal rights, and to sustain them in their efforts to repeal unfavorable legislation. This it has frequently done in the past.

In addition to the above general advantages, most of the State Divisions are striving to outdo the parent body in granting direct benefits to their members, such as Road-Books, maps, Hand-Books, and reduced hotel rates, to say nothing of meets, parades, tours, and entertainments.

The item of the bond of fellowship which exists between League members throughout the length and breadth of our land is admitted by many hundreds to be worth much more than the price of the annual dues.

Believing that all who intend to continue as cyclers will also continue as members of the League, and that most of those who either temporarily or permanently give up active participation in cycling will remain with us for the sake of the past and of the future companionship, I feel that I have but to call your attention to the League's claims on you for 1887 to insure the return of the blank printed below with your signature affixed and accompanied by your annual dues.

Fraternally,

EUGENE M. AARON, *Secretary-Editor, L. A. W.*

EUGENE M. AARON, Secretary-Editor, L. A. W.,

Box 916, Philadelphia, Pa.

Inclosed herewith you will find ***ONE DOLLAR*** *for the Annual Dues for 1887, in the League of American Wheelmen, for the undersigned.*

Name, ...

League No. ..... *Address.* .....

Club, ...

To the Reader.

Although it may be a trifle early, we take great pleasure in calling your attention in a general way to our plans and machines for 1887.

We have investigated every improvement that has appeared upon Bicycles and Tricycles, both in England and America, and have satisfied ourselves as to its value; and although the ***Rudge*** machines for next year will not contain any very startling novelties, which are often used for advertising purposes, you can rest assured that we have not been negligent in our efforts to perfect them.

We have been in active correspondence during the last year with a large number of reliable, enthusiastic road riders in regard to improvements on the Rudge machines, and after a careful examination, we have decided to adopt those which we have thoroughly tried and can fully recommend.

Rudge Light Roadster.

We are not quite prepared at present to lay before you the detailed specifications of the RUDGE LIGHT ROADSTER for 1887, but when they are submitted to you, we feel you will at once say, "It stands at the head." We have spared no pains in any respect, and the old favorite comes forward this year better than ever. Be sure and see this machine before deciding on your mount for the year.

Rudge Roadster.

We have entirely remodeled the American Rudge and improved it in many points. In consequence of the large number of cheaper machines, we have discarded the word American, and re-named it the RUDGE ROADSTER.

For a good, strong, reliable roadster, at a moderate price, we think it will lead all others, as it has done for the last three years. It is a machine that we can recommend as a reliable mount at a low price.

Rudge Bicyclette.

We shall also place upon the market the RUDGE BICYCLETTE, the original safety bicycle of the Rover type. This was patented by Rudge & Co. in 1879, both in England and America, and all machines of this pattern are imitations of the original.

The many advantages that the BICYCLETTE possesses in point of safety, comfort, and speed, together with the many valuable specialties, which can be found only on this machine, will at once be appreciated by the large number of wheelmen and intended wheelmen, and as we predict a large sale for it for the coming year, orders should be booked for it early.

Crescent Tricycle.

Owing to the enormous demand in England last year for the RUDGE CRESCENT TRICYCLE, we were unable to fill orders as we desired; but we have made arrangements this year to carry a large stock on hand. This tricycle contains all the essential points of the very latest improvements, being fitted with a large front wheel, bicycle-steering, and a long wheel base, and combines lightness, speed, and ease of running.

We shall carry it in two weights, one for gentlemen and one for ladies, and our new pattern contains many valuable points of special interest.

THE RUDGE FOR 1887

Rudge Humber Tandem.

This popular Tandem is so well known that it needs no description. While we have not altered the main features, it may be seen that the details have received our careful consideration, and many points have been altered with satisfactory results.

Rudge Crescent Tandem.

To meet the general want for a tricycle that can be ridden by two ladies, or by a lady and gentleman, we introduce the RUDGE CRESCENT, feeling sure it will meet the demands of the riders.

It is of the Cripper form, with patent automatic bicycle-steering, and contains all the valued features of Rudge & Co.'s experience.

With these popular machines, it will be seen that we cover all the ground, and we claim that no importer or manufacturer handles so extensive a line of Cycles as ourselves.

These machines are not experiments, but they have been given from one to three years' careful trial in England before we introduced them upon the American market, and the prestige which they have in England, combined with Rudge & Co's. experience and skill in material and workmanship, leave nothing to be desired, and we can with confidence recommend them to our agents and their customers.

All of these machines have been built under our manager's personal supervision; and we place them upon the market, knowing that our reputation is at stake, and feel sure that you will appreciate our efforts, for it has always been our aim to suit the riders.

At present we are very busy in preparing our catalogue, which we propose to lay before you very early in the season, and trust that you will favor us with an order.

Agency.

We have had numberless applications for the agency of the Rudge Bicycles and Tricycles from all over the United States, and we wish to say that we desire only to establish agencies in the bicycle centres, and desire only representatives who are willing to push the sale of our machines.

We invite correspondence on this subject.

Yours very truly,

STODDARD, LOVERING & CO.

No. 152 Congress Street, Boston, Mass.

THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

PUBLISHED WEEKLY: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA:

$1.00 A YEAR. 3 CENTS PER COPY. | Philadelphia, January 21, 1887. | VOLUME IV. No. 3. WHOLE NUMBER 82.

From Manitoba to the Gulf of Mexico, from Eastport to the Golden Gate, the Majority of Wheelmen

RIDE COLUMBIAS.

POPE MFG. CO.

79 Franklin St.,

BOSTON.

BRANCH HOUSES:—12 Warren Street, New York: 291 Wabash Avenue, Chicago.

These are our Witnesses.

Nine years of hard service upon every grade of American road has not worn out a Columbia.

THE WORLD'S STORY

of the road and path is a recapitulation of victories by riders of Columbias.

THE WISE WHEELMAN

rides a Columbia; the unwise is getting wisdom and a Columbia.

Mr. Alfred A. McCurdy made the accompanying remarkable record on a 48-inch **STAR** Bicycle over the Boston Cycle Club's 50 mile course, under A. C. U. Rules, breaking all previous records above 100 miles.

305 Miles in

The following are the new records accepted by the A. C. U.:

150 Miles,	10	hours	24	minutes	30	seconds.	
200	"	14	"	35	"		
250	"	18	"	58	"		
300	"	23	"	38	"		
302 5/16	"	23	"	48	"	50	"
304 1/8	"	23	"	57	"	45	"

The eight trips to and from his hotel to the point of starting carries the distance up to fully 305 miles.

★ WORLD'S RECORDS ★

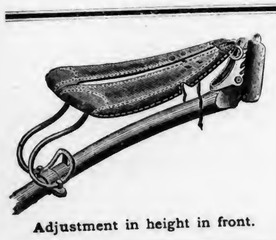
This record proves most conclusively the superiority of the **STAR** over all crank action bicycles. This is McCurdy's fourth attempt at the 24 hour record, the first two trials being made on crank machines.

His present performance **EXCELS BY 50 MILES** his best effort on a crank bicycle weighing about 15 pounds less than his present mount.

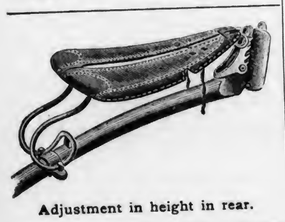
24 hours

The STAR is the only bicycle that combines in the highest degree the qualities of safety, speed, and hill-climbing.

H. B. SMITH MACHINE CO.,
SMITHVILLE, N. J.



Adjustment in height in front.



Adjustment in height in rear.



Adjustment in width.

When you buy, buy the best.
When you order your new mount, order it with only the old reliable

Lillibridge Saddle.

FOR SALE EVERYWHERE.

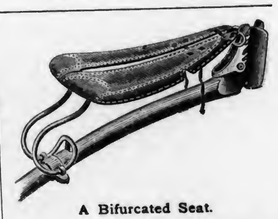
Price, Nickeled, - - **$5.00**

Adapted to all makes of machines.
Special styles for the Safeties and Star.

FREEMAN LILLIBRIDGE,
ROCKFORD, ILL.



Adjustment in length.



A Bifurcated Seat.



A Comfortable Coasting Plate.

THE BULLETIN
OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN
A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA
PUBLISHED WEEKLY

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

For the Executive Committee of the League of American Wheelmen.

AT THE L. A. W. OFFICE,

506 WALNUT STREET, ROOM 12, PHILADELPHIA, PA.

Entered at the Post Office as Second-Class Matter.

SINGLE COPIES, - - - - - - 3 CENTS.
SUBSCRIPTION PRICE TO OTHER THAN LEAGUE MEMBERS, } $1.00 A YEAR.
CLUBS OF FIVE, - - - - - $4.00 "

TO LEAGUE MEMBERS.

Until further notice address all letters to the Secretary-Editor to Abbot Bassett, Box 1184, Philadelphia, Pa.

Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list; failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

Personal controversy, fault-finding, and allusions to manufactures and manufacturers will not be admitted to the columns devoted to reading matter.

The EDITOR must in all cases have the full name and address of the authors of contributed articles as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

ADVERTISING RATES ON APPLICATION.
Our Circulation this Week is
11,700 Copies.

No. 3. JANUARY 21, 1887. VOL. IV.

By request of the Executive Committee, Mr. John A. Wells has taken charge of this week's issue of the BULLETIN.

READING, PA., NOTES.

Pray, Mr. Editor, does not Webster define "Owlet" as "a little owl"? I believe so. Will you, therefore, kindly advise your e. c., the *Bi. World*, that if they wish to preserve their "little owl's" life they had better caution him that the line of poetic critic which he has taken up lately (*vide Bi. World* of December 3d) is loaded and likely to go off at any time. The "Owl" himself goes for "Owlet" in a late issue of the BULLETIN, so that between the two of us he is likely to have a pleasant time. But I took a sweet revenge out of him. I say, did you ever ride on one of those long bob-sleds? They are used quite extensively for coasting in New England and up in this part of the country, and I can assure you they can make a toboggan look sick when it comes to speed. They have two small, solid sleds connected by a long, springy board, and are from six to ten feet long.

The rear of the sled is the business end; and as I induced Mr. Owlet into taking a trip on one of them, I feel as though I had gotten even with him. Every time these long coasters strike a gully or an elevation the front steering sled takes it nicely, but the rear one first fires you into the air, from a couple of inches to two feet, according to the size of the obstruction struck, and then flies up to meet you with a degree of vigor hardly to be looked for in so innocent-looking a creation. Groans and grunts from our poetic critic soothed my wounded feelings all the way down the hill. I *hope* he enjoyed the ride.

When he found himself safely unloaded he remarked: "The steering seems to be rather unsteady. I think ball-bearing steering would be an improvement, and I would recommend one of the latest style suspension saddles for the stern sheets. I don't care particularly about riding bareback myself."

Apropos of The Owl: Tell us, does his Owlship sit up nights studying out the admirable lot of puns which he dishes up for us in each issue of the BULLETIN? The worst of this delectable habit is that it is so abominably contagious. There is the staid old "Solitary Club" getting taken in the same way. Would not a gentle "official" admonition have some effect?

Cycling is at a discount up here among the hills. Snow? Bad weather? We have had more winter to the square inch this season than for a number of years past. I have been hunting most diligently for the "oldest inhabitant" who prophesied we were to have an open winter. From the blizzard which opened December up to the present time we have had one storm after another. To-day the snow lies about twelve inches deep on the level. However, with it all, we managed to get in our annual Christmas ride. That is, the High Private and the Quill Driver did. The rest of the boys had not sufficiently recovered from the effects of the turkey and stuffin', all except the Captain. The Captain would scorn to let any turkey keep him from riding. He was *indisposed*. But the H. P., with malice aforethought, did basely enveigle the unsuspecting Q. D. out, and by a series of gross misrepresentations as to the condition of the roads, got his wheel into the finest condition it has presented for many a day. The day was glorious overhead, but under foot it was—not. Mud? Ye gods! Talk about Hot Springs mud baths as a cure for rheumatism! I haven't had a touch of rheumatism since that Christmas day ride, and I have been a sufferer for years!

We got as far as Jacksonwald (some five miles) and then, mutually agreeing that we had done enough for glory, we turned our wheels supper-ward. I must say that I enjoyed the ride wonderfully. I had not been on my wheel for a month, and it was like greeting an old friend to find myself once more in the saddle. How I envy the lucky ones whose lines are cast in pleasant places below the regions of snow and ice. The H. P. said that if he had not had an engagement with a friend (?) that evening he would liked to have ridden further down the pike.

Your Number 1, of Volume IV, promises well for '87, Mr. Editor. If you succeed in maintaining the rate of improvement of the past year the BULLETIN will be a paper to brag by—not that it isn't that now. I always have held that the BULLETIN in itself was more than an equivalent for the L. A. W. dues. The index for 1886 is a great idea, at least for cycling scribes. Heretofore I have had to take memoranda of any article to which I wished to refer. Now I simply turn to my index and save time and temper.

"Cheaper wheels" is a taking theme; one upon which, I'll venture to say, nine-tenths of the League will sing the same song, and I should be delighted myself to seize the chance of securing a high-grade light roadster for one-half (I believe that is Mr. Snyder's figure) what we pay at present. *But*—and this "but" represents a very large rub indeed—the fact remains that patentees and pioneers in a new and risky business usually expect to derive a fair share of profit from their enterprise. At least that has been the rule in the history of all new and taking inventions, and I fancy that our manufacturers will hardly show sufficient liberality to voluntarily reduce their prices by one-half. From $125 down to $62.50? Scarcely. Well, now, what are you going to do about it? You don't need to buy 'em if you don't want to, don't you know. I'd like Mr. "Pioneer" to attempt to get a discount of "one-third"—or any discount at all, for that matter—from any reputable dealer or agent of our leading American wheels. And I know a little something of the business myself. As to "making the BULLETIN independent of all manufacturers," just go a little slow. I have an idea that it is the advertising patronage of the makers that renders the BULLETIN so nearly self-supporting, and I think the Editor could give a few cold figures as to the cost of running the official organ *without* advertising patronage that would make these gentlemen open their eyes.

Let us hear from the manufacturers' side, won't you, Mr. Editor? If I am paying $125 for the privilege of riding a bicycle that would yield a fair profit at half the figure, then I am going to boycott that "soulless corporation" and give up riding.

The Reading Bi. Club have organized an orchestra for the purpose of keeping themselves in tune during the winter months, but I can't vouch for their proficiency, as I have not yet received an invitation. Can you take a hint, gentlemen?

One of the "Ariels," and probably the oldest member of the L. A. W. in this section, Mr. J. L. McLenegan, has gone into journalism, having joined the staff of the *Herald*, our liveliest daily. Now for a boom on the subject of good roads, the adaptability of the wheel to all purposes, etc., etc., *ad lib.* L. A. W., Number 312, do your duty. "CYCLE."

January 10th, 1887.

STAMFORD, CONNECTICUT-INGS.

In a last summer's note-book we find:

"Mr. Phil.—Star—N. Canaan—mtns to N. Stfd—Old Mill—Inds—deer—brk straps—Banan. weed—B'l's hd—Smr. St. 20 m."

And the whole delightful experience comes back to us with a "yesterday's vividness," thanks to the old book and a moment's indulgence in noting on the spot.

It relates to a pleasant run "our Club" had with Mr. Phillips, of Washington, who was summering at Sound Beach, to New Canaan and over the mountains to North Stamford.

It was our first ride in a mountainous region (the inhabitants call them hills, but in so doing do them an injustice), and the climbing and coasting qualities of Star and Facile were well tested. There were steep and winding descents that would raise the hair of one on a big wheel if he was rash enough to start down, and oblige him to walk down as well as up.

Down in a valley beyond New Canaan a stream twists its way among the rocks and foliage, showing itself here and there in pretty views, and at one place, as we sped along on a sharp down-grade, we had a glimpse of an old mill, or what was left of it, and the water reflected the mossy old timbers in its depths as if to make the most of the old relic while it lasts, and it added much to the picturesque bit we saw.

Just above the bridge the water tumbles down a fall of five or six feet and foaming air-castles eddy about in deep, dark pools far down below the road among massive, gray, lichen-clad rocks that give the scene a rugged attractiveness that we could not pass without a halt.

Many a deer or other wild rover of that wilderness has slacked his thirst in that brawling brook in the years gone by, and Indian hunters and fishers have built many a camp-fire along its banks.

What record lines the waters have written on their rocky barriers as the seasons have come and gone, and what stories they might tell. How deep snows have muffled all nature hereabouts, excepting the noisy little brook, and blotted out every vestige of the old earth's stains.

We saw little of humanity down among the mountains, and they had a startled and surprised look as the two cyclers sped past their humble homes, but there were birds, bees, and butterflies, and wild flowers on either hand, and that peculiar silence and charm of a wooded highway.

Soon we saw the steeple of the little church among the buildings and foliage of North Stamford as we pushed up the last of the hills on that hilliest and crookedest four miles in Connecticut. In climbing this last one our Star friend broke a strap and had to propel his machine with one foot the seven miles home, often sitting side-saddle, as ladies do on horseback. We procured spring-water and bananas at Mr. Alvin Weed's, lounged on the grass under wayside trees, coasted the long hills ending at Bull's Head, wheeled serenely into town through Summer Street, and have little else than pleasant memories of a 20 mile cycle jaunt in July on a day that was cool enough for comfort.

Owing to the ice on our road home and about town lately, our back wheel has acquired a habit of writing short-hand notes, dollar marks, etc., and in going down hills is apt to throw in a line or two of Greek and Latin in a way that would make "Mr. Bird O. Prey's" eyes bulge more than usual, but "the Club" is used to winter riding and rather enjoys it. No headers in ours, Messrs. Secretary-Editor and K. K.

Business is so quiet over in a near-by town that you could hear a snowdrop, yet they talk of having a toboggan slide.

We understand that "nothing personal to us" was intended by a local pastor, who in a lecture likened "Time" to a winged Cupid riding a swiftly revolving wheel.

A drunk, who may have been trying to lower his record (which was useless), got under such headway while crossing the street here as to pitch headlong upon the sidewalk and knock down a sober and well-behaved bicycle, which, being tired, was leaning against a post. Had the fracas ended thus no great damage would have been done to the bi.'s feelings (here the writer and owner of the wheel beg to assert that it "is possessed of better sense and more of it," and is of infinitely more use in the world than is the said drunk), but the evil, alcoholic spirit prevailed upon him to pick up the wheel, which, in revenge for the insult, pushed the "no 'count" over backward, and, planting a pedal squarely against his bread-basket, punched with all its weight and might.

Then when the twain came to the scratch for round three, the bi. pulled him over and the drunk found the floundering wheel an uncomfortable bed, for the same pedal struck him amidships and was getting ready to break him up entirely when the owner came upon the scene of action. The "excrescence" was shoved to one side, as one would an old wet rag, and the steel would-be executioner was taken away.

A coldly interesting sight is a snow-storm on the water—provided the spectator is not exposed to a cutting wind from the "nor'west by nor', half-west." Great flakes come down as if they would add to the white of the whitecaps, but, instead, are swallowed up, and the blue-gray waters only look the colder and more forbidding.

The vessels come and go as silently as the snow and vanish into the snowy veil as into a fog, and are so soon gone that we look up in surprise to find yonder schooner seemingly transformed into a sloop and bound the other way. Maybe she is a phantom ship, the ghost of a privateer in chase of some luckless merchantman, and has just cut away a mast the more thoroughly to disguise herself; possibly her skipper is a madman, chiefly mad on account of the snowy fog, which doubles the lookout and risk, and riles his temper in more than one way.

How the steamers boom out their long and repeated signals of danger and steam on through this white bridal veil of old Mrs. Neptune as if they disdained any such freak of the elements as this! Little of it can they blot out with their black clouds of coal smoke, which only looks less dense and black as it mingles with it.

Steersmen of small craft have to keep out of the way of the larger, as do the scaly denizens of the deep beneath them, lest they are run down and swallowed up in the twinkling of a flying-jib.

The Secretary of "our Club" averages about 10 miles daily for 315 of the 365 days of the year, and in moments of dejection threatens to give up cycling in order to reduce his inordinate appetite, and, if possible, reduce the grocer's bills! But as soon as the snow or any special hinderance to wheeling disappears, he is as bad as ever again and says that his wheel runs so easy that he has "caught himself back-pedaling on levels and putting on the brake up hills." In view of the 4-going cold facts, who would not be a wheelman and with the cyclers ride? Echo—or the "Night Prowler"—may answer, "Wah-who!"

THE SOLITARY CLUB.

P. S.—We are pleased with the BULLETIN's new heading—that cycles are so prominent and that a lady drives one of them—but the softies, although left out, "nevertheless arrive"—that is, ours does. Say, cannot we have a ladies' column, or, at least, some tidings from them in the BULLETIN?

"Respectfully suggested,"

THE S. C.

OUR CINCINNATI LETTER.

CINCINNATI, January 10th, 1887.

Since it has been such an age since we have seen any correspondence from a Cincinnati cycler to the L. A. W. BULLETIN, a stranger would naturally conclude that cycling in this city of 300,000 was indeed at a standstill. And such, we are sorry to confess, is almost the case, but must add that, like the man in the fight, "though slightly disfigured, we are still in the ring."

Owing to the passage of the "Four Million" bill for improving the streets here, we anticipate a decided boom the coming year. We now have one road to boast of, Race Street, about a mile and a half in length, laid with Trinidad asphalt. It was the racing of the "kids" on this thoroughfare that caused the startling announcement last fall that the Mayor had *prohibited* bicycle riding in our city. A large conference of wheelmen was held with the Mayor and other officials, explanations followed, and the obnoxious order was rescinded. This now leads us to the subject of parks. We have a beautiful park of over six hundred acres, overlooking the Ohio River, on whose splendid drives wheelmen are never seen (*i. e.*, by the police). The cyclers have made several attempts to gain admittance to this park, but all alike have been fruitless. In a few months another decided "kick" is to be raised, when it is hoped more success will follow.

We can only boast (?) of 200 wheelmen in this vicinity, a mere handful, against which the most rural districts show up as shining lights. The Cinti Club, the first organization, founded in 1880, is now defunct in all but name and lingering memories. The Wanderers (1882) ditto. The Avondale Bi. Club, the latest in the field, and now the largest and most thriving club, has a membership of 30. They have lately purchased a lot on one of the prominent streets of that suburb and have started to erect a two-story club-house, to cost in the neighborhood of a thousand dollars.

The Kentons in Covington, the Brightons and the North Side Wheelmen are still in existence, though lying low this frigid weather. They will be heard from in due season, as spring opens up.

In our next letter we shall try and give a short history of the clubs in our vicinity, and perhaps, also, a description of some of our best "runs." Until then let all bear in mind that this city is not dead, but sleeping, as far as cycling is concerned.

REX.

FT. WAYNE ITEMS.

In our town cycling has made great advances during the past year, for we have excellent gravel roads about us. Indeed, for touring, we believe Indiana, as a whole, has better roads than any other Western State. By March 15th our State Division will have finished a road map and guide to the celebrated turnpikes of central Indiana, where Whittaker and Hollingsworth made their records. These roads can be reached from here over good pikes, with only six miles of ungraveled road, which is rideable at nearly all seasons of the year. The roads are smooth and generally level, with just enough hills to break the monotony and give an occasional exciting coast.

Monday, January 10th, occurred the first of a series of four "promenade concerts," given by the Ft. Wayne Bicycle Club, and was a grand success, over 200 couples being in attendance. The Princess Rink, with a waxed dancing surface of 80x150 feet, was handsomely decorated for the occasion. The concert and dancing music was furnished by our celebrated full brass band of 24 pieces, which has a standing offer of $1,000 to play any band in the State. Financially the concerts are an assured success, and will materially help the Ft. Waynes in their Club-House project.

A header under any circumstances will almost always appear amusing to an on-looker, but one I saw the other day brought a broad smile to the faces of the hard-hearted spectators. The snow here is about 12 inches deep on a level, and in some places has been shoveled off the sidewalks into great heaps. A daring cycler, who thought it would be great fun to take a spin with the thermometer lurking in the neighborhood of zero, had just mounted his machine on the icy pavement when his wheel slipped from under him, and he plunged headforemost into a deep snow bank, and stuck there with his heels dangling gracefully in the air until he was extricated by kind friends. It is needless to say that his machine is now done up in vaseline and hidden from the sight of man.

The "Owl" is continually harping on everything that is Western as "rural." However, we think that our new weekly, *The Wheelman's Record*, issued at Indianapolis, by P. C. & G. S. Darrow, will compare very favorably with any of the Eastern cycling journals. The first number was issued January 6th, and gives promise of something very great in the future. Verily, Indiana and the West, in a cycling way, is "booming."

KE-KE-ON-GA.

LETTER FROM LONDON.

EDITOR L. A. W. BULLETIN:

I send you the inclosed reprint of the motion regarding reciprocal membership passed at the last half-yearly meeting of the C. T. C., held December 11th, 1886.

RECIPROCAL MEMBERSHIP.

The meeting proceeded to consider the advisability of authorizing the Council to arrange with the German Cyclists' Union and other similar bodies a system of reciprocal membership at a reduced fee for the benefit of English members visiting Germany, and *vice versa*.

The Secretary introduced the subject. It had always been, he remarked, one of the objects of the Touring Club to spread itself all over the globe, or, at any rate, as far as it was possible. At first sight the above motion might appear to be an abandonment of that old policy. It was, however, really to the benefit of the Club that they should work in harmony with the German Union, and, possibly, with other associations formed upon a similar basis. After speaking of the present arrangement as regards the Continental system of hotel tariffs, he said that it was suggested that members of this Club going on a tour in Germany should apply to him, as the Secretary, for a ticket that would entitle them to the benefits of the German Union; and, similarly, German members coming to this country would apply to the Secretary of their Union for a ticket entitling them to the benefits of the Touring Club in England. The German Union, he said, would only be too glad to enter into some such arrangement, and their official representative in Germany, himself an Englishman, was very strongly in favor of this proposal.

Mr. Sidey (Edinburgh) moved that the Council be authorized to arrange with the German Cyclists' Union accordingly.

Mr. Laing (also of Edinburgh) seconded.

Mr. Logan (Glasgow): "There is only one observation I would make. That is, change the word English into the word British." (Loud cheers from the Scottish members.)

Mr. Sturmey asked whether this was intended to apply to the Continent only, or whether it was intended to take into communication on the same lines the League of American Wheelmen, because arrangements, or, rather, propositions, were brought up and a scheme Committee appointed some years back to go into that matter? He should like to know if anything had been done finally with that, and if this resolution had anything to do with America as well as the Continent and other countries?

The Secretary replied that it appeared to those who had discussed this question that, during the interval since the Committee referred to by Mr. Sturmey was appointed, both the League of American Wheelmen and the German Union had made very remarkable strides, and really it would be out of the question to make exhaustive arrangements—at any rate, in Germany. He did not think that by passing this resolution they would be tying the Council to adopt the same system in America. That was a matter which the Council would have to decide on its merits. The German Union was not a new body nor a small body

It possessed good members, and that was, he thought, a very good start.

The resolution was thereupon unanimously agreed to.

As the Cyclists' Touring Club offers no earthly advantage to its American members, I do not see why the L. A. W. should not secure for our members touring in England the same reciprocal privileges that the German Cyclists' Union and the C. T. C. hope to obtain for their respective members, more especially in view of the coming L. A. W. tour. The present C. T. C. tariff arrangements are of no value, there being absolutely no reduction excepting in very rare cases; more frequently the tariff is higher than the ordinary hotel charges. But the hotels are good, the hand-book is extremely valuable to a tourist, and the Chief Consuls supply the most desirable information on every subject freely and generously. Though I am now receiving letters from L. A. W. members who contemplate touring over here, and I have advised many to join the C. T. C., would it not be better for the L. A. W. Board at its next meeting, or sooner if it can be done by any of the committees, to enter into negotiations with a view to reciprocal membership with the C. T. C. and the German Cyclists' Union, and possibly other Continental cycling institutions? If the Board thinks well of it, and authorizes me to act in this matter, I will endeavor to carry it out to the best of my ability. Such a reciprocal arrangement would greatly facilitate next year's L. A. W. tour.

JOSEPH PENNELL.

WESTERN WARBLINGS.

KANSAS CITY, MO., January 15th, 1887.

Harry G. Stuart, First-Lieutenant of the "Outing Cyclists" and Kansas City correspondent for several cycling papers, has semi-officially announced his intention of making his future home in the far West—in short, in the glorious climate of California. I believe the time for his departure is not yet definitely settled, but we shall probably lose him early in the spring. The wheelmen of this city, and especially of the Club of which he is a member, will miss him very much. Like that of Lydia E. Pinkham, his sweet smile will haunt them long after his departure.

* * * * *

Mr. T. W. Overall, League Representative from Kansas City, has gone East on a business trip and will attend the next meeting of the Board of Officers before he returns. He has made a very satisfactory Representative to the wheelmen of this city and his re-election is almost unanimously desired by them. He is a responsible business man, an enthusiastic wheelman, and possesses considerable influence among our citizens. He makes at least two trips to the East each year. These he is able to make at the time of some of the meetings of the Board of Officers, so that Kansas City is represented in at least one of those august assemblages each year. This cannot be said of St. Louis, with its boasted preponderance of members and Division officers.

* * * * *

The *American Wheelman* (St. Louis) in its fight for the abolition of the amateur definition is sometimes obliged to exaggerate to a somewhat painful extent in order to give weight to its alleged arguments. In a recent issue it begins an article on this question with the following:—"We present below a number of opinions from some of the most prominent members of the League, men of standing and experience both on the track and in the League legislative body." To many wheelmen who doubtless imagined themselves tolerably well informed on League matters in general, and especially of the most prominent men in the organization, before reading this article, the information that among the aforesaid most prominent members are numbered E. P. Burnham, Chas. P. Adams, L. B. Hamilton, W. W. Stall, R. H. Punnett, S. P. Hollingsworth, T. R. Finley, A. O. McGarrett et al., will be considerable of a surprise. That their opinions on League affairs should have any more weight than those of the plain every-day private in the rear ranks of the League will hardly be acknowledged by thinking men. Many wheelmen will probably wonder how it happens that O. A. McGarrett, Secretary of the American Cyclists' Union; T. R. Finley, professional cyclist; E. P. Burnham and Chas. P. Adams, promateurs, and W. F. Knapp, are prominent League members. The article also says: "The other class, which seems to be in a decided minority, expresses itself as decidedly opposing any change." Of course! Why shouldn't they appear in the minority in this article? Even with my limited knowledge of the feeling of individual League members and other cyclists toward the amateur rule, I feel able to make such a selection of names that the space devoted to the answers in this article would be entirely filled with those in favor of abolition. This, however, does not prove the feeling of a majority of *League members* to be in favor of it. "The other class" is not in the habit of doing very much or very loud talking, but when the time for voting comes it advances in solid column. This class has heretofore proved itself to be in anything but a decided minority, and present appearances indicate that it will keep right on saying nothing and voting for the retention of the present definition.

SCRIBBLER.

WASHINGTON CYCLE CLUB NOTES.

Judge Snell, who presides over the police court of our city, is a very impartial judge so far as cyclists are concerned, and it is so much the better for them that it is so. The other day a colored cycler (and by the way, we have quite a number of colored cyclers in our city, and, I believe, a colored cycle club) violated the well-established law relating to cyclists riding on sidewalks, and not only violated the law, but ran over and injured a child of tender age. For this offense our impartial judge fined the young man $10. Our Club, as representative of the cycling fraternity, deeming it proper that Judge Snell's action in thus promptly punishing willful negligence should receive the approval and indorsement it deserved, and to show that cyclists are in favor of impartial judgments in relation to cyclists, adopted resolutions to that effect, and forwarded a copy to the Judge. The Judge has promised to stand by us whenever our rights are abused by the drivers of vehicles, and we propose to stand by him in condemnation of illegal acts on the part of wheelmen.

The last hop, given Friday, January 7th, was the greatest success of the season. The large hall of the Club-House was thronged, but not uncomfortably crowded. The music was good, and the dancing was thoroughly enjoyable. The members had brought their "best girls," as was evident by the many pretty faces floating around, and when the

> "Music arose with its voluptuous swell,
> Soft eyes looked love to eyes which spake again,
> And all went merry as a marriage bell."

Walter G. Coburn, who has been our Secretary for a long period, and well known to cyclists in and out of the city, having accepted an appointment in the Pay Department of the Navy, was forced to resign his office and membership this week. Quite a party of friends saw him off Tuesday on a journey across the continent to the Mare Island Navy Yard, where he joins the "Alert," which goes on the Pacific station. The poor fellow's face was bathed in tears, so affected was he on leaving home and friends. Our Club has lost an enthusiastic member and a hard worker. Upon resigning his membership, he was presented by the President with a gold Club badge as a reward for having brought the greatest number of new members to the Club during the past year.

Mr. M. L. Croxall, lately our Vice-President, has been elected Secretary to fill the office vacated by the resignation of Walter Coburn, and, having the interests of the Club thoroughly at heart, is an acceptable acquisition to our list of officers.

CHRONICLER.

NEW ORLEANS NOTES.

A new idea has seized the largely developed brains of our Club members, and once more hope of securing a Club-House animates them to new zeal. The well-known skating-rink building, at the corner of Prytania and Washington Streets, is for sale, and no less a project than its purchase by the Club is what occasions our activity.

The rink is situated in the very fashionable centre of the "Garden District" of New Orleans, and is only one square distant from the asphalt of Saint Charles Avenue—the wheelman's highway. The building is substantial in structure, ornamental in design, and boasts a maple floor of super excellence—costing alone more than $1,000. The rink is erected upon leased ground, and is offered to the Club, together with its complete equipment of skates, chairs, lamps, cisterns, etc., at a remarkably low figure.

At a meeting of the Club, 12th inst., the proposition for purchase of the rink was referred to a committee consisting of W. L. Hughes, A. M. Hill, and Frank Fenner, who will report at a special meeting to be called for their benefit.

Much is expected of the present plan, and renewed progress and advancement is assured the New Orleans Bicycle Club should it succeed in securing such elegant and desirable quarters.

"Charlie," otherwise Chas. M. Fairchild, is one of the best known of Southern wheelmen. His riding experience goes back over several years, during part of which his racing exploits put him in the front of local ranks. His quarter-mile spurt to-day cannot be excelled in this part of the country. Fairchild is not only zealous in Club affairs, but is an indefatigable road rider. One of the originators of the "New Orleans to Boston Ride," now so celebrated, his experience on that trip has only tended to increase his zest in this branch of wheeling, and his efforts are now devoted to the compilation of what will be an excellent Road-Book of New Orleans and vicinity. This, when completed, will be presented to the Louisiana Division, L. A. W., by which it will, in all probability, be printed.

The cycle notes of our evening *Daily City Item* have gotten to be quite a readable specialty with that paper, and show the results of the careful editing of one of our most popular Club members.

Who is it that is responsible for the utter worthlessness of all hub lamps? In a lengthy and varied experience with the most expensive articles in this line of "sundries," the writer has yet to find a perfect lamp. Even where one is found that won't jar out, smoke, or melt off some part, the universal leakage of the oil reservoir is someting all manufacturers fail to find a remedy for.

A Flambeau Club has been organized for participation in our coming Mardi-Gras Carnival, and Harry Hodgson is still working on his idea of a lantern cycle parade during the same jolly season.

DIXIE.

ORIOLE NEWS.

BALTIMORE, January 10th, 1887.

EDITOR L. A. W. BULLETIN:

In reading our BULLETIN we very seldom see an article from the "land of oysters," so, if you will pardon our liberty, we will try and send you some little news.

The Rambler Cycle Club, a young body of wheelmen, will soon be in new and more commodious quarters, with Harry W. Barrington as President and John C. Turner as Captain. This Club now numbers about 40, and excepting some two weeks of its early history, has been at home on Madison Avenue Ext., where its quarters, though small, have been very homelike. We wish them great success in the future.

On Christmas night a jollier set would have been hard to find than the one at the "Home" of the Baltimore Cycle Club, which entertained its friends in fine style from 2.30 until 10 P. M. There was singing and dancing going on all the while, as every one after leaving the lunch-room felt in just the mood to participate in such fun. We did, and hope all others had the same happy state of mind. The Baltimores number 70, active and associate, and their house walls show evidence of a large circle of lady friends.

We hear nothing of any note from the Marylands, but hope to soon, as they are the "father Club" of cycling in our city.

Hoping these little articles may some day see the light through your columns, we are

Yours, truly,

"LONE STAR WHEELMAN."

Official Announcements.

LEAGUE OFFICERS.

OFFICERS OF THE BOARD.

PRESIDENT.—Dr. N. M. Beckwith, 21 W. Thirty-seventh Street, New York.
VICE-PRESIDENT.—T. J. Kirkpatrick, Springfield, Ohio.
TREASURER.—Sanford Lawton, Springfield, Mass.

STANDING COMMITTEES.

EXECUTIVE.—N. M. Beckwith, 21 W. Thirty-seventh Street, New York; T. J. Kirkpatrick, Springfield, Ohio; John C. Gulick, 132 Nassau Street, New York city.
MEMBERSHIP.—E. C. Hill, Chairman, P. O. Box 797, Peekskill, N. Y.; Dr. G. Carlton Brown, 16 Broad Street, Elizabeth, N. J.; J. R. Dunn, Massillon, Ohio.
RACING.—Abbot Bassett, Chairman, 22 School Street, Boston, Mass.; Ewing L. Miller, 134 S. Front Street, Philadelphia, Pa.; W. M. Brewster, 309 Olive Street, St. Louis, Mo.; Chas. H. Potter, Cleveland, Ohio; Gerry Jones, Binghamton, N. Y.
RULES AND REGULATIONS.—W. I. Harris, Chairman, Box 5132, Boston, Mass.; Dr. C. S. Butler, 263 Main Street, Buffalo, N. Y.; Knight L. Clapp, 328 West Sixtieth Street, N. Y.
RIGHTS AND PRIVILEGES.—Charles E. Pratt, 597 Washington Street, Boston, Mass.; John C. Gulick, 132 Nassau Street, N. Y.; A. S. Parsons, Cambridgeport, Mass.
TRANSPORTATION.—Burley B. Ayers, Chairman, 152 S. Hoyne Avenue, Chicago, Ill.; Geo. R. Bidwell, 323 W. 58th Street, New York city; W. S. Bull, 587 Main Street, Buffalo, N. Y.; J. H. Livingston, Editor *The Reformer*, Bennington, Vt.; Fred. T. Sholes, Marsh-Harwood Co., Cleveland, O.; Frank Read, *Record* Building, Philadelphia; Frank A. Elwell, *Transcript* Office, Portland, Maine; Columbus Waterhouse, 16 Beale Street, San Francisco, Cal.; M. E. Graves (at large), Mannheim Building, St. Paul, Minn.
BUREAU OF INFORMATION.—A. B. Barkman, Chairman and Bookmaster, No. 608 Fourth Avenue, Brooklyn, N. Y.

OFFICIAL HANDICAPPER.

N. P. Tyler, M. D., New Rochelle, N. Y.

THE NEW YORK ROAD-BOOK.

January 15th, 1887.

GENTLEMEN:—On behalf of the Touring Committee, I would report that the New York Road-Book is making most satisfactory progress.

Twenty pages are now in type, and proof is being received from the printers daily.

The style of the route-slip page will, it is thought, be an improvement on both the Pennsylvania and New Jersey, and the Long Island Road-Books—in fact, the Chief Consul of Pennsylvania has already requested permission to adopt our style of page in the proposed revision of the Pennsylvania Road-Book.

The method used to designate quality of grades and surfaces has been proved by practical experience to be far superior to the former method of allowing persons reporting to use their individual adjectives expressing quality, which vary much as to definition, according to the riding ability of the person reporting. The method adopted gives a specific and unmistakable definition to each quality of surface and grade, and does away with any doubt as to exactly what is meant by the symbol used. It also reduces the width of the surface and grade columns, improving the general appearance of the page, and giving more room where it is most needed, in the general directions column.

It is intended to have the method of arrangement of the routes such as will bring the riding of each section together as much as is possible, and in one portion of the book, and not scattered promiscuously throughout the whole work.

The work will therefore be divided broadly into six divisions, namely:

1st.—The Long Island District.

2d.—The Hudson River District and contiguous riding.

3d.—The through routes to Boston and points East.

4th.—The northern route to Buffalo and contiguous riding.

5th.—The Southern route to Buffalo and contiguous riding.

6th.—The routes to Philadelphia, Baltimore, Shenandoah Valley, and the South.

The routes will extend east to Boston, west to Chicago, north, it is hoped, to Canada, and South to the Natural Bridge, Virginia.

The question of maps is receiving the most careful attention, and it is hoped that those issued with this work will excel anything of the kind yet published.

The method of distribution, provided the division of League moneys remain as at present, will be as follows:

All persons joining or renewing membership in our Division during the first quarter will receive the book free.

All joining in the second quarter, upon payment of 13 cents.

All joining in the third quarter, upon payment of 25 cents.

All joining in the last quarter, upon payment of 37 cents.

The book will be sold to League members of other States, and to persons who are not eligible to League membership, at $1.00 per copy.

I would strongly recommend that this Board indorse and most vigorously prosecute the proposition of our Secretary-Treasurer, that the Divisions receive from the national body of the League 75 cents for every new application, as the present distribution of the League moneys is most unfair to the divisions.

Such an arrangement would enable us to give the Road-Book free to every member, no matter what the date of his membership.

Respectfully submitted,
A. B. BARKMAN,
Chairman Touring Committee.

To the Board of Officers, New York State Division, L. A. W.

CONNECTICUT DIVISION.

FIRST SEMI-ANNUAL REPORT OF SECRETARY-TREASURER.

1886.—Dr.	
To balance from former Secretary-Treas....	$95 73
July 3d. Cash from E. M. Aaron, dues, etc.	222 28
July 12th. " " "	35 63
Nov. 5th. " " "	10 50
	$364 14

1886.—Cr.	
July 1st. By expenses of annual meeting...	$7 50
Sept. 8th. By expenses State parade.....	72 24
Total for stationery and printing..	18 55
Total for postage.....	3 65
Consuls' certificates.....	50
Hotel certificates.....	37
Balance deposited with Connecticut River Banking Co., Hartford, Conn.....	261 33
	$364 14

I hereby certify the foregoing to be a full and true account of all moneys received and paid by me on account of the Connecticut Division of the League of American Wheelmen for the six months ending December 31st, 1886. DAVID J. POST,
Sec'y-Treas.

HARTFORD, January 1st, 1887.

TO CONNECTICUT MEMBERS OF THE L. A. W.

The record of the League of American Wheelmen for the year just closed should strengthen the faith of all American wheelmen in its worth as an organization. It thoroughly demonstrates the reality of the practical benefits which the League places at the disposal of its members as individuals, and fully proves the value of its potent influence as a great organization for the promotion of the cause of cycling at large.

During the year hundreds of touring members saved many times the cost of their membership by availing themselves of reduced hotel and transportation rates, the use of Road-Books, Hand-Books, and other special facilities for obtaining information—all products of the League's organized action. The year's record of law cases, successfully conducted by the League to vindicate the rights of its members as wheelmen, sufficiently attests its claim to afford legal protection. The L. A. W. BULLETIN, aside from its special importance and interest to League members as their official organ, has commended itself as an excellent general cycling newspaper, dealing directly and effectively with all important current questions and topics of the cycling world. For solidity and permanent value, this paper compares most favorably with the best of its contemporaries, and alone is worth more to the wheelmen than the cost of League membership.

But the claims of the League to the wheelman's patronage are not confined to the sum of its contributions to his direct personal advantages. It is largely due to the latent strength of the bare fact that American wheelmen have made themselves known, not as individuals, but as a body thoroughly *organized* for the advancement and protection of cycling, that the earlier objections to the use of the wheel which assumed that it was a plaything and a nuisance have been gradually overcome during the last few years, and that it is now substantially recognized throughout the country as a legitimate vehicle, and accorded the rights and privileges due to it as such. The deference paid by the world to the combined action of the adherents of a common cause reverts to their benefit as individuals, and to the benefit of all individuals who may have anything to gain by reason of similar interest, and it is especially for what the League has thus *indirectly* done and is continually doing for American cyclists that every rider in the land eligible to its membership should tender to it his allegiance and continued support. It should not be supposed that the present flourishing condition of American cycling precludes the necessity of future organization work in its behalf. "American roads" is a term full of significance to the cyclist the world over. If the League continues to maintain its last year's percentage of growth in members and strength, the near future will find it able to greatly influence the improvement and better maintenance of many of our highways. It is already bending some of its energy in this direction, and with good results in certain sections. And road improvement by no means exhausts the possibilities of the League's future usefulness. We should not forget the part it plays in administering to the pleasures as well as the necessities of its members. It is certainly desirable that future "meets," meetings, tours, and other fraternal gatherings held under the League's auspices be as pleasantly remembered as occasions marked by the promotion of acquaintance and fraternal good-fellowship among its members as has those of the past. Neither should we overlook the importance of the League's continued jurisdiction over all matters peculiar to the cycling world in America.

During the year 1886 the CONNECTICUT DIVISION OF THE L. A. W. fully kept pace with the National organization in growth and progress. Though territorially a very small State, Connecticut now ranks sixth in the order of precedence as a Division of the League, and on the last day of the year had, in proportion to its population, more League members than any other State in the Union. On December 31st, 1885, we had 355 members, 7 Representatives on the L. A. W. Board of Officers, 23 Consuls, and 13 regular appointed hotels; a year later, and we have 584 members, 11 Representatives, 48 Consuls, and 30 hotels. A marked increase of interest in all matters pertaining to League work has been noticeable. The attendance at our annual meeting, held June 29th, was four times larger than at any previous business meeting of the Division. The annual meet and parade, September 8th, was thoroughly enjoyed, and in every way a pronounced success. That the amount of money used during the year was comparatively small, and strictly and scrupulously appropriated to our actual necessities, may be seen by Secretary-Treasurer Post's report, printed on another page. Work on the Connecticut Road-Book has been somewhat delayed by the continued illness of a valued member of our Touring Committee, but every effort will be used to have it published early in this year's riding season.

The work of the League of American Wheelmen is a good work—better than it would appear from only casual observation. What has here been written concerning the merits of the organization, has been written in the hope that it may possibly present to Connecticut members a more comprehensive view of its best uses; that none of them (if there are such) may be left to suppose that the only incentive to its continued support is to be found in its mere strength in tradition, or the amount of *direct* personal gain contemplated.

Let every Connecticut member see to it that membership is renewed for 1887.

Let each and every member lay before every desirable wheelman of his acquaintance who is not a member the best reasons for his becoming one speedily.

It may not be inappropriate for the Chief Consul here to state that, even should you so desire, it would be impossible for him to again become a candidate for re-election to the office. He would sincerely thank his constituents for their cordial co-operation and assistance tendered him in the promotion of League work in Connecticut during his two official terms, trusting that the same may be as cordially continued to his successor.

CHARLES G. HUNTINGTON,
HARTFORD, January 1st, 1887. *Chief Consul.*

KENTUCKY'S ROAD-BOOK.

COVINGTON, KY., January 11th, 1887.
EDITOR L. A. W. BULLETIN:

The result of the vote on issuing a Road-Book by the Division was 37 in favor and one against. By this you see that it was carried by a large majority, and the Committee will at once begin work upon it.

Yours fraternally,
THOS. J. WILLISON, *Div. Sec.*

THE OWL.



Recently a man was picked up dead on School Street, Boston, and tightly grasped in his hand was a slip of paper upon which was written the following: "The candidates for League President, Bidwell to Terry-fy Kirkpatrick, but if he Bates Rogers you can put on Ayers because Gulick me." The Coroner's jury rendered a verdict of "accidental death from injuries received while discharging his duties as engineer in a pun factory."

I have at last succeeded in getting a daily newspaper here to recognize the importance of cycling to the extent of devoting a space to their interests, and hereafter in Saturday's *Mail and Express* I shall have a column devoted to the local wheelmen of New York and vicinity. My thanks for the opening are due to Mr. H. Percy Ashley, of the Citizens' Club, whose influence alone secured the placing of such a column in the paper.

Mr. Ed. Blue, of the Citizens' Club, is probably one of the best caricaturists in America, and *Puck* shows its belief of his ability by paying him $10,000 per year for two illustrations per week, but whatever may have been his successes before, he has fairly eclipsed himself in the designs for the menu of the forthcoming banquet to be given to Thomas Stevens upon his arrival in New York. It will be such a work of art as never has been seen before in the history of cycling, and if the dinner be but in keeping with the menu card, Stevens has a treat in store for him which will go a long way toward making him forget the trials and hardships he has so bravely met and overcome.

The Kings County Wheelmen will indulge in saltatorial amusement on Thursday, the 27th inst. To such as indulge in dancing, this will be a gala occasion, as the K. C. W.'s do such things up in the best of shape.

I hope it was not an attempt on the part of the Executive Committee to corrupt the morals of the out-of-town members of the Board of Officers in calling the meeting for the same night that the great French Ball takes place. I just note this fact here for the benefit of married members, who intend attending the Board meeting, so their wives can understand why their husbands had to arrange to spend the night in New York on business.

I remember well the first time that Doctor Beckwith acted in the capacity of a presiding officer in a public event in connection with a cycling event. It was an awfully cold night in November, '82, and the Ixions had assembled in old 791 Fifth Avenue, the cradle of cycling in New York, to bestow the last funeral ceremonies upon the old building before it was torn down to make room for the present immense grocery store that adorns the site. Doctor was chosen the high-priest of the event, and the unequaled dignity and impressive manner which he fulfilled the position convinced me that his first appearance as a ruler of cycling ceremonies would not be his last, though little did I think then that to-day would see him seated fort he third year in the Presidential chair of the League, and controller of nearly 11,000 members.

Mr. Poultney Bigelow, editor of *Outing*, speaking of the roads in Japan, regarding which he is thoroughly posted, declares that they are unsurpassed by any place in the world from a cycling standpoint of view. Owing to the almost total absence of any horses there, the roads are broad paths, made from the clayey soil of the country, and beaten hard and smooth by the traffic of tens of thousands of barefooted travelers thereon, so that for cycling purposes their counterpart does not elsewhere exist.

Frank White is happy. President Bowditch, of the Ridgefield Athletic Club, of Albany, has had the timing of toboggans in the club slide carefully made and repeated time and time again by competent timers and a civil engineer, and has proved that the "Star" toboggan is the fastest means of man's locomotion, as they attain a velocity of 93 miles per hour at the point of their greatest speed, which is when they leave the chute and strike the ground.

I made a claim for Mr. A. D. Chandler, a couple of weeks since, as being the first bicycle rider in America, and in connection with same incidentally mentioned him as also holding the globe-girdling record. I give you below his own account of same, published at the time, as I believe not many of your present readers ever saw it when it was issued. It is as follows:

"'Forty miles in four hours' [this has reference to Mr. Chandler's ride from Worcester to Boston on 52-inch 'Special Challenge,' which was the first long road ride in America.—OWL.] was very well by way of diversion; but round the world in four minutes will startle even Jules Verne. Yet the feat has been performed. A few days ago I strolled into the Centennial Exposition at Philadelphia. Where thousands of visitors were to be seen before, I noticed now scarce half a dozen, and these few were lost in the immensity of the place. A little weary on entering, I was soon fatigued with the extent and variety of the show. There were no rolling chairs; I was about to leave, when of a sudden I discovered an exhibit of seven bicycles. Here was the greatest bicycling rink in the universe. It was a chance not to be lost. A few words to the attendant, my overcoat was laid by, and I was off with the world all before me. There was a quickening of pulse; at home in the saddle; and at rest, I could now fly wholly free from fatigue. A few circles in a corner of Canada; then a quiet run in the countries near by; now dismounting for a clearer gaze; now seeing it all from the saddle. But there was a wish to be off; so I took the grand aisle, and bore down with a rush toward the centre. Did an official give chase? What folly! With grand curves I swept by the fountain and seats. Scarce a visitor was seen, so the way was all clear. Now I threaded the intricacies of the Brazilian arcades; now I dashed under the entrance to Spain; and then I was seen afar off in Bengal, on the way to the sights in old China. Taking an aisle at one side, the run would be made at a rate that defied all pursuit; and for sport I would wind around each alternate pillar, till the speed was too great for a curve. Again darting by lofty cases and mirrors, where a spill might have cost a large sum, I raced round the world till the world seemed so small that I stopped from sheer surfeit of travel. My frolic was over; I had condensed a year into a day; yes, much less; so, taking my coat and cane, I walked out with a bow to the officials."

"The Solitary Club" complains of the difficulty he had to get some one to accompany him to Rye on Christmas Day. Had he been in New York he would have experienced greater difficulty in keeping his acquaintances away from rye (whisky) than inducing them to go to it.

"Mud-larking" is the latest and most English way of referring to cycling upon muddy roads.

It was probably after reading something akin to the recent article in the *American Wheelmen*, signed "The Listener," that Solomon went home and wrote that all men were liars. I differ with the scope of the wise King's assertion, but thoroughly agree with him in its application to the present case in point. It is needless for me or any one else to attempt to refute such childish twaddle, but in regard to Mr. Ducker's candidacy, I would like to say that as for that gentleman, he as far back as a year ago virtually declared his unfitness for the position, and that he neither wanted nor would take the position of President. In a letter to him from Karl Kron occurs the following: "It was a gratification for me to discover, in the course of a talk had with you about this subject last winter, that *you agreed with me in thinking yourself not to be a proper person for the Presidency*," again in the same letter, "The point which concerns my argument is, that you do not want the place, and cannot afford to take it." This letter, Mr. Henry E. Ducker printed in the Springfield *Wheelman's Gazette* last May, and by doing so he logically debarred himself from professing to be a candidate, just as certainly as if he had printed the statement over his own signature, and the gentlemen with whose names, appearances, and intentions Mr. Ananias Listener makes so free knew this then and know it now, and were therefore not called upon to adopt Mr. A. L.'s cry of "Down Ducker or Die," or to form the subsequent conspiracy to that end, which is the product entirely of Ananias Listener's empty stomach and still emptier head.

An English cycling paper remarks concerning ladies tricycling, that "the coming girl will ride ten miles a day." She will be sure to get here then.

W. C. Herring is contemplating a tricycle journey through Japan, starting from San Francisco early in June. Such a trip would certainly contain all the essentials of a perfect trip, good roads, novelty, cheapness, and adventure.

I understand that the makers of a popular brand of cigarettes, who have advertised them very extensively through the medium of photographs of their young lady employees in base-ball costume, propose next season to introduce a cycling series of the same kind, entitled "the queens of the wheel."

In the Oranges, both the laws and the girls are against the appearance of tandems on the roadways without belles.

The more I listen to the reasons for and against each of the several hundred candidates for the League Presidency, the more I am convinced that the only one who would thoroughly meet the requirements of the case is such a man as would be eligible for the position of a juror in a New York alderman's trial, where the only ability required is for one to look cheerful, say nothing, and know less.

The sound of the hammering, whereby the plowshares are turned into swords, even now comes with a mutter as from Thor's anvil from across the sea, and in event of the mutter thus given terminating in a European war cry, we may yet see the practicability of cycles for war purposes tested. The first part of this paragraph I stole, the last part, constituting the cycling addition, is original. THE OWL.

PUNCH, THE OWL, AND EAGAN.

"Punch, have you seen the last BULLETIN?"

"Yes, but why the question?"

"'The Owl' gets back at you for your reply to Eagan. Come in."

I wondered why The Owl should "turn me over," so stepped in the office of my friend to be enlightened. I am sorry I did.

The idol of my heart, so far as "picturesque and graphic" language is concerned, had been touched

by some withering hand, and I found him transformed into a rat-eating, mouse-devouring Owl. O Egan! I thought your breath smelled badly, but I should never have accused you of this. Now, thou bird so nearly resembling a poor marksman, I wish only to say:

First.—That I shall try to instruct you no further, until you improve somewhat in your reading. By the time you can read well I may have another installment at your disposal. It requires too much time to correct your statements. You ought to take something for it—

Second.—I "kick." I am perfectly willing to be criticised, lectured, "cussed," and thumped for my failures and shortcomings. When, however, it comes to loading up a sentence with 75 words (actual count) in it, and firing it at me, I respectfully object. The line must be drawn somewhere. Think of it. A great, greasy, hissing globule, seething with information (?) and advice, containing 75 words. It is more than a human, especially if he be a "Hoosier," can bear. Who but an Owl would do such a thing? You have done with your yellow fever simile. I do not blame you. There was just as much sense in it as in this sentence of 75 words.

Call again, Owl—call in the day time; you may not see so well, but I can much better. PUNCH.

ST. LOUIS NOTES.

The unwelcome news of Editor Aaron's resignation reached us this week, and was the cause of sincere and unqualified regret on every hand. We feel that the League has lost in him an invaluable worker and the West its most ardent and impartial supporter. There are some who hope he may reconsider his step, and all feel uncertain as to his probable successor, and leading wheelmen are unwilling to venture an opinion, preferring to wait until after the meeting of the National Board. The matter of life tenure of the Secretary-Editor's office, however, elicits but one opinion—strongly in favor of it. We know Mr. Aaron too well to believe that he will desert the League altogether, and will look for an occasional evidence of his continued faith from the straightforward pen with which we have become so familiar.

A meeting of city club representatives was held at the Missouri Club-House on Thursday evening, and the list of League meet committeemen was completed, the following named chairmen being elected: Finance, J. E. Smith; Reception, Edward Sells; Programme, A. K. Stewart; Entertainment, H. C. Cranz; Banquet, G. F. Baker; Races, F. S. Carpenter; Auditing Committee, Messrs. Cooke, Chauvenet, and Young; Runs and Tours, L. J. Berger; Parade, C. H. Stone; Press, W. E. Hickes. General Treasurer, W. M. Brewster, and General Secretary, L. J. Berger. Chief Consul Rogers is General Manager of the meet and Burley Ayers has charge of transportation matters, and has already began operations by endeavoring to secure a reduced rate from Chicago and other points to the city.

Burley Ayers' plan, which is to induce Eastern wheelmen to come to the meet via Chicago, spending a day at that point, is commendable, and the meet will also afford a fine opportunity for Eastern cyclists to make a circuit of the principal Western cities. At home here things are going along smoothly generally, and the outlook for a successful meet grows brighter as the time draws near. The clubs are showing a great deal of enthusiasm in a financial way—in fact, they are now having a little squabble as to how the various funds shall be disposed of. The Eurota Club met on Wednesday and the eight members present started things with a rush, $215 being subscribed on the spot. This Club numbers only fourteen members but is well known as being right on hand when there is a call for assistance. The Missouris have set $1,000 as their mark, and with the Eurotas are only awaiting the time for a proper disposal of the money. The Ramblers, whose demise was a foregone conclusion last week, have made an assessment to cover a $600 fund, of which I will speak below. It is rumored that they intend using this as a separate fund for exclusive Club use, and this is the bone of contention, the others sitting back and saying that if that is to be the caper they will have to do likewise. I do not apprehend any trouble, if, indeed, the Ramblers succeed in collecting their assessment.

The special meeting of the Ramblers last Monday was a large-sized surprise in that the Club did not disband. The application for admission to the Missouri Club having been rejected, it was the general sentiment that dissolution was at hand. During his preliminary remarks on Monday, however, Mr. Glover, a member, who was not aware of the Club's position, not having attended the previous meeting, arose and made a rousing speech which went straight to the boys' hearts, and which would have made his brother, who is a member of Congress, green with envy. To satisfy Mr. Glover, and also to prove his assertion that the Club could no longer pull together, Jack Rogers then moved an assessment for meet purposes, and, to his surprise, the motion and an amendment calling for expulsion if assessments were not paid, was carried. There has been considerable kicking about the legality of the amendment, however, and as the Club's affairs remain in the same unsatisfactory shape, it is again confidently asserted that the next meeting will be the last. Resignations are becoming numerous, and it seems a good plan for the Club to take time by the forelock and not wait for the old fellow to catch them napping by clinging together for the sake of a name when there is no harmony to warrant it. The members show no apathy and have been earnestly discussing the situation, generally coming to one and the same conclusion.

I have been trying to get some expression of opinion in regard to the League Presidency next year, but there seem to be so many candidates in the field, and we know so little of them, with a few exceptions, that those who are asked merely shake their heads. It is believed by a great many that Burley Ayers would receive a very strong support, both East and West, and his ability as an actual worker, and, above all, a peacemaker, is not doubted for a moment. Mr. Kirkpatrick, of Ohio, would very probably get the support due a representative of Western interests if he would reconsider his refusal of last year. C. G. Huntington has no support in the West for the reason that he is not at all known. To put opinion in a nutshell, from what I have heard I believe that if it were not that the West is anxious to see one of its own workers in the executive chair, Dr. Beckwith would be as likely as any one to get the hearty support of Western Representatives.

In connection with League matters, I understand that Chief Consul Rogers has sent on a number of proxies to be voted at to-day's meeting in New York, calling for a changing of the rules so as to dispense with the championship races at the coming meet. St. Louis is in a bad way at present for race tracks, the only available course being a four-lap cinder-path with dangerous corners, and it is generally conceded that the time and trouble incident to the races could be spent to much better advantage in other directions. I hear, too, that a determined effort is on foot to abolish the amateur definition. This means the re-opening of a ticklish question and a vast amount of argument and wrangling, from which I, for one, hope the annual meeting will be spared.

I beg to differ with the "Owl" when he claims that a Mr. Chandler, of Boston, was the first real live bicycler in America. Mr. Richard Garvey, formerly Chief Consul of this State, is authority for the statement that there were *two* bicycles of French manufacture exhibited in Philadelphia at the Centennial. One of the wheels was purchased by Mr. Chandler, the other by Mr. Garvey, who brought it home to St. Louis. The old wheel, which has a peculiar contrivance for tightening the spokes, is still in the city and is regarded as a great curiosity.

We are on the lookout for Thomas Stevens, and should the great wheelman pass through this burg he will be tendered a royal reception. A man remarked to me the other day, after I had related the exploits of Mr. Stevens, that "it must have been trying, even to a man of his velocipedestrianisteal proclivities." We were standing near the well-known "bakery" of local cycling fame, and I presented the establishment to the gentleman without further ado.

PHŒNIX.

January 15th, 1887.

Official Announcements.

TO THE MEMBERS OF THE OHIO DIVISION.

MASSILLON, O., January 13th, 1887.

At the last meeting of Board of Officers, held at Mansfield, January 11th, a great amount of good work was accomplished—work that is believed will be very beneficial to the Division.

During the year 1886 the growth of our membership has been flattering in the extreme, the percentage of increase being 48. We are, therefore, entitled to a corresponding increase in the number of Repre sentatives, and the Chief Consul has every reason to be congratulated on his recent appointments, having, in every instance secured men who will make efficient workers, and who will be an honor to the Division.

In a great many cases during the year just closed, the Representatives, owing to their limited number, have labored under a disadvantage, as their districts were entirely too large. This year, however, they will be able to manage their work with more system. The State has been redistricted as follows:

First District embraces the counties of Williams, Fulton, Lucas, Wood, Henry, and Defiance.
Representative, J. M. Tryon, Toledo.

Second District embraces the counties of Ottawa, Sandusky, Seneca, Erie, Huron, Lorain, and Medina.
Representative, Colvin B. Brown, Cleveland.

Third District embraces the single county of Cuyahoga.
Representative, Fred. T. Sholes, Cleveland.

Fourth District embraces the counties of Lake, Geauga, Trumbull, and Ashtabula.
Representative, A. E. Ives, Jefferson.

Fifth District embraces the counties of Paulding, Van Wert, Putnam, Allen, and Hancock.
Representative, Dr. J. H. Boger, Findlay.

Sixth District embraces the counties of Morrow, Crawford, Wyandot, Marion, and Hardin.
Representative, George E. Crane, Kenton.

Seventh District embraces the counties of Richland, Knox, Holmes, Wayne, and Ashland.
Representative, A. P. Seiler, Mansfield.

Eighth District, the single county of Stark.
Representative, F. L. Casselberry, Canton.

Ninth District embraces the counties of Summit, Portage, Mahoning, and Columbiana.
Representative, Dr. C. H. Griffin, Ravenna.

Tenth District embraces the counties of Mercer, Auglaize, Shelby, Darke, and Miami.
Representative, W. P. Harmony, Sidney.

Eleventh District embraces the counties of Logan, Union, Champaign, Clarke, Madison, Fayette, and Greene.
Representative, T. J. Kirkpatrick, Springfield.

Twelfth District embraces the counties of Delaware, Franklyn, Fairfield, Pickaway, and Licking.
Representative, Chas. J. Kray, Columbus.

Thirteenth District embraces the counties of Coshocton, Tuscarawas, Guernsey, Muskingum, Carroll, Harrison, Jefferson, and Belmont.
Representative, H. S. Francis, Uhrichsville.

Fourteenth District embraces the counties of Preble, Montgomery, Butler, Warren, Clinton, Highland, Brown, Clermont, and Hamilton.
Representative, Walter H. Aiken, College Hill.

Fifteenth District, the city of Cincinnati.
Representative, A. A. Bennitt, Cincinnati.

Sixteenth District embraces the counties of Hocking, Vinton, Ross, Pike, Jackson, Gallia, Lawrence, Sciota, and Adams.
Representative, Frank M. Smith, Portsmouth.

Seventeenth District embraces the counties of Monroe, Noble, Morgan, Washington, Athens, and Meigs.
Representative, W. H. Slack, Marietta.

As a number of changes have taken place since the 1886 Hand-Book was issued, it has been decided to publish an addenda to the book, containing a complete and correct list of officers, local Consuls, hotels, and such late information regarding routes, etc., as can be obtained. The addenda will be printed upon pages exactly the size of those contained in the Hand-Book, and will be found an excellent addition to the work. They will be mailed free to every member of the Division as soon as published.

A number of complaints have been heard regarding the habit of obtaining reduced rates at League hotels by wheelmen who are not L. A. W. members. It has been determined by your officers to break up this "dead-beat" system if possible, and the following plan has been adopted. A printed notice with a ribbon attached for hanging in some convenient place will be sent to each League hotel in the Division. The card will contain a notice to the landlord instructing him to require any wheelman who receives entertainment at his hotel to produce his League membership ticket before granting him a reduction in the rates. It is expected that local Consuls and members will see that this rule is enforced so far as in their power. Hereafter when touring do not forget to take your membership ticket with you, as you will certainly be refused a reduction in case you cannot produce it.

An invitation from the Richland Ramblers to hold the next annual meet at Mansfield was accepted.

The Ramblers are a wide-awake Club, and there is every reason to believe that the 1887 meet will be the most enjoyable one in the history of the Division. The programme is in the hands of a competent Committee, and when announced will be found an excellent one. It is deemed advisable to hold the meet on an earlier date than that of last year, owing to the fact that a large number of the members find it impossible to leave their business in September, therefore it has been decided to place the date about the middle of July.

It is earnestly hoped that *every* member of the Division will renew his membership *at once*, thereby lending his aid to an organization which has done so much for the cause of cycling.

In closing let me urge every member to undertake a little missionary work among the wheelmen in his respective locality. There are a large number of unattached wheelmen all over the State who would make good members, and can be induced to join our ranks. It will only require a little extra effort on the part of each member to show them the error of their way and bring them into the fold. It costs you nothing, and it will help the L. A. W. So wake up! Make up your mind that you will be the means of bringing in at least one member from your neighborhood, and by this time next year the increase will be 100 per cent. instead of 48.

The Board of Officers desire to thus publicly express their thanks to the Richland Ramblers for the use of their Club-Parlors and the very courteous entertainment and attention shown them during the late meeting.

Fraternally yours,
GEO. S. ATWATER, *Sec.-Treas.*

MINUTES BOARD MEETING NEW YORK STATE DIVISION.

AT GRAND UNION HOTEL, NEW YORK, JANUARY 15TH, 1887.

Meeting called to order at 8 P. M., Chief Consul Bidwell presiding. Representatives Messrs. Barkman, Luscomb, Beck, Butler, Moses, Bridgman, Gulick, Beckwith, Shore, Warner, Alley, DeGraaf, Potter, and Vice-Consul Bull personally present.

Chief Consul Bidwell spoke at length regarding the proposed State encampment at Otsego Lake, Cooperstown, N. Y., as in connection with the annual meeting, and called for a full discussion of the matter. Several of the Board responded as in favor of the same.

Dr. Butler moved that the encampment be held. Carried unanimously.

Dr. Butler moved that a committee of three be appointed to make arrangements and take full charge. Carried.

Mr. Luscomb moved that a regular heading of letter heads and envelopes be adopted for use by the officers and committees of the Division, and a committee of the Chief Consul, Chairman of Touring Committee, and Secretary-Treasurer be empowered to secure the same. Carried.

Mr. Gulick moved that the Chief Consul, Secretary-Treasurer, and all chairmen of committees be provided with stamped envelopes as in connection with the previous motion of Mr. Luscomb. Carried.

Chief Consul Bidwell spoke regarding a Club in New Brunswick desiring to join the New York State Division, which was conceded would be unconstitutional.

Moved that Chief Consul Bidwell's bill for stenographic services of $48.00 be approved. Carried.

Mr. Luscomb moved that the Secretary-Treasurer be directed to pay the railroad fare of a sufficient number of Representatives to cast the entire Representative vote of New York State at the meeting at St. Louis next May, and that the Chief Consul appoint the Representatives who shall be so selected, himself to be one. Carried.

Report of Touring Committee was read and adopted.

Mr. Luscomb moved that the meeting assembled go into Executive Session as a Committee of the Whole, to discuss important matters to be brought before the National Board, at the meeting of the 17th inst. Carried unanimously. At 9 P. M. the meeting went into executive session.

At 11.30 P. M. the Board reconvened. Mr. Gulick, Chairman of the Committee, moved that the report as a whole be adopted and placed on file. Carried. Mr. Potter moved that the Chief Consul, with such members as he may choose to be associated with him, draft resolutions looking toward the punishment of the party, a member of the League, publishing the libelous articles in the *Wheelman's Gazette* aimed against the President of the League. Carried. Meeting adjourned at 12 P. M.

Respectfully submitted,
E. K. AUSTIN.
Secretary-Treasurer.

INDIANA NOMINATION.

We, the undersigned L. A. W. members of the Crawfordsville Ramblers, nominate Mr. W. H. Pontious, of Crawfordsville, Ind., as a candidate for the office of Chief Consul for the State of Indiana.

Respectfully,
TOM. B. NICHOLSON, 11,844,
HARRY T. COONS, 12,418,
HARRY C. BISHOP, 416,
DADE S. CADE, 9,191,
ALONZO J. LEE, 12,419.

CRAWFORDSVILLE, IND., January 17th, 1887.

Correspondence.

The Editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

WINTER WHEELING.

FERNANDINA, FLA., January 10th, 1887.

EDITOR L. A. W. BULLETIN:

In a previous letter I was so much absorbed in portraying the cycling advantages of Fernandina beach that I neglected to make mention of the Tallahassee hills, and I hope the genial members of the Florida Cycling Club will not take umbrage that I failed to make their roads an exception when I made the assertion that Florida roads generally were distinctly unrideable, for the Tallahassee boys certainly have some very good riding in and about their city, as four members of the Fernandina Bicycle Club discovered while on a visit to the "Floral City" last summer.

We were obliged to transport ourselves and wheels by rail from Fernandina, but were amply repaid for the journey by the hospitality shown us by the Florida Cycling Club and the pleasure experienced in the riding while in Tallahassee.

The roads about Tallahassee are very hilly, and at times are particularly hard to ride, as the soil is of clay and sand, which in wet weather makes very muddy and hard wheeling. Still, our visit was made immediately after several days of rain, and we found but little trouble in riding all the hills, but this is probably accounted for by the fact that the time of our trip was during the heated season, and the ground was prepared to take care of much more moisture than it is in the spring or autumn.

To our Fernandina party the hills were a source of great enjoyment, as our home riding is quite on the level, and hills were a delightful innovation for us.

The writer will not forget the Tallahassee hills for some time to come, particularly will the "Beard Hill" be borne in remembrance, and I guess the Tallahassee boys will not forget the "header" that Hubby took in an attempt to get his feet on the pedals when coasting it. Had it not been for something that was "bottled expressly for Perkins' use," I probably would have remembered the occasion more emphatically than I now do. G. R. HUBBY.

OMAHAHAS.

OMAHA, January 9th, 1886.

EDITOR L. A. W. BULLETIN:

Last evening witnessed another large gathering of Omaha's beauty and chivalry at the Exposition building, called out in answer to the announcement that the world's champion, John S. Prince, and Frank Dingby, champion of the Northwest, would meet in a 50 mile trial of speed. It is only necessary to announce a bicycle race in Omaha to draw out the very best of Omaha's people to see it. Cause why? For the simple reason that Prince don't allow even such a thing as a whisper about the magic word "hippodrome." It makes him as mad as a March hare, and the people here have confidence in his assertions that everything is straight, and stand by him in good shape.

Last night both men showed up in magnificent form, and their appearance was the signal for tremendous applause. Every record up to 40 miles was knocked cold. Dingby downed the five mile time by 19 seconds, and between the two they went on smashing records until 20 miles was reached, Prince doing the 20 in 1.2—the best time by one minute and three seconds. At this time it became evident that the pace was entirely too fast to leave any hope of beating Prince's own 50 mile record, which is 2.38.26. The enthusiasm was high, and the anxiety of the boys so great to please the spectators, that they allowed themselves too much go. The race was finished with Prince about 10 feet in the lead; time, 2.51.31.

These men are remarkably well matched, and the spectators came as near standing on their heads as was possible, so exciting was the contest.

Omaha is getting rapidly to the front in wheeling matters and proposes to get still further.

Saturday, January 22d, Prince gives a grand athletic tournament, assisted by the Omaha Turners, at which time Dingby, Prince, and Bullock will ride a five mile handicap spurt, and Omaha's fast amateurs will contest for a medal, given by Mr. Prince.

We are still waiting for Mr. "Spokes" Morgan to show up, but he don't show, and, what is more, it is very evident he is afraid to do so. Another letter next week. LUCIEN STEPHENS.

TRANSPORTATION.

The following notice has been issued by D. M. Kendrick, General Passenger Agent of the New York Central and Hudson River Railroad, dated January 1st, 1887:

"Bicycles, when accompanied by the owner, or some person in charge, who is without other baggage, and holds a first-class passage ticket, will be carried free by this company, at owner's risk, in baggage cars of local trains, when they can be handled conveniently, provided they are delivered to station baggagemen and release of liability signed at least ten minutes before time of departure of train. Train baggagemen must not receive bicycles for transportation in baggage cars unless they come to them through the station baggageman.

"Tricycles will not be received for transportation in baggage cars." B. B. AYERS,
Chairman.

RECENT CYCLING PATENTS GRANTED.

Nat. Brown, Emporia, Kansas, swing bicycle.
W. S. Evans, Clyde, Ohio, bulletin board.
Wm. C. Hall, Sycamore, Ill., laying concrete.
A. P. Merrill, Fall River, Mass., wheel for velocipede.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date and published in accordance with Article III of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their ticket to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication you may look for your ticket.

It is expected, and it is the duty, of all members to examine the list of applications for their respective States and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

No. 70—Total, 88.

PHILADELPHIA, PA., January 17th, 1887.

CALIFORNIA DIVISION—6.

Bay City Wheelmen—3.
13301 Cox, Joseph G., 321 Capp St., San Francisco.
13303 Lund, Arthur, 1012 Union St., "
13302 Milroy, D. W., 728 Hayes St., "
Los Angeles Wheelmen—2.
13274 Bullard, F. D., Los Angeles.
13275 Ellis, H. Bert, "
San Francisco Bi. Club—1.
13263 Cobden, T. S., 607 Market St., San Francisco.

CONNECTICUT DIVISION—1.

Ramblers' Bi. Club—1.
13250 Booth, Frank S., Waterbury.

ILLINOIS DIVISION—2.

Unattached—2.
13241 Kelley, J. M., 359 Chestnut St., Chicago.
13248 Walker, W. Ernest, 610 Division St., "

MAINE DIVISION—3.

Portland Wheel Club—3.
13276 Ayer, Charles F., 67 Spruce St., Portland.
13277 Libby, Walter C., care Owen & Moore Co., Portland.
13278 True, F. D., 217 Commercial St., Portland.

MASSACHUSETTS DIVISION—4.

Cambridgeport Cy. Club—1.
13271 Roop, W. T., 557 Main St., Cambridgeport.
Merrimac Cy. Club—1.
13251 Adams, W. L., Merrimac.
Unattached—2.
13254 Nye, Jos. K., New Bedford.
13308 Porter, Harry L., North Easton.

MINNESOTA DIVISION—1.

Unattached—1.
13244 Rank, E. E., Dover Center.

NEW HAMPSHIRE DIVISION—1.

Manchester Bi. Club—1.
13279 Salls, Herbert, A., care Manchester Print Works, Manchester.

NEW JERSEY DIVISION—1.

Camden Wheelmen—1.
13314 Hurst, Levi, Federal and Haddon Avenues, Camden.

NEW YORK DIVISION—33.

Albany Bi. Club—1.
13236 Michel, F. G., 276 Madison Ave., Albany.
Cortland County Cy. Club—1.
13258 Knickerbocker, Irving B., Cortland.
Ilderan Bi. Club—21.
13280 Barrett, Miss C. A., 21 Concord St., Brooklyn.
13281 Bradley, W. H., 175 S. Oxford St., "
13282 Barker, D. W., 383 Dean St., "
13283 Backus, C. D., First National Bank, New York.
13284 Borland, J. F., 213 Washington Ave., Brooklyn.
13285 Carshaw, E. C., Box 2075, New York.
13286 Denison, C. H., 20 Bedford Ave., Brooklyn.
13287 Hall, E. L., 1238 Fulton St., "
13288 Hawkins, Fred., 637 President St., "
13289 Hornbostel, E., Jr., 39 Second Place, "
13290 Hornbostel, H., " " "
13291 Kepple, H. B., 134 Vanderbilt Ave., "
13292 Manning, Geo., 493 Myrtle Ave., "
13293 Oliver, Thos. E., 328 Degraw St., "
13294 Rogers, N., 641 N. Baltic St., "
13295 Schoefer, J. W., Box 2666, New York.
13296 Seixas, P., 415 First St., Brooklyn.
13297 Wagenfeuhr, E. A., 178 Water St., New York.
13298 Walker, F. W., care Garner & Co., Hudson and Worth Sts., New York.
13299 Warner, G. L., 175 Atlantic Ave., Brooklyn.
13300 Wood, P. L., 191 Schermerhorn St., "
Unattached—10.
13260 Castle, Wilmot, Rochester.
13261 Castle, Arthur, 50 Park Ave., Rochester.
13262 Crouise, Adelbert, 398 E. Main St., "
13316 Elliott, Geo. A., 18 S. Division St., Buffalo.
13315 Hall, Roy C., Westfield.
13305 Jones, Hadley, Little Falls.
13234 McLaren, Chas., 141 Macon St., Brooklyn.
13306 Stacey, Irving F., Little Falls.
13307 Waite, E. B., Jr., "
13317 Wright, A. B., Westfield.

OHIO DIVISION—8.

Toledo Cy. Club—1.
13253 Eldridge, A. W., 155 Michigan St., Toledo.
Unattached—7.
13235 High, E. C., Medina.
13243 Hole, Charles M., Salem.
13246 Holt, E. W., 86 W. Front St., Cincinnati.
13242 Mendenhall, Frank, Salem.
13249 Proctor, Patterson, Navarre.
13312 Skenck, Jos. E., Jr., 73 Clinton St., Cincinnati.
13313 Skenck, Wm. E., " " "

PENNSYLVANIA DIVISION—21.

Allegheny Cyclers—1.
13255 Grove, John W., 504 Wood St., Pittsburgh.
Ariel Wheel Club—2.
13273 Holl, Peter S., 251 S. 10th St., Reading.
13272 Willson, Frederick G., cor. 4th and Washington Sts., Reading.
Lancaster Cy. Touring Club—1.
13309 Cooper, Milton C., Terre Hill.
New Castle Bi. Club—1.
13258 Siegle, A. H., New Castle.
Scranton Bi. Club—7.
13266 Beyea, E. M., 131 Wyoming Ave., Scranton.
13267 Beyea, H. D., Dunmore.
13265 Francke, T. H., 421 Franklin Ave., Scranton.
13264 Hull, T. H., Olyphant.
13268 Knight, M. S., Dunmore.
13269 McDougall, J. A., 405 Wyoming Ave., Scranton.
13270 Van Nort, Geo. L., 435 Adams Ave., "
Unattached—8.
13247 Barclay, W. C., *Sun* office, Altoona.
13233 Focht, Cyrus G., Gettysburg.
13311 Gilgore, Charles H., 18 N. Jefferson St., Lancaster.
13232 Hoffman, Ernest, Gettysburg.
13257 Painter, A. P. N., Kittanning.
13310 Reist, E. G., Terre Hill.
13231 Smiveley, I. N., Gettysburg.
13259 Walker, W. E., 147 N. River St., Wilkes-Barre.

VERMONT DIVISION—1.

Unattached—1.
13304 Moulton, C. E., W. Randolph.

W. VIRGINIA DIVISION—2.

Unattached—2
13245 Bedient, E A., Parkersburg.
13246 Skirvin, Will E., "

UTAH—4.

Unattached—4.
13240 Adams, Willis A., Ogden.
13238 Jennings, Chas. P., "
13237 Lewis, J. S., Jr., "
13239 Nichols, F. E. "

APPLICATIONS FOR LIFE MEMBERSHIP.

No. 3.—Total, 6.

MASSACHUSETTS DIVISION—1.

Unattached—1.
4275 Mead, Edward E., Northborough.

PENNSYLVANIA DIVISION—4.

Pennsylvania Bi. Club—2.
3428 Lewis, Henry A., 1909 Green St., Phila.
3431 Lewis, Arthur P., " " "
Unattached—2.
12118 Lewis, Frank N., 1909 Green St., Phila.
3246 Ludlow, David Hunt, 233 W. Biddle St., Baltimore, Md.

VIRGINIA DIVISION—1.

Unattached—1.
3245 Ludlow, Henry H., Fortress Monroe.

LEAGUE CLUB RENEWALS.

The following League Clubs have renewed through the proper officers the number of members given below:

Jan. 10th, Orange Wanderers, Orange, N. J., . . 42
" " Owl Bi. Club, Bordentown, " . . 20
" 12th, Toledo Cy. Club, Toledo, Ohio, . . . 27
" 13th, Los Angeles Wheelmen, Los Angeles Cal., 10
" " Scranton Bi. Club, Scranton, Pa., . . . 39
" 14th, Bay City Wheelmen, San Francisco, Cal., 38
" " Illinois Cy. Club, Chicago, Ill., ... 32

RENEWALS.

No. 6.—Total, 636.

PHILADELPHIA, PA., January 17th, 1887.

CALIFORNIA DIVISION—53.

9828 Abel, P. L.
12252 Adcock, C. E.
7605 Angel, C.
6610 Biedman, C. A.
7607 Booth, S. F., Jr.
8417 Browning, F. E.
11646 Cole, L.
7609 Cook, F. R.
7638 Cope, R. J.
11647 Cummins, H. C.
6846 Downing, W. W.
11648 Edgar, R.
9698 Ehrenpfort, G. F.
7612 Elwell, F. D.
7613 Farbach, E.
12771 Gilmore, T. W.
7614 Haslett, P. E.
7615 Hill, T. L.
12895 Hopkins, J. R.
12896 Hopkins, W. L.
11490 Humphrey, J. G.
8640 Ireland, A. S., Jr.
7617 James, F. V.
7618 Johnston, F. E.
8422 Magill, R. H., Jr.
7620 Meeker, W. M.
12746 Mohrig, Mrs. E.
7621 Mohrig, E.
7622 Monroe, W. J.
7623 Moore, C. C.
7648 Olds, F. E.
7608 O'Callaghan, D.
7625 Parsons, S.
7640 Plank, J. F.
12927 Robinson, N. A.
9700 Russ, R. R.
7627 Schuster, C. J.
7470 Sears, L.
4210 Smith, O. C.
12851 Sheldon, W. D.
7628 Smyth, R. A.
7630 Thornberg, T.
7632 Tietjen, W.
7634 Tittle, R.
7635 Turner, R. W.
11396 Valiant, F. G.
4720 Von Brandis, G. A.
12945 Welch, J.
7636 Welch, R. M.
11493 Whitson, W. W.
7642 Wilgus, D. C.
7643 Woodworth, R. C.
9701 Zimmer, J.

CANADA—1

9432 Havener, L. C.

COLORADO DIVISION—3.

12784 Allers, J. F.
5632 McKenney, C. F.
8818 Parsons, M.

CONNECTICUT DIVISION—14.

7171 Barnum, G. P.
11125 Burritt, D. F.
9528 Derby, E. G.
11596 Dockendorff, J. A.
10188 Evarts, A. F.
8824 Hubbard, J. B.
1491 Lathrop, W. W.
11869 Lemp, H.
3227 Miller, C. E.
5832 Norton, W. A.
9525 Raymond, L.
10190 Skinner, J. F.
6974 Townsend, C. H.
10540 White, C. T.

DELAWARE DIVISION—3.

6528 Curtis, H. H.
13005 Du Pont, S. F.
12674 Mount, E. M.

DISTRICT OF COLUMBIA DIVISION—10.

12010 Babcock, W. C.
12991 Berdan, C. E.
2542 Duryea, C. E.
7064 DeMeritt, J. H.
12697 Eisenbeiss, J. A.
12699 Hill, L. C.
1858 Miller, A. J.
1822 Newman, T. A.
12804 Stearns, W. E.
12866 Walker, B. L.

FLORIDA—1.

11118 Southwick, R. W.

GEORGIA—1.

12467 Slocumb, J. E.

ILLINOIS DIVISION—50.

2074 Ayers, B. B.
12831 Baucher, J. J.
6378 Bishop, H. P.
12365 Bowbeer, M.
9186 Brenneman, E. E.
12721 Bristol, W. J.
12512 Broadhurst, T. W.
6866 Buckley, W. B.
12366 Carqueville, E. H.
8198 Carson, J. H.
13049 Cutter, F. B.
3034 Davis, W. A.
12260 Deeves, G. H.
12832 Ferguson, E. L.
10760 Field, A. C.
12604 Fordham, A. C.
11265 Foster, G. B.
7289 Frohock, J. L.
12722 Gale, F.
5874 Gard, J. L.
8846 Gates, H. W.
12175 Goring, J. M.
10333 Griffith, C. R., Jr.
7073 Gross, C. F.
12605 Harris, C. S.
6096 Hartwell, M. W.
12723 House, S. L.
12010 Howe, W. D.
12687 Ingalls, R. S.
12660 Kester, W. C.
10323 Keyes, J. L.
8110 Kintze, G. A. W.
12368 Kloch, C. L.
9546 Lawrie, J. P.
12901 Lamb, C. A.
8847 Lemm, W.
11987 Mason, J.
12724 Mason, G. A.
7776 Miner, L. H.
9362 Neeros, C. S.
12607 Oliver, J. Jr.
12262 Palmer, J. F.
13004 Riggs, F.
10762 Sanders, C. H.
12471 Sloan, T. L.
12020 Street, A. J.
11859 Weil, O. J.
9999 Wilber, M. D.
8199 Wiley, W. L.
10336 Woodruff, F. G.

INDIANA DIVISION—7.

12440 Abbott, J. C.
12814 Heller, J. M.
7253 Johnson, A. D.
11829 Lakin, J. M.
11270 Rieman, C. K.
10010 Roth, W.
11404 Streeter, H. W.

IOWA DIVISION—10.

247 Adams, S. W.
1369 Grosheim, F.
1986 Jarvis, H. E.
6524 Jones, L. E.
5488 Krotzer, J. T.
10570 Krotzer, O.
6556 McGowan, B.
6925 Rall, J. F.
7525 Schultz, L. C.
5780 Seymour W.

IDAHO—1.

11586 Northop, W. N.

KENTUCKY DIVISION—1.

2757 Crawford, N. G.



RUDGE TELEPHONE MAN.

Hello!

Before you put your machine away for the winter, cover all the nickeled parts with Vaseline, and then send 75 cents to Stoddard, Lovering & Co., Boston, for a bottle of Ardill's Liquid Enamel. It will pay you ten times over.



Brooke's Long Distance Lever Tension Saddles, which we are closing out at $2.25 each. No rider can afford to be without one. Order early, as our supply is limited. Former price, $4.00.

STODDARD, LOVERING & CO.,
152 to 158 Congress St., Boston

Special Terms to the Trade.

KANSAS DIVISION—4.

7473 Huston, O. S.
12172 Swift, W. E.
12147 Lydecker, W. S.
12152 Thorp, L. H.

LOUISIANA DIVISION—3.

1685 Hill, A. M.
8214 Hill, Mrs. A. M.
11827 Ruhlman, A. A.

MAINE DIVISION—1.

2042 Dunton, G. E.

MASSACHUSETTS DIVISION—27.

2051 Arthur, A.
5640 Bryson, A. A.
7856 Cushman, A.
10586 Eustis, W. T., Jr.
11936 Fielden, R. S.
9599 Fitch, A. L.
11664 Goodrich, H. E.
1362 Goss, E. O.
8474 Hanner, J. R.
11335 Hastings, H. B.
10818 Hubbard, J. S.
11946 Jefts, O. A.
9225 Land, L. P.
913 Lou, R. H.
4275 Mead, E. E.
9054 Metcalf, A. A.
12715 Miller, M.
7373 Parker, G. W.
9871 Perry, G. H.
12448 Roots, W. H.
10825 Sargent, P.
9437 Small, L. F.
12858 Tibbitts, F. R.
7184 Wadsworth, H. B.
12802 Wade, W.
4615 Wentworth, W. E.
2705 Young, J. M., Jr.

MICHIGAN DIVISION—9.

4881 Bassett, H. J.
3481 Beal, J. E.
11670 Dean, H. D.
9737 Hankerson, A. H.
10600 Nichols, F. W.
3719 Snow, H. M.
7277 Starr, J. T.
4880 Steel, R. G.
12998 Von Essen, A.

MINNESOTA DIVISION—1.

6918 Manchester, M. J.

MISSOURI DIVISION—9.

8004 Ashcroft, H.
9743 Beach, E. N.
9233 Bremser, J. W.
12459 Campbell, A. H.
1576 Ellis, C. B.
10603 Lewis, E. S.
7013 Louderman, H. B.
9241 McDonald, C. L.
11535 Parsons, L. H.

NEW HAMPSHIRE DIVISION—14.

2939 Bennett, H. M.
2744 Berry, W.
12416 Fish, C. H.
1096 Kennard, S. C.
12417 Laing, E. R.
2745 Moulton, F. O.
3760 Newton, J. E.
10860 Palmer, C. D.
1202 Parker, F. R.
5928 Price, W. J.
8942 Price, D. E.
2743 Sheriff, M.
4456 Temple, C. E.
10861 Webster, H. E.

NEW JERSEY DIVISION—86.

1540 Baird, E. P.
1819 Baird, W. T.
8944 Baldwin, Mrs. C. W.
7688 Baldwin, C. W.
5023 Barnes, H. S.
9459 Beebe, E. C.
7689 Belcher, W. A.
7690 Belcher, W. H.
8237 Booth, C. M.
8238 Booth, W. L.
9758 Brewster, E. M.
9753 Brewster, Mrs. E. M.
10624 Brick, J. E.
2371 Brokaw, W. H.
3792 Burr, C. E.
10440 Cole, T. B.
8948 Compton, J. H.
7691 Coursen, F. E.
8945 Cowdrey, A. E.
5000 Cutter, W.
10622 Day, J. W.
8949 Dey, C. L., M. D.
12075 Dodd, E. W.
7693 Douglass, H. C.
12886 Elliott, I. L.
2169 Franklin, B. W.
12302 Freeman, C. W.
8946 French, C. S.
12890 Garwood, C. R.
8737 Gilbert, F. C.
7695 Gray, Dr. T. N.
8733 Grover, W. R.
10913 Harris, J. E.
26 Hass, E., Jr.
12633 Hawkins, D. L.
7696 Hening, C.
3793 Hoffman, C. P.
11288 Hornberger, A.
8552 Howell, N. P.
30 Hudson, P. O.
7698 Johnson, Dr. A. H.
7699 Johnson, L. H.
7700 Johnson, Mrs. L. H.
12504 Joy, C.
766 Kellogg, E. L.
8947 Kellogg, Mrs. E. L.
10625 Kenner, J.
12070 Landesman, H.
1400 Leddell, C. S.
10623 Lindsley, C. A.
11613 Lloyd, B.
3790 Mathews J.
9895 Meeker, A. S.
6716 Miller, E. D.
9754 Miller, R. S.
7701 McCoy, W. D.
3791 Newell, H.
12309 Osmond, G. P.
6257 Phipps, G.
5678 Porter, L. H.
7309 Porter, Mrs. L. H.
9755 Rodman, R.
7702 Root, T. S.
4503 Sanger, Dr. R. M.
12133 Saylor, W.
8544 Saylor, W. B.
11548 Smith, H. W.
509 Smith, Mrs. J. W.
310 Smith, J. W.
4105 Solymon, C. J.
7887 Spencer, F. A.
10922 Stephenson, C. S.
9896 Stetson, H.
12004 Sullivan, H.
9897 Taylor, Rev. W. F.
7704 Thomas, H. B.
7705 Wells, H. H.
12091 Whittemore, S. W.
2558 Wiese, F. G.
3652 Wiese, L. W.
3653 Wiese, H. B.
9454 Winans, I.
10258 Wolcott, H. A.

NEW YORK DIVISION—99.

10466 Abbotson, J. D. Jr.
7897 Alexander, J. A.
5980 Allen, C. W.
10635 Anderson, L. P.
10636 Austin, E. M.
8595 Babcock, Rev. M. D.
8572 Bailey, W. C.
280 Beck, A. R.
2175 Bergtold, W. H., M. D.
6936 Bierce, M. S.
3878 Birdsall, E. T.
9765 Bradley, H. L.
11783 Brown, C. G.
9930 Butler, S. M.
7731 Calkins, R. L.
6747 Clark, E. S.
1769 Coykendall, E. H.
9931 Cunningham, W. M.
11205 Darrison, F. G.
9767 Davison, A. L.
11616 De Rouville, H.
1339 Edmans, F. P.
4907 Edmans, A. F.
8963 Ehlers, R. J.
3089 Elliott, W. S.
12776 Emanuel, O. W.
9912 Farnsworth, F. C.
8574 Far, H. H.
9932 Ferris, W. A.
12615 Field, H. H.
6396 Fitch, G. S.
4390 Garrison, J. W.
8575 Greason, J.
8576 Greenman, H.
12186 Griffen, H. E.
7898 Guild, E. L.
9934 Harer, A.
8578 Hayes, L. L.
2468 Howe, F. E.
7040 Hutton, W. O.
7041 Hutton, S.
7042 Hutton, L. H.
7436 Hutton, F. J.
6539 Ingalls, L. W.
9652 Insley, E.
10587 Ives, W. T.
11781 Jackman, J. C.
5 Jenkins, F.
10988 Johnson, W. C.
267 Kittinger, H. D.
10071 Hughson, W.
10072 Hughson, Mrs. W.
12805 Hussey, F.
10466 Abbotson, J. D. Jr.
7897 Alexander, J. A.
5980 Allen, C. W.
10635 Anderson, L. P.
10636 Austin, E. M.
8595 Babcock, Rev. M. D.
8572 Bailey, W. C.
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9931 Cunningham, W. M.
11205 Darrison, F. G.
9767 Davison, A. L.
11616 De Rouville, H.
1339 Edmans, F. P.
4907 Edmans, A. F.
8963 Ehlers, R. J.
3089 Elliott, W. S.
12776 Emanuel, O. W.
9912 Farnsworth, F. C.
8574 Far, H. H.
9932 Ferris, W. A.
12615 Field, H. H.
6396 Fitch, G. S.
4390 Garrison, J. W.
8575 Greason, J.
8576 Greenman, H.
12186 Griffen, H. E.
7898 Guild, E. L.
9934 Harer, A.
8578 Hayes, L. L.
2468 Howe, F. E.
7040 Hutton, W. O.
7041 Hutton, S.
7042 Hutton, L. H.
7436 Hutton, F. J.
6539 Ingalls, L. W.
9652 Insley, E.
10587 Ives, W. T.
11781 Jackman, J. C.
5 Jenkins, F.
10988 Johnson, W. C.
267 Kittinger, H. D.
11617 Lansing, C. E.
11560 Lassiter, R. T.
9138 Leach, A. M.
836 Lefferts, J. A.
1312 Lowey, W.
12244 Mailler, E. S.
7437 Marks, S. W.
8579 Mettler, H. C.
9289 Meyer, C.
4908 Metzger, M.
3065 Milhau, R. L.
11912 Miller, W. F.
11618 Miller, H. S.
7110 Miller, W. J., Jr.
8388 Morse, F. K.
10460 Oliver, R. B.
2594 Pringle, F. G.
2593 Pringle, W. E.
10262 Rathman, J. H.
286 Raymond, C. T.
6756 Redmond, C. H.
469 Riesenberg, A.
8984 Rich, W. G.
8582 Richardson, W. L.
190 Roy, F. A.
666 Salter, W. B.
8583 Savoye, W. J.
10056 Scott, W. J.
10998 Searles, J. E.
7900 Seeley, G. C.
11206 Shaw, W. E.
11553 Shaut, T. J.
991 Sinclaire, H. P., Jr.
6538 Smith, G. L.
4776 Smith, W. F.
7901 St. John, F. A.
8604 St. John, J. W.
8605 Sutphen J. S., Jr.
8598 Taber, F. C.
11830 Topliff, W. A.
11782 Trevor, J. E.
9279 Ventres, C. C.
277 Ward, C. A.
7902 White, J. P.
9770 Wheaton, A. C.
10107 Wheeler, C. V.
9916 Wilde, L. S.
359 Wise, L. H.
974 Wood, A. G.

OHIO DIVISION—77.

7132 Ambler, C.
11453 Austin, E. F.
2121 Barnett, E. G.
11015 Beard, V. V.
11016 Berdan, L. B.
9132 Berringer, D. F.
1727 Bigelow, C. S.
6588 Bissell, A. F.
10116 Bissell, F.
10669 Blue, O. P.
12689 Boice, F.
1723 Brown, A. H.
12691 Brown, Mrs. I. A.
10679 Clarke, O. C.
10477 Comly, S. M.
12086 Cronacher, F. A.
6830 Davis, C. E.
350 Draper, C. T.
1730 Elliott, W. H.
4136 Embrey, J.
533 Evans, K. T.
11698 Fessler, C. H.
9486 Grah, E.
1734 Grah, W. Jr.,
11021 Graves, C. L.
1704 Gump, A. W.
10680 Harford, F.
11376 Harper, W. M.
12801 Hart, D. C.
5232 Hubbard, L.
7579 Humphrey, W. H.
7133 Hunt, C. B.
343 Hurford, E. B.
54 Hyde, F. W.
6580 Irwin, C. G.
11006 Jones, T. H.
4241 Kepsay, G.
1944 Kirkpatrick, T. J.
7910 Kirkpatrick, Mrs. T. J.
1728 Kirk, E. A.
10692 Kishler, W.
1736 Kitchen, J. H.
2207 Krause, N. T.
340 Kuhn, W. T.
6087 Lindsley, W. B.
2120 Maxwell, C. E.
12873 Medill, W. D.
2944 Mergenthaler, A. E.
1733 Miller, R. H.
12600 Miller, N. W.
6586 Morgan, W.
11002 Morrow, W. H.
11454 Newton, E. W.
11008 Oberly, C. L.
9298 Olds, H.
2939 Olds, D. H.
10475 Painter, C. D.
9299 Pierce, R.
8612 Piper, L. R.
12807 Plessner, W.
5365 Potter, W. J.
576 Rice, W. G.
1342 Richards, E. E.
5616 Richards, H. E.
2629 Scudder, J. K.
341 Shanafelt, W. H.
11028 Shaver, C. F.
4295 Spahr, J. W.
8059 Thompson, L.
11010 Tonner, J. A.
1726 Tryon, J. M.
12050 Vogel, W. C. H.
10480 White, G. A.
9303 Wheelock, A.
2212 Winter, C. A.
2278 Worthington, R. A.
10676 Young, B. S.

PENNSYLVANIA DIVISION—95.

7141 Arnold, C. W.
12092 Biery, A. L.
8618 Black, T. A.
9495 Bradley, J. J.
2017 Campbell, A. B.
11063 Carpenter, T. J.
11064 Collins, J. W., Jr.
288 Conklin, C. C.
4058 Connolly, B. P.
11461 Critchlow, L. W.
6943 Critchlow, J. N.
7918 Crocker, H. W.
10704 Crowther, H.
306 Dotter, W. H.
4253 Dotter, J. C.
12082 Essich, W. W.
12083 Essich, W. S.
2579 Escher, B.
5882 Evans, E. P.
8152 Felt, J. P.
8150 Felt, C. H.
11941 Firmin, G. D.
3330 Fillmore, H. A.
1234 Franklin, E. B.
2543 Franklin, W. M.
4059 Geiger, J. A.
1240 Gillespie, C. J.
11819 Gleim, W. S.
5275 Goodman, J.
1907 Hand, F. C.
7455 Harding, H., Jr.
10508 Heaton, R. A.
12544 Heeley, E.
9491 Henwood, S. R.
11047 Hill, C. L.
12578 Hoffman, C. P.
11944 Hull, J. A.
6688 Hull, H.
8619 Ives, H. M.
1619 Jermyn, G. B.
11851 Jessop, C. J.
4778 Jessup, G. A.
908 Kelly, D.
2768 Kelly, H. P.
1901 Kolp, A. J.
4160 Langfeld, S. C.
9163 Lanning, A. H.
4783 LaTouche, R. M.
7141 Arnold, C. W.
12092 Biery, A. L.
8618 Black, T. A.
9495 Bradley, J. J.
2017 Campbell, A. B.
11063 Carpenter, T. J.
11064 Collins, J. W., Jr.
288 Conklin, C. C.
4058 Connolly, B. P.
11461 Critchlow, L. W.
6943 Critchlow, J. N.
7918 Crocker, H. W.
10704 Crowther, H.
306 Dotter, W. H.
4253 Dotter, J. C.
12082 Essich, W. W.
12083 Essich, W. S.
2579 Escher, B.
5882 Evans, E. P.
8152 Felt, J. P.
8150 Felt, C. H.
11941 Firmin, G. D.
3330 Fillmore, H. A.
1234 Franklin, E. B.
2543 Franklin, W. M.
4059 Geiger, J. A.
1240 Gillespie, C. J.
11819 Gleim, W. S.
5275 Goodman, J.
1907 Hand, F. C.
7455 Harding, H., Jr.
10508 Heaton, R. A.
12544 Heeley, E.
9491 Henwood, S. R.
11047 Hill, C. L.
12578 Hoffman, C. P.
11944 Hull, J. A.
6688 Hull, H.
8619 Ives, H. M.
1619 Jermyn, G. B.
11851 Jessop, C. J.
4778 Jessup, G. A.
908 Kelly, D.
2768 Kelly, H. P.
1901 Kolp, A. J.
4160 Langfeld, S. C.
9163 Lanning, A. H.
4783 LaTouche, R. M.
7141 Lee, P. B.
7134 Leigh, W. H.
12118 Lewis, F. M.
3428 Lewis, H. A.
3431 Lewis, A. P.
12308 Lippincott, J. T.
1900 Levy, S. C.
1232 Merritt, J. W.
3917 Monies, A.
3284 Morris, H.
2537 Mosher, L. O.
6290 Mott, G. S.
6838 Moxley, F. C.
1893 Musser, J. S.
312 McLenegan, J. L.
4780 Parrott, F. E.
3271 Paxson, C.
3361 Potter, H. W.
12316 Ranck, S. H.
12084 Ray, W. H.
1627 Roe, J. F., Jr.
1903 Sanderson, G., Jr.
4059 Schlager, J. R.
12996 Schmidt, J. C.
3241 Shank, C. E.
6963 Silkman, C. W.
4782 Simpson, H. P.
9320 Smith, F. A.
2711 Spencer, J. A.
705 Stern, H. B.
4161 Stern, M. B.
474 Stites, Rev. W. S.
10139 Stuckey, J. S.
11571 Sweet, F. G.
867 Taylor, F. H.
4060 Van Nort, J. J.
1245 Van Storch, T. C.
2533 Vandling, E. M.
1863 Wallace, H. C.
1231 Ward, F. B.
2535 Ward, C. S.
2538 Warner, W. F.
3138 Watts, F. D.
3331 Weston, C. S.
8620 Wheeler, W. H.
3543 Willson, C. G.
1057 Wright, C. A.

RHODE ISLAND DIVISION—8.

11083 Carr, Miss J.
8412 Crawley, W. H.
11244 Cross, Jo H.
10142 Gladding, C. F.
12496 Howland, A. W.
12545 Knight, A.
12070 Sammis, F. E.
11242 Wilks, H. G.

TENNESSEE DIVISION—1.

12716 Endsley, W. McG.

UTAH—1.

5790 Griffin, S. J.

VERMONT DIVISION—7.

7757 Bass, A. E.
734 Bragg, F. W.
5981 Holmes, J. E.
12213 Hubbard, W. E.
2210 Marshall, N. S.
2388 Ross, W.
1462 Weatherhead, F. S.

VIRGINIA DIVISION—3.

9826 Henning, W. S.
7055 Schaap, A. K.
6907 Spindle, J. P.

WEST VIRGINIA DIVISION—25.

10536 Beal, L. A.
10732 Bodley, W. K.
11592 Brast, C. E.
7239 Bullard, Dr. R. H.
11111 Burt, R. B.
12743 Byers, C. C.
12384 Cecil, J. M.
12101 Glass, J. P.
3313 Gruber, H.
9330 Grubb, J. W.
3739 Hoge, T. A.
12787 Hughes, J. E.
11645 Kleives, C. A.
3700 Morrison, Dr. F. S.
12388 Myers, Dr. E. C.
2203 McCoy, W. D.
12389 Northwood, H.
12914 Prickitt, W. B.
7650 Smythe, R. J., Jr.
12915 Stachlin, J. M.
7554 Van Keuren, C. E.
12916 Ward, C. E.
253 Wheat, A. A.
8102 Winship, F. L.
3695 Wilkinson, H. P.

WISCONSIN—5.

7162 Blakeslee, O. S.
7163 Canfield, E. L.
12040 Earle, L. W.
8090 Moulton, H. T.
7217 Peck, G. W., Jr.

WYOMING—6.

3621 Corthell, N. E.
331 Dimmitt, J. M.
2953 Greenbaum, C. S.
2954 Owen, W. O.
3307 Seeman, J. W.
3078 Wassing, C. P.

"In a word, a cycle bearing must be in that apparently paradoxical condition, at the same time *very tight* and *very loose;* that is, perfectly free to spin, and entirely rigid, allowing no shake in the parts."—Victor Catalog.

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Club Life.

MANCHESTER BICYCLE CLUB.—Officers elected December 3d: F. O. Moulton, President; C. H. Fish, Secretary; C. E. Temple, Treasurer; H. M. Bennett, Captain; J. Newton, First Lieutenant; D. E. Price, Second Lieutenant; C. D. Palmer, Color-Bearer; F. O. Moulton, C. H. Fish, H. M. Bennett, E. R. Laing, and C. F. Sawtell, Club Committee.

KANSAS CITY WHEELMEN, Kansas City, Mo.—Officers elected December 8th for the ensuing year: J. A. DeTar, President; *Wm. Exley, Secretary; A. M. Windolph, Treasurer; *G. L. Henderson, Captain; Henry Ashcroft, First Lieutenant; R. B. Hall, Second Lieutenant; J. Wilfly, Color-Bearer; J. A. DeTar, A. M. Windolph, G. L. Henderson, J. Wilfley, and Frank White, Club Committee; Wm. Exley, J. C. Higdon, House Committee.

OUTING CYCLISTS, Kansas City, Mo.—Officers elected for the ensuing year: *J. F. McKee, President; T. W. Overall, Vice-President; *Nelson T. Haynes, Secretary and Treasurer; F. F. Austin, Captain; *Harry G. Stuart, Lieutenant; Messrs. McKee, Haynes, P. H. Kelley, F. S. Ray, and T. W. Overall, Executive Committee.

CRAWFORDSVILLE RAMBLERS, Crawfordsville, Ind.—Organized December 13th, 1886. Officers elected: W. H. Pontious, President; H. F. Hutton, Vice-President; T. Rass, Secretary-Treasurer; F. B. Nicholson, Captain; H. T. Coons, Lieutenant; Mort. Insley, Bugler; Mort. Keegan, L. E. Cumberland, F. E. Eastlack, Mort. Insley, H. F. Koons, Club Committee.

PENNSYLVANIA BICYCLE CLUB, Philadelphia.—Officers elected for 1887: *Isaac Elwell, President; *C. D. Williams, Vice-President; *Lee R. McKinstry, Secretary; *W. S. Harper, Assistant Secretary; E. M. Aaron, Treasurer; *C. A. Roberts, Captain; The above, with Messrs. H. B. Worrell, John A. Wells, and W. D. Supplee, form the Board of Directors.

NEW HAVEN BICYCLE CLUB, New Haven, Conn.—Officers for 1887: Wm. M. Frisbie, President; H. N. Redfield, Secretary; W. H. Hale, Treasurer; W. H. Hale, Captain; C. E. Larom, First Lieutenant; C. S. Shepard, Second Lieutenant.

LANCASTER CYCLE TOURING CLUB, Lancaster, Pa.—Officers elected January 6th, for the ensuing year: John A. Burger, President; Geo. F. Kahler, Vice-President; C. H. Obreiter, Secretary-Treasurer; S. B. Downey, Captain; D. S. Smith, Lieutenant; Geo. F. Kahler, Bugler; John A. Burger, Color-Bearer.

BAY CITY WHEELMEN, San Francisco, Cal.—Officers elected for the ensuing six months: C. C. Moore, President; W. W. Whitson, Vice-President; Emilio Fahrbach, Secretary; R. M. Welch, Treasurer; W. M. Meeker, Captain; F. V. James, First Lieutenant; P. E. Haslett, Second Lieutenant; C. C. Moore and L. W. Cole, Buglers; F. E. Browning, Color-Bearer.

*Re-elected.

NIAGARA FALLS BICYCLE CLUB, Niagara Falls, N. Y.—Annual election resulted as follows: H. W. McBean, President; W. A. Shepard, Captain; W. S. Campbell, Lieutenant; Geo. G. Shepard, Secretary-Treasurer; A. G. Reeve, Color-Bearer; Otis Phillips and Neil Campbell, Directors.

WALTON BI. CLUB, Walton, N. Y.—Officers elected for the ensuing year: J. W. St. John, President; F. A. St. John, Vice-President; Geo. C. Seeley, Treasurer; John P. White, Secretary; E. L. Guild, Steward; Geo. S. Fitch, Captain.

HYDE PARK RAMBLERS, Hyde Park, Mass.—Officers elected: T. A. Walter, President; F. E. Norris, Secretary-Treasurer; H. S. Pearce, Captain; John Walters, Color-Bearer; Wm. Scott, First Lieutenant; F. G. Head, Second Lieutenant.

GREENFIELD WHEEL CLUB, Greenfield, Mass. Semi-annual election January 4th.—Officers elected: F. R. Hollister, President; G. H. Wright, Captain; F. A. Smith, Secretary-Treasurer; H. E. Ames, First Lieutenant; R. S. Bascom, Second Lieutenant; C. H. Field, Standard Bearer; F. L. Gaines, Bugler; G. H. Wright, F. A. Smith, F. A. Gaines, Executive Committee.

Mr. Hill, whose advertisement of Norwegian snow shoes is in this number, sends us the New York *Sun*, containing an article descriptive of the Norwegian Skus, or snow shoes, which records a clear leap of 83 feet made on them at the meet of the National clubs in Norway. This seems to be about the liveliest kind of a snow shoe. Send for circular to Mr. Hill.

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PATENTS secured on reasonable terms. Work reliable. Papers carefully and *legally* drawn. Special attention given to inventions in cycling by an experienced wheelman and League member. Write for particulars.
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Patent Attorney and Mechanical Engineer,
Room 47, St. Cloud Building, Washington, D. C.

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FOR SALE.—Club Tandem, new June, 1886; run less 250 miles; fine order, balls all round, safe and very fast. A highly satisfactory machine. Price, $175.00. Address, TANDEM, P. O. Box 1071, Pittsburgh, Pa. tf.*

TO EXCHANGE.—A 52-inch Royal Challenge in good condition, for Remington Type-writer, upper and lower case. EDWIN M. MAYER, 520 Walnut Street, Philad'a, Pa. tf.*

A RARE BARGAIN.—A genuine Beeston Humber Tandem Light Roadster of the very latest pattern, with all improvements. Has never been used. Must go at a sacrifice. PHILADA. CYCLIST'S SUPPLY CO., Box 170, Philada., Pa.

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76 and 78 West Fourth St., Cincinnati, Ohio; 910 and 912 Chestnut Street, Phila., Pa.
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FOR SALE.—Keystone Bicycle Saddle. Business of manufacturing and Patent. A proved success and fine chance to develop. C. M. CLARKE, P. O. Box 969, Pittsburgh, Pa. 4t.*

The most PLEASING and HEALTHFUL of Winter Sports.

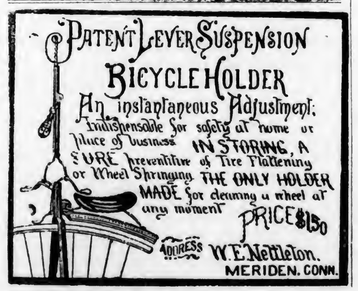
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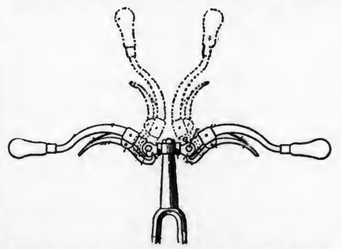


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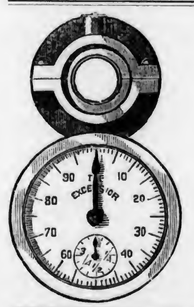
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Dealer in Bicycles, Tricycles, Etc.,
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" " HOSE,	-	1 50
" " SILK BELTS,		1 00

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177 Middle St., Portland, Me.,
The Designer and Sole Authorized Maker.

Prices for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. *Diamond Badges*, $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.

Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.

New Style H.

TOBOGGANING!!

THE POPULAR TOBOGGAN.



SEND FOR CIRCULAR. DISCOUNTS TO CLUBS.

The most fascinating of winter sports.

Headquarters for Tobogganing Outfits.

Agents for the celebrated "PROCTOR" Toboggan, which for STRENGTH and SPEED excels all others.

NEW YORK BICYCLE CO.
38 Park Place.

DEALERS

will be interested to learn that we are supplying a line of tool-bags equal to imported goods, and at lower prices. We are preparing to manufacture a full line of leather goods for the coming season. Before placing your orders, write **McCOY & WILLIAMS**, 373 Main Street, Orange, N. J.

BARGAINS!

Now is the time to buy Second-Hand Bicycles. Send size and price you wish to pay. Prices low. Send for Catalogue of the New Rapid.

WM. M. FRISBIE & CO.,
P. O. Drawer 64. New Haven, Conn.

KEYSTONE WATCHES

ARE THE BEST. ASK TO SEE THEM.

ATKINSON BROS.
926 Chestnut St., PHILADELPHIA, PA.

BEST GOODS. LOWEST PRICES.

L. A. W. SUITS,	$12.00
JERSEY CLOTH SUITS,	13.00
CYCLISTS' TOURING CLUB SUITS,	13.00

All garments custom made.
Send for circulars and measure blanks.

Punnett, Tailor and Outfitter, - Rochester, N. Y.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

Springfield Bicycle Manufacturing Co.

(Yost & McCune Patents),

19 PEARL STREET, BOSTON.

The only absolutely safe wheel against "Headers" made.

It is the best, and it is also the cheapest.

Do not buy a wheel before you see the Springfield Roadster

Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, - $75.00.

THE "NEW AMERICAN" TRICYCLE,

639 Arch Street, Philadelphia.

We make but one style of machine, and that the *best.* There are *no extras.*

NO DEAD CENTRES. FULL POWER UTILIZED. CLIMBS ANY HILL.

The best machine for ladies, as there are no revolving pedals to catch the skirts. The only Tricycle that can be ridden equally well by lady or gentleman, grown person or child.

EITHER RIDER CAN STEER.

May be Ridden by Two Ladies.

HAS AUTOMATIC STEERING.

Reduces in Width to 27 inches.

Has Folding Handle Bar, for Easy Access to Front Seat.

Is the Most Unique Machine of its Class.



THE CUNARD CONVERTIBLE TANDEM.

CUNARD

Bicycles,
Tricycles,
Tandems,
Safeties.

D. Rogers & Co.,
SOLE U. S. AGENTS,
75 Clinton Avenue,
NEWARK, N. J.

☞CATALOGUES FREE.

Copy of Testimonial from T. J. Kirkpatrick, Esq., Vice-President of the L. A. W.

SPRINGFIELD, O., January 11th, 1887.

D. ROGERS & CO.

GENTLEMEN:—Respecting the Cunard Tandem, I have to say that it is *beyond question the best tandem* yet produced. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leave nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine *a pleasure.* I have owned other tandems, but this is *the only one that was worth house-room* as a convertible machine. I find it a *perfect machine*, in perfect balance, either as a single or a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day to suggest an improvement in the design and arrangement of the Cunard, I would be free to say that *it is as nearly perfect as this type of machine ever will be.*

Yours truly,

[Signed] T. J. KIRKPATRICK.

SEND YOUR ORDERS AT ONCE FOR SPRING DELIVERY, AND DON'T GET LEFT.

☞ACTIVE AND RESPONSIBLE AGENTS WANTED.

EXTRACT FROM "CUNARD CYCLE COMPANY'S" PROSPECTUS.

"D. Rogers & Co., Limited, of Newark, New Jersey, will continue to act as agents for the United States. In a recent communication from them they state that the Cunard Machines are very popular, and that they anticipate a large increase of orders for next season."

D. ROGERS & CO. (Limited).

Incorporated under the Laws of the State of New Jersey. CAPITAL $100,000, IN 20,000 SHARES OF $5 EACH. **Issue of 5,000 Shares.**

Payment to be made as follows:—$2.00 on application, and $3.00 on allotment.

DIRECTORS.

James Smith, 677 High St., Newark, N. J.; D. H. Rogers, 75 Clinton Ave., Newark, N. J.; G. S. Woolman, Orange, N. J.; and two other Directors to be elected at first meeting of Shareholders.

BANKERS:—Manufacturers' National Bank, Newark, N. J. COUNSEL:—Messrs. Coult & Howell, 766 Broad St., Newark, N. J.

PROSPECTUS.

This Company was organized on August 2d, 1886, for the purpose of carrying on the Sole United States Agency for the sale of the celebrated Cunard Bicycles and Tricycles, manufactured by Frank Gibbons, of Wolverhampton, England, and appointing sub-agents therefor; and although its business commenced so late in the season, it has met with unprecedented success, and is already in receipt of numerous testimonials from American Wheelmen.

In December, 1886, however, Mr. Gibbons' business was converted by him into a Limited Company, under the name of the "Cunard Cycle Co.," with a capital of $250,000, which amount was *subscribed several times over* by public subscription. The following gentlemen constitute the Board of Directors of the English Company:

Viscount Pollington, Sir Stephen Hill, C. B., Major Harry Creigh, W. H. Maitland, C. and M. E., and Mr. Henry Osborne, Late Manager of Messrs. Rudge & Co., Limited, of Coventry, England, who has been appointed Manager of the "Cunard Cycle Co.," reports as follows:

"LONDON, November 26th, 1886.

"THE DIRECTORS OF THE 'CUNARD CYCLE CO.'

"GENTLEMEN:—I have been to Wolverhampton, and carefully inspected the works and plant of the 'Cunard Co.' These works require to be extended to be able to turn out 3,000 'Cunard' machines per annum; but with additional buildings and machinery, for which I have specified, which will cost the sum of £7,000, this could be done, and would show a profit of 25 per cent. on the capital of £50,000. This result is obtained, to my knowledge, by the principal firms in the trade at Coventry, and with Mr. Gibbons' machines, *which are equal to those of any other maker, and are becoming very popular*, there would be no difficulty in realizing this result.

"[Signed] HENRY OSBORNE."

D. Rogers & Co. have secured most favorable terms from the "Cunard Cycle Co.," and it is on this account, and to provide for the increased business expected in the spring, also for the purpose of establishing branch depots in the most important cities, that the extra capital is required.

It is a notorious fact that all the existing companies for the manufacture of bicycles and tricycles are paying *enormous dividends*, and that the public has until now had no opportunity of participating in such profits, the capital in nearly every case having been privately subscribed by a few individuals, and no shares can be purchased, even at a very high premium. In the present case, however, it will be readily seen that the low price of the shares ($5) will enable wheelmen and others to invest a smaller or larger sum at their option, thereby availing themselves of the full benefits arising from such investment, in proportion to the amount subscribed.

To enable subscribers residing at distant places to have the full privilege of their votes at any meeting of Stockholders, the Directors have made adequate arrangements, whereby such may be recorded by proxy.

As the Directors anticipate a very large number of applications, they wish it to be understood that the shares will be allotted in strict proportion to the total quantity applied for. If no allotment be made, the amount paid on application will be returned in full.

Prospectuses, and forms of application, with testimonials, can be obtained at the Company's Offices, 75 Clinton Avenue, Newark, New Jersey. The Certificate of Organization may be seen at the offices of the Company's Solicitors.

"Rapid" THE NEW Bicycle"

With The Famous TRUE TANGENT WHEELS AND PALMER DETACHABLE HANDLE BAR.



Confidently OFFERED AS THE HIGHEST GRADE AND EASIEST RUNNING BICYCLE EXTANT.

Send For Catalogue & Testimonials — Photos. 10 & 15 cts.

ENERGETIC AGENTS WANTED

SAML. T. CLARK & CO. IMPORTERS
BALTIMORE, MD.

THE COVENTRY MACHINISTS CO., Ld.

239 Columbus Avenue, Boston.



Before buying a Tandem, you should see the new **"CLUB" TANDEM**, with automatic steering, and the **MARLBORO TANDEM**, the best three-wheel Tandem made.

CATALOGUE FREE.

KIRK BROWN,

6 SOUTH BROAD (MERRICK) STREET, PHILADELPHIA, PA.

SOLE PHILADELPHIA AGENT.



THEOPHILUS WOBBLE'S

Trip Around the World

ON A BICYCLE,

ILLUSTRATED,

Commenced in

TEXAS SIFTINGS,

July 3d, 1886.

FOR SALE BY ALL NEWSDEALERS.

Back numbers can be obtained from Texas Siftings Publishing Co., 240 Broadway, N. Y.

If you want to come out in the Spring with your Bicycle or Tricycle looking like new, before putting your machine away use a bottle of

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling

BICYCLES AND TRICYCLES



THE RUDGE.

Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold, or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A suitable Brush given with each bottle.**

Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.,

152 to 158 Congress St., Boston.

Special terms to the trade.

THE AMERICAN CHAMPION

STILL IN THE LEAD.

20 Miles on a straightaway country road in the marvelous time of

59 Minutes 35⅘ Seconds.

A World's Record.

50 Miles in 2 Hours 55 Minutes 46½ Seconds, the American Record for the distance, and 100 Miles in 6 Hours 1½ Minutes.

A World Record, and better than the American Track Record.

All the preceding by S. G. Whittaker, on an ordinary roadster, excepting a somewhat lighter rim, and the course an ordinary surveyed country road.

If road-records talk, then the American Cycles are the easiest running machines in the World.

Manufactured by

GORMULLY & JEFFERY, Chicago, Ill.

CATALOGUE FREE.

HOW TO JOIN

THE

L. A. W.

Fill up the blank in the adjoining column and, together with **TWO DOLLARS,** send it to the Secretary of the League,

E. M. AARON,

Box 916, Philadelphia, Pa.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name IN FULL.

Write very plainly.

Application for Membership in the L. A. W.

EUGENE M. AARON, Secretary-Editor,

Box 916, Philadelphia, Pa.

Dear Sir:

Inclosed you will find **$2.00** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed below. I refer to the persons named below.*

Signed,.....

Club,..... *Residence,*.....

City and State,..... *Date,*.....

ARTICLE IV, SECTION 4, of the L. A. W. By-Laws, contains the following *Definition of an Amateur*:—"An amateur is one who has never engaged in, nor assisted in, nor taught any recognized athletic exercise for money or other remuneration, nor knowingly competed with or against a professional for a prize of any description. To prevent misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist forfeits his right to compete as an amateur, and thereby becomes a professional, by engaging in cycling or any other recognized athletic exercise, or personally teaching, training, or coaching any other person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or for gate money, competing with, pace-making for, or having the pace made by, a professional, in public or for a prize; selling, realizing upon, or otherwise turning into cash any prize won by him. This rule does not apply to teaching the elements of bicycling solely for the purpose of effecting the sale of a bicycle. The League recognizes as athletic exercises all those sports under the jurisdiction of the National Association of Amateur Athletes of America, including running, walking, jumping, pole-leaping, putting the shot, throwing the hammer, throwing the weights, tug of war, and rowing, boxing, sparring, Lacrosse, polo, roller and ice skating."

TO L. A. W. MEMBERS.

Read the Letter in the adjoining columns, and AT ONCE fill out the blank at the bottom and send it with ONE DOLLAR to

E. M. Aaron, Box 916, Philadelphia, Pa.,

and thus secure for another year your membership in the largest and most popular athletic organization in the country.

OFFICE OF THE SECRETARY-EDITOR, LEAGUE OF AMERICAN WHEELMEN,
PHILADELPHIA, PA., December 6th, 1886.

TO ALL LEAGUE MEMBERS:

THE ADVANTAGES OF MEMBERSHIP in the L. A. W. are so well known and understood that to most of you anything that I might say on the subject would seem superfluous. But to those who, either from the brief duration of their association with our organization or from the fact that they have not availed themselves of their privileges in the League, are not so assured of its great influence for the general good and their individual good in particular, we offer the following brief summary for their careful attention:

The L. A. W. publishes a first-class weekly newspaper, the L. A. W. BULLETIN, which is in itself full return for the annual dues. It will furnish to each member, on application, during 1887, at a nominal price, a HAND-BOOK of useful information, including the Constitution and By-Laws, Racing Rules, Transportation Rates, Rights and Privileges, etc. The L. A. W. affords the privilege of obtaining an excellent UNIFORM at very moderate cost. The L. A. W. stands ready to protect its members in their legal rights, and to sustain them in their efforts to repeal unfavorable legislation. This it has frequently done in the past.

In addition to the above general advantages, most of the State Divisions are striving to outdo the parent body in granting direct benefits to their members, such as Road-Books, maps, Hand-Books, and reduced hotel rates, to say nothing of meets, parades, tours, and entertainments.

The item of the bond of fellowship which exists between League members throughout the length and breadth of our land is admitted by many hundreds to be worth much more than the price of the annual dues.

Believing that all who intend to continue as cyclers will also continue as members of the League, and that most of those who either temporarily or permanently give up active participation in cycling will remain with us for the sake of the past and of the future companionship, I feel that I have but to call your attention to the League's claims on you for 1887 to insure the return of the blank printed below with your signature affixed and accompanied by your annual dues.

Fraternally,

EUGENE M. AARON, *Secretary-Editor, L. A. W.*

EUGENE M. AARON. Secretary-Editor, L. A. W.,

Box 916, Philadelphia, Pa.

Inclosed herewith you will find ***ONE DOLLAR*** *for the Annual Dues for 1887, in the League of American Wheelmen, for the undersigned.*

Name,.....

League No...... *Address,*.....

Club.....

To the Reader.

Although it may be a trifle early, we take great pleasure in calling your attention in a general way to our plans and machines for 1887.

We have investigated every improvement that has appeared upon Bicycles and Tricycles, both in England and America, and have satisfied ourselves as to its value; and although the ***Rudge*** machines for next year will not contain any very startling novelties, which are often used for advertising purposes, you can rest assured that we have not been negligent in our efforts to perfect them.

We have been in active correspondence during the last year with a large number of reliable, enthusiastic road riders in regard to improvements on the Rudge machines, and after a careful examination, we have decided to adopt those which we have thoroughly tried and can fully recommend.

Rudge Light Roadster.

We are not quite prepared at present to lay before you the detailed specifications of the RUDGE LIGHT ROADSTER for 1887, but when they are submitted to you, we feel you will at once say, "It stands at the head." We have spared no pains in any respect, and the old favorite comes forward this year better than ever. Be sure and see this machine before deciding on your mount for the year.

Rudge Roadster.

We have entirely remodeled the American Rudge and improved it in many points. In consequence of the large number of cheaper machines, we have discarded the word American, and re-named it the RUDGE ROADSTER.

For a good, strong, reliable roadster, at a moderate price, we think it will lead all others, as it has done for the last three years. It is a machine that we can recommend as a reliable mount at a low price.

Rudge Bicyclette.

We shall also place upon the market the RUDGE BICYCLETTE, the original safety bicycle of the Rover type. This was patented by Rudge & Co. in 1879, both in England and America, and all machines of this pattern are imitations of the original.

The many advantages that the BICYCLETTE possesses in point of safety, comfort, and speed, together with the many valuable specialties, which can be found only on this machine, will at once be appreciated by the large number of wheelmen and intended wheelmen, and as we predict a large sale for it for the coming year, orders should be booked for it early.

Crescent Tricycle.

Owing to the enormous demand in England last year for the RUDGE CRESCENT TRICYCLE, we were unable to fill orders as we desired; but we have made arrangements this year to carry a large stock on hand. This tricycle contains all the essential points of the very latest improvements, being fitted with a large front wheel, bicycle-steering, and a long wheel base, and combines lightness, speed, and ease of running.

We shall carry it in two weights, one for gentlemen and one for ladies, and our new pattern contains many valuable points of special interest.

THE RUDGE FOR 1887

Rudge Humber Tandem.

This popular Tandem is so well known that it needs no description. While we have not altered the main features, it may be seen that the details have received our careful consideration, and many points have been altered with satisfactory results.

Rudge Crescent Tandem.

To meet the general want for a tricycle that can be ridden by two ladies, or by a lady and gentleman, we introduce the RUDGE CRESCENT, feeling sure it will meet the demands of the riders.

It is of the Cripper form, with patent automatic bicycle-steering, and contains all the valued features of Rudge & Co.'s experience.

With these popular machines, it will be seen that we cover all the ground, and we claim that no importer or manufacturer handles so extensive a line of Cycles as ourselves.

These machines are not experiments, but they have been given from one to three years' careful trial in England before we introduced them upon the American market, and the prestige which they have in England, combined with Rudge & Co's. experience and skill in material and workmanship, leave nothing to be desired, and we can with confidence recommend them to our agents and their customers.

All of these machines have been built under our manager's personal supervision; and we place them upon the market, knowing that our reputation is at stake, and feel sure that you will appreciate our efforts, for it has always been our aim to suit the riders.

At present we are very busy in preparing our catalogue, which we propose to lay before you very early in the season, and trust that you will favor us with an order.

Agency.

We have had numberless applications for the agency of the Rudge Bicycles and Tricycles from all over the United States, and we wish to say that we desire only to establish agencies in the bicycle centres, and desire only representatives who are willing to push the sale of our machines.

We invite correspondence on this subject.

Yours very truly,

STODDARD, LOVERING & CO.

No. 152 Congress Street, Boston, Mass.

BICYCLES and TRICYCLES,

New and Second-Hand.

CASH AND EASY PAYMENTS.

GEORGE R. BIDWELL,

313 West 58th Street, New York.

Rented for Long and Short Periods.

[OVER.]

TREAD ON THE L. A. W.

by ornamenting your room, office, house, club,
or parlor with a

Smyrna Rug with the League Badge Woven in it.

THE Rug will be 30 inches in width, by 60 inches in length, and will weigh 5½ pounds. It will be alike on both sides, and handsomely fringed at the ends. The League Badge will be brought out prominently in the centre of the Rug, in a harmonious contrast of rich colors, while a border of a cycling pattern will surround the entire rug.

These Rugs will be of the finest grade of Smyrnas made in America, and are a unique and handsome ornament and convenience. The usual price of similar rugs is $7.00, but as I desire to test the demand for the above pattern before making extensive preparations for their manufacture, ***I will fill all orders received till February 15th at only $5.00 each.*** I shall weave but 150 of these Rugs to start with, and if I find there will be no large demand for them, I will cease their manufacture at that number, so that any member who really wants one of them, had better send his order to me at once.

WILL R. PITMAN.

351 West 59th Street, - - - - - New York.

[OVER.]

THE BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA:

PUBLISHED WEEKLY:

$1.00 A YEAR. 3 CENTS PER COPY. | Philadelphia, January 28, 1887. | VOLUME IV. No. 4. WHOLE NUMBER 83.

From Manitoba to the Gulf of Mexico, from Eastport to the Golden Gate, the Majority of Wheelmen

RIDE COLUMBIAS.

POPE MFG. CO.

79 Franklin St.,
BOSTON.

BRANCH HOUSES:—12 Warren Street, New York; 291 Wabash Avenue, Chicago.

These are our Witnesses.

Nine years of hard service upon every grade of American road has not worn out a Columbia.

THE WORLD'S STORY

of the road and path is a recapitulation of victories by riders of Columbias.

THE WISE WHEELMAN

rides a Columbia; the unwise is getting wisdom and a Columbia.

Mr. Alfred A. McCurdy made the accompanying remarkable record on a 48-inch **STAR** Bicycle over the Boston Cycle Club's 50 mile course, under A. C. U. Rules, breaking all previous records above 100 miles.

305 Miles in

The following are the new records accepted by the A. C. U.:

150	Miles,	10	hours	24	minutes	30	seconds.
200	"	14	"	35	"		
250	"	18	"	58	"		
300	"	23	"	38	"		
302 5/16	"	23	"	48	"	50	"
304 3/8	"	23	"	57	"	45	"

The eight trips to and from his hotel to the point of starting carries the distance up to fully 305 miles.

★ WORLD'S RECORDS ★

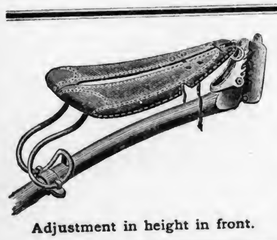
This record proves most conclusively the superiority of the **STAR** over all crank action bicycles. This is McCurdy's fourth attempt at the 24 hour record, the first two trials being made on crank machines.

His present performance EXCELS BY 50 MILES his best effort on a crank bicycle weighing about 15 pounds less than his present mount.

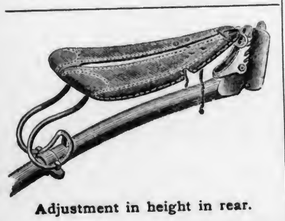
24 hours

The STAR is the only bicycle that combines in the highest degree the qualities of safety, speed, and hill-climbing.

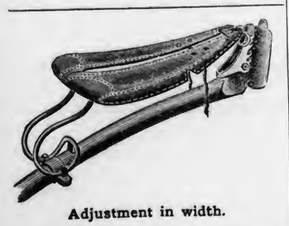
H. B. SMITH MACHINE CO.,
SMITHVILLE, N. J.



Adjustment in height in front.



Adjustment in height in rear.



Adjustment in width.

When you buy, buy the best.
When you order your new mount, order it with only the old reliable

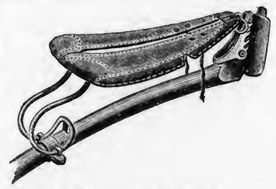
Lillibridge Saddle.

FOR SALE EVERYWHERE.

Price, Nickeled, - - $5.00

Adapted to all makes of machines.
Special styles for the Safeties and Star.

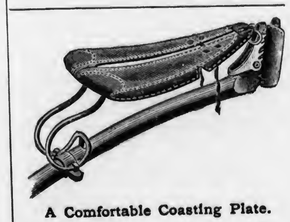
FREEMAN LILLIBRIDGE,
ROCKFORD, ILL.



Adjustment in length.



A Bifurcated Seat.



A Comfortable Coasting Plate.

THE BULLETIN
OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

For the Executive Committee of the League of American Wheelmen.

AT THE L. A. W. OFFICE,

506 WALNUT STREET, ROOM 12, PHILADELPHIA, PA.

Entered at the Post Office as Second-Class Matter.

SINGLE COPIES, - - - - - - - 3 CENTS.
SUBSCRIPTION PRICE TO OTHER THAN LEAGUE MEMBERS, } $1.00 A YEAR.
CLUBS OF FIVE, - - - - - - $4.00 "

TO LEAGUE MEMBERS.

Until further notice address all letters to the Secretary-Editor to Abbot Bassett, Box 1184, Philadelphia, Pa.

Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list; failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

Personal controversy, fault-finding, and allusions to manufactures and manufacturers will not be admitted to the columns devoted to reading matter.

The EDITOR must in all cases have the full name and address of the authors of contributed articles as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

ADVERTISING RATES ON APPLICATION.

Our Circulation this Week is

11,800 Copies.

No. 4. JANUARY 28, 1887. VOL. IV.

The New Secretary-Editor assumes the duties of his office with many misgivings, and with an appeal for charitable consideration while he is yet unfamiliar with the exacting demands of the position. He has no hobby to ride, no policy beyond the desire to do that which will best advance the interests of the League, and, as yet, no well-defined plan regarding the conduct of the BULLETIN. Mr. Aaron has made so good a record in the editorial chair that it will be no easy task for his successor to maintain the high standard of excellence reached. A change in one direction or another is, however, imperative. The very large loss on the BULLETIN must not continue. We cannot say, at this time, just how an improvement will be sought, but we hope to receive the indorsement of the membership at large even though they get very much less matter in the paper. Quality, not quantity, shall be the end we aim at until we can see that we may have a balance on the right side of our ledger and quantity combined with quality in the columns of the BULLETIN.

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By order of the Executive Committee the stenographer's report of the meeting in New York will not be published in the BULLETIN. The Secretary-Editor has prepared as full and complete a statement of the business then and there transacted as it is possible for him to do without the report of the stenographer, which has not been received at the time of this writing—too late for use this week. In the report we have given nothing is omitted but the debate. That debate was long, heated, and filled with unpleasant personalities. The Executive Committee is well satisfied with the results of the meeting, and they do not think it for the best that the war should be waged over again on paper. This action of the Committee does not follow the directions given them by vote of the meeting, but they feel that it will be indorsed, for the state of affairs in League circles at the present time is not such as it gave promise of being when the vote was passed. The new Secretary-Editor is in peaceful possession of his office, and he is indebted to the ex-Secretary-Editor for many courtesies and favors. The Executive Committee feels that the best interests of the League demand the action they have taken, and they are in a position to do what they have done without loss of dignity or the sacrifice of principle.

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The New York meeting was one of the most protracted and eventful of all those that have been held by the League. It was an important meeting from a business point of view, for very much was done that is calculated to make the wheels of the League's machinery run easier, and many very important additions and alterations were made to the rules.

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The Board put itself on record against the abuses of the proxy system. It will be impossible in the future for any official of the League to get control of a meeting and carry it in favor of a pet scheme. The Board not only established a precedent, but they went further, and made a by-law in accordance with their ideas.

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One other important decision was made. In future a man vacates the office of Chief Consul or Representative when he takes up his permanent residence in another State.

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Chief Consuls may in future fill all vacancies in the office of Representative. It has been the practice for the Consuls to recommend candidates to the President for appointment, and few appointments have been made save in this way. The Chief Consul has virtually held the appointing power, and now he does so in fact.

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A League club is now defined and its powers and privileges clearly set forth. Such an article has never before been on the books. In former days the status of a League club has been hinted at in the rules, and beyond this precedent has been its only foundation.

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The right of appeal from the action of the Board at its meetings to a mail vote of the members of the Board has been repealed. It was the opinion of the Board that those who go to the trouble and expense of attending the meetings should not have the result of their careful deliberations set aside by those who have less opportunity to weigh the pros. and cons. of a question. And, moreover, the proxy system gives each and every member a chance to be represented.

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The amateur rule has been amended. The ground was taken that the League goes far enough when it says to a man, "You are not an amateur, and cannot be one of us," and it exceeds its privileges when it goes farther and tells a man what he is. The Board decided that it could say no more than that a man has ceased to be an amateur. One other change is important. The A. C. U. is, or is supposed to be, made up of racing men, or men who claim to know what the racing man wants. The Union says that a man cannot be an amateur who receives his expenses from a dealer or manufacturer for cycle riding. The League has never taken this ground, but in the face of a precedent of this kind, and in view of the fact that the A. C. U., of England, takes the same position, it felt bound to put itself on record in the same direction.

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The League has taken steps to procure a new uniform. The old one was not altogether a success, and exceeding care will be practiced in selecting cloth for the new garments. Bids have been received from leading dealers which guarantee a good article at a moderate price. It is not probable that the cost will be less than that which we have been paying, but it can safely be said that a better uniform will be had.

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For several years it has been possible for four members of the League to protest a fellow-member and bring charges which may lead to his expulsion. The number has now been increased to ten, and the possibility of hasty or frivolous action in this direction is now more remote than before.

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The Board has accepted the suggestions of the Missouri Division and decided to meet in St. Louis May 20th and 21st, and engage in the programme set down for them by their generous hosts.

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Regarding life memberships, we desire to say that all who now apply for them must send $11.00 with their application, unless they have renewed their annual membership. To become a life member one must already be a member of the League, and since all annual memberships lapsed on January 1st, an applicant must first regain this standing before he can be entered upon the roll of life members.

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By advice and with the consent of the Executive Committee an arrangement has been made with a well-known lady writer to furnish a ladies' column for the BULLETIN. We have tested the popularity of such a department during our connection with other journals, and we know that it will find favor. We believe that the ladies who have joined the League will hail this announcement with delight, and that they will co-operate with "Daisie" to make this an important feature of the BULLETIN.

TO LEAGUE MEMBERS.

Until further notice address all letters to the Secretary-Editor to Abbot Bassett, Box 1184, Philadelphia, Pa.

THE OWL.



With unvarying monotony comes always the news from Springfield of "All well. Write soon," from which I conclude that health there is as plentiful as correspondents are scarce.

It is pleasant each week to turn from the tentative immaturity of the horde of inchoate wheeling periodicals to the well-matured miscellany of the BULLETIN or the *World*, and there enjoy the literary cycling feasts prepared for their readers.

Professionals, as a rule, in winter are like angels. They have nothing to wear and less to eat.

Charles Renton, the father of D. H. Renton, and the actual mover of the libel suit brought in the name of the son against the League for his expulsion, has gone to Central America, having gone out of the International Collection Agency owned by himself and son. This puts an end to above-mentioned case.

The *Cycle* says: "The Massachusetts Division will encamp at Cottage City the coming summer. The Islanders will make it pleasant for the visitors." It might also have added that the bicyclers won't fail to make it pleasant—yes, very pleasant—for the Islanders.

One of the applicants for membership in the C. T. C. last week hails from Saddle River, N. J. Here at last is found a cyclist who may truly claim to live in the saddle.

The medal offered by Mr. Charles J. Scherer, of Memphis, for the best road record made during '87, of not less than 3,000 miles, on a certain make of wheel, will be made by Jens F. Pedersen. I have seen the design, and when I declare that it is one of Pedersen's best efforts in artistic medal making, I think I have said all that will be required to induce hundreds of riders to be awheel early and late during the coming season.

From having no regularly constructed cycling clubhouses, Brooklyn bids fair to have a surfeit of them. Following the L. I. Wheelmen's example in building, the K. C. W.'s will erect a four-story building 20x80 feet, which will be a model structure of its kind. I understand that these two club-houses are to go up within a couple of blocks of each other, which will make both of these Clubs feel that the other is encroaching upon their territory.

Mr. Charles Schwalbach is pushing his business plans. He proposes to have a place in New York as a branch of his Brooklyn store. The Royal Mail will be his pet still. I understand that the importers of this wheel find it cheaper to manufacture here than import, and a contract to build the Royal Mail has been given to a firm not a thousand miles from Chicopee, Mass.

No higher compliment has ever been paid the New York State Division than a recent application to Chief Consul Bidwell from a gentleman representing fifty wheelmen in St. Johns, New Brunswick, who said they were willing and anxious to join the L. A. W., but would only do so provided they could get in the New York State Division. This application shows that the New Brunswickers know a good thing when they see it, and want to share in it.

They are not all flowery roads that the cycling photographer travels. Dr. Kendall once struck a village at the end of a long day's run, and came near getting filled full of buckshot just because he refused to take a hayseed's picture by candle light.

A young lawyer in New Jersey was called upon to defend an equally young client from the suit of an irate horse-owner for suppositious damages resulting from the cyclist having scared the horse. The young lawyer, in the course of his argument for his client, happened to use the word "disparagement," when he was interrupted by the Judge hastily rapping him to order and delivering thefollowing caution: "You gist stop using them Latin words in this here court, or, by gosh! I'll fine yer six shilling for contempt. Go'ing with the case."

Justice is the soapsuds with which we wash the racing lights of record upon the washboard of investigation.

Not the least among the many attractions that will be offered by St. Louis for the entertainment of her League guests will be free beer for all cyclists who visit the Anhauser Brewing Company's establishment during their stay there. I expect this note will bring at least one hundred men to the next meet who did not before intend going. I don't know Mr. Anhauser, and I don't think many wheelmen in my section do, but I am willing to wager an Aaron proxy that darn few of us will come back from St. Louis without affording him that pleasure, if he don't retract this offer before we get there. He needn't trouble himself to send us any further invitation to call. In affairs of this kind the memory of the aver age wheelman is something wonderful, and can be relied on implicitly.

It took New York and Pennsylvania against Massachusetts to put Mr. Aaron into office at Washington three years ago, and it took New York and Massachusetts against Pennsylvania to put him out, and the latter was just as successful as the former. It is an old political axiom that "as Pennsylvania goes, so goes the Union," but when in cycling politics the same rule is threatened to be made toward secession, then I am of the opinion it will fail, as I think Pennsylvania too loyal to the League to secede, and the League too strong to fall even if it did.

In a talk with Henry E. Ducker, I gathered that he was through with cycling, at least that part with which he has always been so prominently identified, *i. e.*, racing and politics. He intends to retire from any active participation in either direction henceforth. In fact, Mr. Ducker this winter is fast going down hill—he is a tobogganist.

I hardly know which was the pleasantest at the meeting, the seeing of many old and familiar faces, each one bringing back to me pleasant associations of events in the past, or the forming the acquaintance of so many new ones, that I know will prove a welcome addition to that already large acquaintance of cycling good fellows with which my journey through wheel life has been crowded. Whether I was entertained at the headquarters of the New York Division by the sedate Buffalo Bull, or at the Massachusetts parlor by the courteous Hayes or that Division's learned medical member and adviser, Dr. Emery, it was always the same; goodfellowship and good company were wherever one went, till it seemed that the two were synonymous with wheelmen, and I believe they are.

Racing Board to Promateurs, Professionals, etc. etc.: "You can't eat your cake and have it too," and adding, somewhat significantly, "You have eaten your cake." Promateurs, Professionals, etc., in chorus. "We know we have, so now let us have the Amateurs' cake."

THE OWL.

IN MEMORIAM.

For the first time since its organization, the Buffalo Bicycle Club is called upon to mourn the death of a member. ALFRED R. GEORGER passed away on the morning of Monday, January 17th, after a brief and painful illness, at the age of 31 years, 1 month, and 11 days.

It is quite safe to say that no man in the Club was more heartily respected and beloved than Alfred Georger. He was always and under all circumstances the same quiet, modest, gentle, genial comrade and friend. His courtesy and kindness of heart were unfailing. While riding on the road he would dismount half a dozen times in as many miles to avoid the risk of frightening a horse. "I can't bear," he would say, "the thought of causing an accident to anybody, however innocently, especially when it's so very easy to avoid it."

He was one of our most enthusiastic and persistent riders. While he never attempted great speed upon the road, he could keep at it as long as anybody, and was one of the very few of our members who have succeeded in accomplishing their hundred miles in twenty-four hours. His was usually among the long distance records at the end of a season. He was also one of our best foot-ball players, playing much in the same manner as he rode—never violently, but always with coolness and self-possession, and generally contriving to be in the right place at the right time.

For fourteen years he was an employee of the German Bank, of this city, and during that time he rose from the position of messenger to that of general bookkeeper of the establishment. Finding that his health was failing from too close confinement to business, he took a trip to Europe last August, but returned without receiving as much benefit as he had hoped. He kept failing gradually, and at last was stricken down in the street with hemorrhage of the lungs. He was taken home and was never again able to leave the house. He suffered greatly, but endured all patiently; and when we looked our last upon his face as he lay prepared for burial, it wore that same gentle, quiet, peaceful look that we knew and loved so well. Peace be unto him!

We met the night before his funeral and adopted this memorial of our departed friend:

MEMORIAL.

Death having removed from our number ALFRED R. GEORGER, we, his fellow-members of the Buffalo Bicycle Club, in special meeting assembled, desire to express our sorrow for his loss. Showing the courtesy and considerate regard for others which spring from a gentle heart, he combined therewith a bearing of unassuming dignity which won for him the respect, as well as the affection of all who knew him.

As an officer of this Club he was regarded as most reliable and trustworthy, and their confidence in him led to his continuance from year to year in positions of trust.

Resolved, That we extend to the bereaved family our sincere sympathy; that this memorial be entered upon the minutes of the Club, and that a copy of the same be delivered to the family.

1611.

BUFFALO, January 19th, 1887.

NOTES FROM BROOKLYN.

At a recent meeting of the Board of Officers of New York State, it was decided that instead of the customary annual meet, we should this year have a State encampment at Cooperstown on the shores of Otsego Lake, this place being chosen on account of its accessibility from all parts of the State. This idea is decidedly novel and will assuredly meet with hearty approval from all sections.

Otsego Lake is about nine miles long and from one to one and a-half miles in width, and is described by Cooper as "a broad sheet of water, so placid and limpid that it resembled a bed of pure mountain atmosphere, compressed into a setting of hills and woods. Nothing is wanted but ruined castles and recollections to raise it to the level of the Rhine." The shores are bold and diversified, and the clear waters teem with fish.

Cooperstown is situated at the south end of the lake, and is about 95 miles from Albany, from whence there is very good riding through a hilly and picturesque country. The beautiful situation of the town, high up in the mountains, with a clear, bracing atmosphere, in the midst of delightful scenery, renders it a charming summer resort. Cooperstown was the home of J. Fenimore Cooper, the novelist, and his pen has rendered the whole region classic. "The same points still exist which *Leather-Stocking* saw; there is the same beauty of verdure along the hills; and the sun still glints as brightly as then the ripples of the clear water." The site of the old Cooper mansion, burned in 1854, is still pointed out, as is also the tomb of Cooper, near Christ Church. Two miles from the village, on the west shore of the lake, is Hannah's Hill, whence a fine view is obtained; and on the east shore, two miles from the village, is Mt. Vision, which commands a very beautiful view of the lake and the country adjacent, while Rum Hill, seven miles distant, is said to command a prospect of over sixty miles. *Leather-Stocking's Cave* is on the east shore, one and one-half miles from the village; and the *Leather-Stocking Falls* (or Panther's Leap) are on the same side, at the head of a wild gorge. The *Mohican Glen* is on the west shore, three miles from the village, and contains a series of small, but picturesque cascades. There are many pleasant rides in the vicinity, and good highways lead to Cherry Valley, 13 miles; Richfield Springs, 14 miles, and Sharon Springs, 20 miles.

The details of the encampment have as yet not been agreed upon, except that arrangements will be made whereby the touring cycler may pass as many or as few days in this delightful region as he may elect, enjoying every comfort at a much reduced figure. We all anxiously await the final arrangements, and feel sure that when the official programme comes to hand the number of applications for accommodation will be very flattering to the committee having charge of the details.

The roads from Brooklyn to Jamaica have long been a thorn in the side of every cycler of this city who tours on Long Island. All who have ridden thence, and the number is great, will agree that, as a whole, the roads are good, and that it is only in occasional spots the perplexing question of riding or walking arises. Having personally gone over all the routes a number of times, and tried various combinations, I am convinced that all the poor portions of one of the routes could be put in good, if not first-class, rideable shape by the expenditure of about one hundred dollars and the time necessary for some capable individual to oversee the work. The route selected as most feasible for this project is that via New Lots, for two reasons: first, that it avoids that sheol for wheelmen, East New York, and, second, because less requires to be done to put it in shape. The first terror for the novice by this route is the short, sandy hill just beyond the Flatlands Neck Road. The sand here can as a rule be ridden in the horse rut, as can also the very narrow and precarious sidepath on the edge of the bank. An ordinary laboring man could widen this narrow sidepath and put it into good shape, together with the poor piece just beyond, in a day, or at most two days. This would give us good riding to the Bone Factory, where is one hundred yards of deep sand, caused by washing of the rains, and around which a cinder path must be made. Thence we have good wheeling to the Church in New Lots, excepting one spot where sand has been thrown on the path, and which could be removed in an hour. The next spot requiring attention is the sand just before and past the Water Works. A week's labor here would convert the weed-grown turf at the side into a good path, and this, with an occasional patch or two just beyond, would bring us to Liberty Ave. Here lies the important part of the work, which would be to improve the long and very sandy hill by the cemetery. This would require the making of a sidepath of cinders for about a half mile, which could easily be done, and then all would be fair sailing except one sandy hollow about a mile beyond, which could be improved in the same manner. An allowance of thirty days' labor, at two dollars per day, and forty dollars for cinders and incidentals, would, I think, cover every expense. I think this is a matter that should be seriously considered by the Brooklyn Clubs, and if they would get together and form a plan of action, each being assessed for the work, pro rata in proportion to their membership, very much would be done to increase their popularity, and stimulate Long Island touring. The same might be accomplished with much less expense if each club would organize a working body among its members, and undertake to improve a certain portion of the road. This latter plan is quite feasible, and that Club who takes the initiative in this matter will be more than repaid by the popularity they will hereafter attain.

The important event in club life during the past week was the entertainment of the Brooklyn Bicycle Club, on Wednesday evening, January 19th, at which occurred the presentation of the Club medals won during the past year. The cozy parlors had been tastefully decorated for the occasion, and while they were in themselves beautiful, and had hitherto been regarded as commodious, they were totally inadequate to accommodate the number present. The entertainment consisted of musical renditions by the Club quartette, and Messrs. Waterhouse, tenor; Williamson, violinist; Fuller, flute; Day and Major, pianists, and Raymond and Johnson, banjoists; together with recitations by Messrs. Spelman and Wheeler. The presentation of medals then occurred, which event was prefaced by some remarks from Mr. L. W. Slocum, Captain of the Club, who for some months past has been very little with his fellow-clubmen, having been suffering from serious and complicated illness.

His presence on this occasion was much appreciated, and his remarks commanded the intense interest of all present, and were as follows:

"My fellow-clubmen and gentlemen, the medals which are to be awarded this evening were offered, as most of you know, to stimulate and promote touring and road riding among the members of this Club, and the results attained have far exceeded our most sanguine expectations.

"A year ago a record of 2,500 miles was considered a most creditable performance, and was attained by only two members of this Club. To-day we have six who have ridden that distance, two of whom have pressed on to 3,000 miles, one to 4,000 miles, one to nearly 5,000 miles, and lastly, in the person of our worthy President, one who has rolled up the enormous total of 8,086 miles, an authenticated record which is perhaps unparalleled in this country.

"Again, a year ago, 77 miles was the greatest distance accomplished by any member of this Club in a single day. To-day we have eight members who have each covered distances ranging from 100 to 140 miles, and in addition to this we have two who have covered over 200 miles in 24 consecutive hours on Long Island roads, a feat so great that it has led certain unscrupuluous persons to attempt to tarnish our honest achievements by libelous cartoons and innuendoes.

"I would mention, incidentally, for the benefit of those strangers who are with us, that the contest for this 24 hour record medal was particularly interesting and exciting. The first ride of any note was made in the early spring by Mr. B. F. Hawkins, who surprised us all by riding 135 miles inside of 15 hours. This was followed shortly after by a ride made by Mr. A. B. Barkman and myself, in which, after completing a century, we pushed on, more in the spirit of fun and in order to keep the interest alive, until we had in all a total of 140 miles.

"But this was child's play to what followed. In September Mr. Hawkins gave me formal notice that he would attempt to make a record. Scorers, checkers and pace-makers were secured and the trial made, which resulted in a total of 202 miles. A month later Mr. Barkman notified me that he would attempt to break the previous record, and he succeeded in covering 205 miles, while only about 20 hours in the saddle. The season was then drawing to a close, and it was thought by many that this record would stand; but late in November, notwithstanding adverse circumstances, Mr. Hawkins decided to make one more effort. He started, and after riding 22 hours, when almost exhausted by supreme effort and stiffened by the chilling wind, darkness came upon him; but with that grit and perseverance that is characteristic of the man he pressed on, accompanied by our sturdy little 48, and indifferent to numerous falls occasioned by weakness and exhaustion, he finished with a total of 207 miles, a record which, considering the many unfavorable circumstances, is a credit to any man and to his club. Out of 48 men who have reported mileage we have a grand total for the year of 56,000 miles or thereabouts. These figures go to show that, while our home comforts and social enjoyments are not forgotten, we are essentially a wheeling Club.

"It affords me great pleasure to be with you this evening, and for several reasons. It has not been my privilege to be with you much of late, either at your meetings, your social gatherings, or your many entertainments, and I scarcely dared hope to be with you to-night. It gives me double pleasure, therefore, primarily so, to be here in my official capacity, and to welcome you, friends, one and all, and to congratulate the Club on its achievements and success in the year that is past. And on this, the initial entertainment of the New Year, I would urge and encourage you to still greater effort in the year to come, a year which will be to us one of increasing usefulness and still greater prosperity."

Mr. Potter, Vice-President of the Club, then formally presented the medals, 20 in all, with suitable remarks to the recipients, after which the company adjourned to the supper room, and passed the remainder of the evening in discussing the good things and having a jolly time generally. The affair was voted to be the most successful of the many this Club has had of late.

BON.

CURRENT NOTES AND COMMENTS.

Rev. Sylvanus Stall, who is known to many wheelmen as the projector of the clerical tours of '84, '85, and '86, is arranging for a cycling trip to Europe, which will include the Scandinavian Peninsula. The reverend gentleman has recently had his name in the papers for refusing to marry a man who had been drinking. Let us hope that he will find many followers in this stand for what is eminently right.

No. 10,635 takes up the suggestion of Governor Hill, of New York, that "A permanent system for the employment of prison labor be adopted," and suggests that the New York Division use its influence to convince legislators that the roads are in a bad way and sorely in need of a great deal of work. He does not believe that the idea will be carried out at present, but would like to see the ball set in motion that good may come in the near future.

The Chicago Club will remain with the League another year, and the Owl Club will not be outdone in loyalty if the logic of events can be depended upon.

The following Missouri men are Chairmen of the Committees on the League meet: Finance, J. E. Smith, of the Missouri Club; Reception, Edward Sells, Missouri; Programme, A. K. Stewart, Ramblers; Entertainment, H. C. Cranz, Eurota; Banquet, Geo. F. Baker, Missouri; Racing, F. S. Carpenter, Missouri; Tours and Runs, L. J. Berger, Ramblers; Parade, Professor C. H. Stone, Missouri; General Secretary, L. J. Berger, Ramblers; General Treasurer, W. M. Brewster, Missouri.

The Pope Manufactory is now "at home" in its new office on Franklin Street. Mr. Drew, who has been all over America painting advertising signs on dead walls, fences, and old barns, has painted a mammoth sign on the dead wall which rises at the side of the entrance to the new warerooms, and Washington-Street promenaders can read as they pass by.

A very large accummulation of matter on the desk of the Editor demands the services of the editorial-cook. There is a prejudice in the minds of many against cooked-up news, but few will object to boiled down items.

Chas. E. Slick, of Johnstown, Pa., writes: We have in this town a unicyclist who is seen every day upon the toboggan slide on one wheel. He has the advantage of the tobogganists. He rides up the steps and deliberately coasts down the slide; he therefore makes about three trips to the tobogganists' one.

Several correspondents have written us to know if there is any truth in the statement that the Pennsylvania Division is going to "secede." We can give an emphatic "No" to all such inquiries. In the heat of excitement threats of this kind were made last week, but those who threatened would find it no easy matter to carry out the threat. The League has no more loyal Division than that of Pennsylvania. Many of the members of that Division are now anxious to know why certain proxies were thrown out by the meeting in New York. We believe that the action of the Board will commend itself to every fair-minded man. There was a principle at stake, and the Board put itself on record against an abuse of the proxy system that has long existed. Had this action not been taken, and had not the Board inserted a by-law in the code, we undertake to say that we could use our position as Secretary-Editor and employ the stationery of the League in such a way that, with the help of a few friends at St. Louis, we could control the next meeting of the Board of Officers, and direct its legislation in whatsoever way we pleased to turn it. This is all wrong. No servant of the League should have the power to do this, and the League should not leave the way open for an abuse of this kind to creep in. We know that the reasons on which the action was based will commend themselves to the Pennsylvania members, and that they will look beyond the personal matters connected with the struggle and heartily indorse the broad principle that has been set up.

OUR ST. LOUIS LETTER.

If ever the advent of the BULLETIN was anxiously awaited, it has been the case here this week. The daily press brought the first news of the trouble at the Board meeting, but with the exception of these reports, which are believed to be somewhat stretched, we have heard nothing and so look for the official organ to elucidate matters. Small wagers have been made as to its appearance, one report reading that the BULLETIN was being transported bodily to Boston. Discussion waxes warm over the New York unpleasantness and the rejection of certain proxies, and a feeling prevails that the old League is about to suffer a repetition of the troubles which hurt it so a few years ago.

The warm weather of the past week has made the meet seem but a short time ahead, and interest in the great coming event increases accordingly. General Treasurer Brewster has expressed the opinion that the meet fund can be raised among the merchants of the city and the cyclists. Doubtless wheel manufacturers will duly appreciate this desire to lighten the load which usually falls upon them by lending a willing hand if occasion requires. I do not wish to boast, but I am proud of the progressive spirit of a set of wheelmen who are as willing to toe the financial chalk-mark as the local clubs seem to be.

The absence of side issues at the national meet of 1887 will, I think, make it all the more enjoyable. The suggestion that a cycleries be opened in the Exposition Building was promptly sat upon, and if the question of club entertainments or receptions is as easily disposed of, visitors and all will pass the four days of business and pleasure in a harmonious body. In this connection, however, I do not admire the kicking which is being made against the entertainment of guests at the Missouri Club-House. The fact that they have beautiful quarters does not warrant the establishing of rival attractions at the Lindell Hotel.

Another old wheelman has left us and gone over to the great majority. This time it is Louis Lueders, one of the very oldest riders in the city, who died suddenly in Appalachicola, Fla., last Saturday. His remains were brought home, and the funeral was attended by a number of cycling friends.

Scribbler's notes on road-book matters were right to the point. The Touring Committee of five men, in whose hands the work was placed, has thus far been left entirely to its own resources, and I am informed that in some cases repeated appeals for road reports have not even been treated to the courtesy of an answer. J. W. Neill, in the southern section, has tackled any one, from a wheelman to a common, everyday mayor, with varying success, and other members of the Committee express themselves in strong terms when speaking of their thankless task. Several important reports have been obtained, however, notably of two routes from Kansas City to St. Louis. St. Louis to Cincinnati, Quincy to Trenton, and Clarksville to Sedalia. The Kansas City and St. Louis districts are very poorly reported, and it behooves the club captains of these cities to awake with the riding season in this respect.

Speaking of road-books reminds me that when Dick Garvey was about to close his term as Chief Consul, some years ago, he purchased a stencil outfit and tried to organize "sign-board expeditions" into various parts of St. Louis County. Somehow the scheme failed to pan out, the wheelmen, I believe, concluding that if the danger-boards were to placed according to Eastern standards, the number and cost of the boards they would have to lug about the country would be something enormous.

There was a gay time up at the Missouri Club's quarters last night, and it is the opinion of the members that each monthly hop is excelling its predecessors. Captain Brewster has not lost a single opportunity to bring stray talent, either musical or literary, to the front on these occasions, and last night was voted exceptionally good in this respect. The programme consisted of several fine vocal and instrumental solos and side-splitting recitations by some of the best amateurs in the city. The usual hop was enjoyed by over 150 cyclists and ladies, and dress suits and Knickerbockers were *en regle*. A delicious lunch was spread, and the Decorating Committee spared no pains to make things look comfortable, the dancing hall being ornamented with a cupola of Chinese lanterns, strung from walls to ceiling. The dancers finished the last lap shortly after midnight.

The active membership in the Missouri Club has almost reached the limit of 100, there being, I believe, 90 active members. The troubles in the Ramblers' camp make the prospect of applications grow brighter than ever, but I hear that in spite of the valuable acquisitions which could be made in this way, there will be strong effort made, when the time for discussion of the limit question comes up, to fix the number finally at 100, the argument in its favor being that the quarters are already becoming crowded.

That was a hard dig, dear Owl, but the "advertising" was badly needed. I am "on," however, and will take your hint.

PHŒNIX.

January 22d, 1887.

HISTORY OF THE LEAGUE BADGE DESIGN.

In view of the recent prominence given the subject, many of the later League members will be interested in the following facts about the origin of the League badge design. Directly after the early spring meeting of the officers of the League, held in Boston in the year 1881, the President, Chas. E. Pratt, Esq., suggested to Mr. C. H. Lamson (who was at that time one of the State Directors, as the Chief Consuls were then styled), the desirability of having some neat and appropriate design for a small badge-pin which could be worn on any occasion, with any suit (much as the Free Masons wear a square and compass, or the members of the Loyal Legion wear a small bow in the button-hole), by which symbol wheelmen might recognize each other anywhere. Acting from this suggestion, the three-winged wheel badge was invented, and a patent on the design, with various modifications, was taken out by Mr. Lamson. The design as patented consists of an emblematic representation of a suspension wheel, with three wings radiating from the hub at equal distances from each other, and having alphabetical letters on the spokes between the wings. As adapted to the League of American Wheelmen, these letters are the now famous and familiar initials of that organization, viz.: L. A. W. The President and others were so well pleased with this design that they determined to try to secure its adoption by the League. The matter was brought before the officers at the October meeting in New York, and being approved, it was adopted as a League *design* (without reference to size or material), the old badge not then to be discontinued, but the new one to be worn as supplementary or alternative. At the next meeting in New York, March 27th, 1882, action was taken to the effect that in return for the League having the sole right to issue without royalty a standard size of silver badge of the new design, that the patentee should retain the exclusive right to make and sell them in gold, and also a small size in silver. Acting under this arrangement, Mr. Lamson has since manufactured the gold badges so generally worn. At the L. A. W. meeting in Chicago, a sample of a large silver badge of a new design was shown and approved. The old badge being unpopular, it was discontinued, and the whole matter referred to a committee, with power to have the silver badges manufactured, if they thought best; but previous experience having proved it to be unsatisfactory for the League to make and own its badges, and there being no call for them, none were ever manufactured, and the smaller gold pins have taken their place and given universal satisfaction.

The old badge was dropped just at the right time while the League was small and but few had been issued. At this time, 1887, thousands of the later gold badges are in use, and there is no probability that it will ever be superseded, as the design has always been very popular. Besides this, the symbol has been thoroughly engrafted into cycling literature, poetical and pictorial. It has been wrought into banners and club-room decorations, it ornaments cards, note-heads, and cycling souvenirs of all descriptions, etc., etc. After a member has bought a badge it is, of course, beyond the control of the manufacturer, and one may occasionally get into the hands of an outsider, but their being worn by such should be discountenanced. When a member is in doubt of the standing of a man wearing a badge he should demand a sight of that man's League ticket before granting favors intended for League members only. A man who has invested in a nice gold badge which he wishes to wear unchallenged has one more incentive to pay his annual dues, or, better still, he should buy a life membership ticket good for all time, making him eligible to all the rights and privileges of the League, and helping along the cause of that great association, which has done so much for cycling in this country, and which needs his counsel, his influence, and his cash to make it still more effective.

FROM COW-BOY LAND.

"Garden of the Gods!—Ah!"
"Pike's Peak!—Oh!"
"Colorado Springs—Um!"

I've seen them!—yes—grand!—*The first two.* The latter rather pretty—but too many "barkers," or, in other words, "lungless invalids," to be pleasant. Pike's Peak has become a common sight to us now—for we've had it in sight for two weeks traveling as we are within fifty or seventy-five miles of "His Highness," as I sit here now at the window of my hotel in Pueblo and see it rising up—snow capped and grand in the distance.

Not even dreaming that the "Garden of the Gods" was rideable by wheel—my brother and I started off yesterday on a couple of Bronchos and "did it"—and then and there only did I realize what a magnificent "wheel" it would be—rolling hard roads—easy grades—and doubtless few dismounts—save for a sandy spot now and then. It would be impossible for me to describe the beautiful grandeur of the Garden—its grotesque rocks—assuming, as they do, all sorts of shapes—its magnifient entrance gates of naturally formed rocks rising upright to the height of 360 feet in the air! and the Peak ("Pike's") rising beyond, like its sentinel—gray-headed and majestic. All this I can't write, and do justice to, but will reserve them in "memory's sweet chain" until I come East next July.

Colorado roads are fine in season for wheeling. I took a ride in Longmont a few days ago, and was surprised at their hardness and easy grades, even at this time of year. The air is grand, the people hospitable, and from May to October or November I think I envy the native riders, living, as I do, in the stony mountain roads of Northern Pennsylvania. Denver has a fine wheel club of 35 or 40, and Greeley, Longmont, Ft. Collins, Boulder, Colorado Springs, La Salle, Golden Cheyenne (Wy.) all have from six to a dozen riders, there being 18 or 20 at the Springs.

I miss my wheel sadly, boys, and long for next summer and my mountain roost. We shall be in 'Frisco soon again, for a five weeks' stay at the "Aleazar Theatre," and then I will send the BULLETIN a letter pertaining to the wheels and wheelers of the Golden Gate City. I am with you all in spirit, and many a pleasant memory steals over me as I think of—

New York.—"Ah! there Egan—give me Nashville."
Boston.—"Best respects, Col."
Wilkesbarre.—"Hello! '*Rapid*' Carpenter."
Binghamton.—"Jones pays the freight."
Elmira.—"Get thar, Hersey."
Williamsport.—"Joe-hous the tow-path?"

and many other places which hold the jolliest boys on earth.

Yours, 'mongst the cow-boys,
ED. DAVENPORT.

Thomas Stevens is expected in New York in about two weeks. Immediately upon his arrival he is to be tendered a reception and banquet by the Citizens' Bicycle Club. During his stay it is quite probable that the New York Press Club and other societies will honor him with receptions.

We have received a copy of the Hand-Book just issued by the Connecticut Division. It contains the rules, lists of officers, Consuls, and hotels, the report of the Secretary-Treasurer, and an address to the members.

THE ANNUAL SPRING MEETING OF THE BOARD OF OFFICERS, L. A. W.

The annual spring meeting of the Board of Officers, L. A. W., was held in Parlor A, of the Grand Union Hotel, New York city, on Monday, January 17th. The delay, always incident to an important meeting like this, caused a postponement of the call to order from 9.30 A.M., the advertised hour, to 11 A.M., when President N. Malon Beckwith brought down the official gavel and the preliminary business was entered upon. Mr. John A. Wells, of Philadelphia, was appointed Secretary *pro tem.*

The first business in order was the appointment of Messrs. Charles E. Pratt, of Boston; C. S. Luscomb, of New York, and James R. Dunn, of Ohio, a Committee on Credentials. At previous meetings of the Board there has been no such Committee appointed, the right of a Representative to vote, and the correctness of his proxies, being left for the Secretary to determine.

There was a feeling that the proxy system had been abused in times past, and that the time had now arrived to call a halt, and accordingly the Committee was instructed to exercise the utmost care in making its report. That these instructions were fulfilled was shown by the fact that the preparing of the report required six hours.

This long delay was exceedingly vexatious, and almost everybody was actually ill-natured before the business of the meeting was commenced. Four times the meeting was called to order, and four times a recess taken. At 5 o'clock, however, the Committee, after being sent for innumerable times, made its appearance, and was received with cheers.

The meeting voted to sit with closed doors, but by a special vote Mr. Walter H. P. Veysey, the expert accountant, and Mr. F. P. Prial, the representative of the New York *Wheel*, were allowed to be present.

Mr. Pratt presented the report, and after stating that the delay had been caused by the unexpected amount of work devolving upon the Committee, and by the great care that had been taken to guard against mistakes being made, he presented the following report:

The Committee on Credentials appointed by the President to ascertain, examine, and report the number of members of the Board of Officers present, and the number of absent members duly represented by proxy, beg to report that they have attended to that duty, and find that there were present, at the time they were instructed to retire, in person 46 members, by proxy 104 members, entitled in all to 150 votes; and they herewith present a classified list of said members present and represented by States. We also present a list of proxies not found by us to be duly authorized. Two of these are for persons not present members of the Board. Two of them purport to have been telegraphed, and fifteen of these we find to have been proxies sent to the Secretary-Editor officially, in response to an official circular and an official notice on the proxy blank, and to have been without specific instructions as to how they should be filled out and used, and we submit that these are properly in possession of this meeting, and if used at all can only be used by the direction of the Board.

CHARLES E. PRATT,
CHARLES H. LUSCOMB,
JAMES R. DUNN.

The Committee had rejected proxies as follows: Those of G. N. Osborn and Freeman Lillibridge, because they were sent by telegraph; those of C. R. Zacharias and H. S. Wood, because they did not reside in the States they tried to represent. The following eleven proxies were thrown out because the Committee considered that their makers had not given the Secretary instructions as to how the proxies should be used: W. S. Wright, of Wheeling; S. F. Heath, Minneapolis; C. H. Porter, Winona, Minn.; Geo. A. Gorgas, Harrisburg; W. C. Stone, Franklin; J. S. Miller, Tennessee; E. A. Shields, Louisville; C. W. Abbott, Baltimore; W. L. Surprise, Memphis; C. G. Ross, Vermont; A. F. Peck, Milwaukee, Wis.

The members present in person were as follows: E. M. Aaron, Kirk Brown, S. B. Vaughn, Frank Read, John A. Wells, C. B. Holly, Pennsylvania; E. W. Johnson, J. A. Bolard, A. J. Wright, J. H. Cooley, G. C. Brown, F. K. Chew, New Jersey; James R. Dunn, T. J. Kirkpatrick, Ohio; J. K. Bartlett, Jr., Geo. F. Updegraff, Maryland; J. E. Palmer, Delaware; Wm. M. Frisbie, W. T. Williams, E. J. Morgan, Connecticut; Chas. S. Davol, Rhode Island; Chas. H. Lamson, Maine; Geo. R. Bidwell, W. S. Bull, Fred B. Graves, M. L. Bridgman, John C. Gulick, I. R. Adriance, Knight L. Clapp, C. H. Luscomb, Frank A. Egan, Simeon Ford, C. K. Alley, Oscar G. Moses, Albert B. Barkman, N. M. Beckwith, Chas. Schwalbach, W. L. Beck, C. S. Butler, New York; H. W. Hayes, W. I. Harris, C. E. Pratt, C. S. Howard, Abbot Bassett, Wm. H. Emery, E. G. Whitney, Massachusetts.

A very long debate took place over the report of this Committee. The one side sustained the Committee, and claimed that no official of the League should use his position and the stationery of the League to gather in proxies and distribute them among his friends. The other side stood out for precedent, and said that it had been common usage in the past for members to send proxies without instructions. The Committee urged that while there might be no objection to any member of the Board receiving and using proxies without instructions, the case was altogether different when the Secretary received a proxy not filled out in response to the following notice in the corner of the official blank.

"IMPORTANT.—This blank should be returned to E. M. Aaron, Box 916, Philadelphia, by January 15th, or to him at Grand Union Hotel, New York city, January 17th. If it does not reach him by the last-mentioned date, it will be too late to be used."

On motion of Mr. Harris, of Boston, the Board passed the following votes:

Voted, that no proxies sent to the Secretary-Editor in his official capacity and without instructions be counted.

Voted, that a man who permanently locates in another State vacates the office of Chief Consul or Representative to which he may have been elected in the State which he has removed from, and therefore proxies coming from such should not be counted.

Voted, that proxies sent by telegraph are not in proper form.

REPORT OF EXECUTIVE COMMITTEE.

The report of the Executive Committee was as follows:

Your Executive Committee, in making their report, present the result of the examination of their expert accountant, who has just returned from Philadelphia, and whose labors disclose the condition of affairs in the Secretary's office to the end of business on January 15th, 1887. By the report of Mr. Veysey it appears that the BULLETIN has been published at considerable loss to the organization. For any information in regard to the cause of this loss we beg leave to refer you to the late Secretary Editor under whose administration the loss occurred. We append Mr. Veysey's report, and will furnish all the explanation in regard to the matters therein referred to that lies in our power, and which may be required by your Board. At the Buffalo Convention your Committee was instructed to cause the League to be incorporated. After a careful consideration of the subject your Committee arrived at the conclusion that the organization can be most advantageously incorporated under the laws of the State of New York, the statutes of which relieve the individual members of any personal responsibility for indebtedness of the corporation, but while your Committee is firmly convinced of the wisdom of such change it desires to say that it cannot be effected without a radical alteration of the present form of government, and under those circumstances we wish further instructions before finally taking any step which might be objected to by the League at large. Respectfully submitted.

(Signed) N. MALON BECKWITH,
T. J. KIRKPATRICK,
JOHN C. GULICK.

REPORT OF THE EXPERT ACCOUNTANT.

DR. N. MALON BECKWITH, President, T. J. KIRKPATRICK, Vice-President, JOHN C. GULICK, Esq., Executive Committee, L. A. W.:

DEAR SIRS:—Referring you to our previous reports, showing conditions of the books of the Secretary-Editor, L. A. W., Mr. Walter M. P. Veysey, of our firm, having made an audit to January 15th, 1887, we attach the balance-sheet to that date, which shows that *after* charging up the expenses and losses on BULLETIN to the Treasurer; and *when* the proportion of dues, etc., or receipts *to date* are credited him, there would remain only $25.98 to his credit, thus wiping out the working capital, $2,075.51, *as well as* before mentioned share of dues.

Taking as a *basis* the printed lists in the BULLETINS of applications, renewals, and life members, we find that all the money received has been duly accounted for, viz.:

THIRD QUARTER, 1886.

Applications.

Lists 42 to 54, July 2d to Sept. 27th, 8 @ $1.25,	$ 10 00
1,047 @ 1.50,	1,570 50
Together,	$1,580 50

FOURTH QUARTER, 1886.

Lists 55 to 64, Oct. 1st to Dec. 3d, 416 @ $1.25,	$520 00

FIRST QUARTER, 1887.

Lists published Dec. 17th, 1886, to Jan. 21st, 1887, Lists 65 to 70, 201 @ $2,	$520 00

Renewals.

Lists 1 to 6, 2,693 @ $1,	$2,693 00

Life.

Lists 1 to 3, 38 @ $10,	$380 00
	$3,595 00

We also attach draft of Treasurer's account (on books of Secretary-Editor), and a detailed statement of BULLETIN account, July 1st, 1886, to January 15th, 1887.

As requested, have looked over the bills of E. Stanley Hart & Co. for prices, but as to the various technicalities of the printing business, we have not, for lack of time, gone further. As to amounts charged advertisers, they appear charged in a separate book for that purpose, but to verify them should have to go over the contracts; as we informed your Committee, this has not been done. We found the prices charged by Messrs. Hart & Co. to be correct.

We wish to give Mr. Aaron and also Mr. Aaron, Sr., credit for keeping the new books, and to acknowledge the courtesy shown by them.

Commending this report and accompanying schedules to your considerate attention, we remain,

Very truly,

31 NASSAU ST., NEW YORK, January 17th, 1887. VEYSEY & VEYSEY, *Accountants.*

SECRETARY-EDITOR'S REPORT.

The Secretary-Editor read that portion of his report which had a bearing on the report of the expert, but we will insert the whole report at this point. It was not read in full before the Board, but was given to us after adjournment.

REPORT OF THE SECRETARY.

L. A. W. OFFICES, PHILADELPHIA, January 17th, 1887.

TO THE MEMBERS OF THE BOARD:

MR. PRESIDENT AND GENTLEMEN:—In rendering this, my eighth and last report to you, I shall go more fully into details than has been my custom in the past, not confining myself to the requirments of our By-Laws, but making the report as comprehensive as possible.

As I have remarked in previous reports, many of the duties of the Secretary, which are provided for in seven subdivisions of our By-Laws, are of such a nature that I can only report in a general way that I have discharged them to the best of my ability. I have, to follow the order of our By-Laws, kept complete lists of members and officers; have kept suitable books of registry and account, and have received and answered all correspondence, except such as I have referred to Committees. I have caused to be made and preserved full records of all meetings of the League and of this Board, and have kept accurate directories of the entire membership. Many of these items I shall refer to at some length further on in this report.

Since I last reported to you at our meeting in Buffalo in September last, the long-sought 10,000 members have been obtained, and the 9,696 members then reported have increased to 10,264, distributed over the following territory as set forth:

STATES.	NO. MEMBERS.
Alabama,	17
Arkansas,	11
Bermuda,	1
California,	210
Canada,	7
Colorado,	50
Connecticut,	584
Dakota,	8
Delaware,	27
District of Columbia,	72
England,	2
Florida,	10
Georgia,	28
Germany,	1
Idaho,	20
Illinois,	491
Indiana,	207
Iowa,	112
Kansas,	76
Kentucky,	87
Louisiana,	66
Maine,	101
Maryland,	920
Massachusetts,	1,444
Michigan,	226
Minnesota,	108
Mississippi,	4
Missouri,	258
Montana,	3
Nebraska,	70
New Hampshire,	144
New Jersey,	944
New York,	1,747

STATES.	NO. MEMBERS.
North Carolina,	12
Nova Scotia,	4
Ohio,	847
Oregon,	3
Pennsylvania,	1,488
Rhode Island,	148
South Carolina,	1
Tennessee,	80
Texas,	14
Utah,	13
Vermont,	103
Virginia,	58
West Virginia,	51
Wisconsin,	37
Wyoming,	49
Total,	10,264

The interests of these 10,264 members are looked after by four general officers, 38 members of standing committees, 34 Chief Consuls, and 170 State Representatives, thus giving us two hundred and four (204) members of this Board. This is about four times the number of Board members on our rolls when I first reported to you nearly three years ago, and it is a number which clearly indicates that the Board will soon, at the present rate of increase, outgrow all bounds and become too large for the purpose for which it is intended. The larger it grows the less likely it is that its gathering will bring together a fair proportion of its members; at our last meeting a membership of about 195 was represented during most of the session by the presence of about 20 members. A change that will allow the Chief Consul or a Representative specially chosen by his colleagues to cast the entire vote of his State Division, or one that will make it possible for divisions to choose non-resident Representatives, would seem to be an imperative need of the near future.

Since I last reported to you I have rendered to our Secretary-Treasurer and to each of the Division Secretary-Treasurers two quarterly accountings of all moneys received by me that was due to them. The first of these settlements was made in October last, and was for the third quarter of the year, and the last one was made last week for the fourth quarter, and closed up the affairs of 1886.

In the case of the Treasurer, I have not transmitted any funds with the settlements, as—as is natural—at the close of the year, when applications are unusual, the expenses of my office have been far in excess of the very meagre returns from membership fees. But in the cases of the Secretary-Treasurers of the Divisions, I have in every case accompanied the statement of account with a check in full. The amounts that I have received and thus accounted for to the Divisions are as follows:

Divisions.	For Third Quarter.	For Fourth Quarter.	Total.
California,	$ 4 63	$ 6 50	$11 13
Colorado,	75	50	1 25
Connecticut,	9 03	1 13	10 76
District of Columbia,	1 36	1 63	2 99
Illinois,	14 90	4 88	19 78
Indiana,	13 25	75	14 00
Iowa,	3 25	13	3 38
Kansas,		75	75
Kentucky,	2 00	70	2 70
Louisiana,	2 00	75	2 75
Maine,	1 40	63	2 03
Maryland,	2 50	4 88	7 38
Massachusetts,	7 88	2 88	10 76
Michigan,	1 00	75	1 75
Minnesota,	3 00	13	3 13
Missouri,	8 75	1 75	10 50
Nebraska,	4 13		4 13
New Hampshire,	50		50
New Jersey,	16 50	2 50	19 00
New York,	34 99	1 13	36 12
Ohio,	13 50	2 75	16 25
Pennsylvania,	43 25	5 88	49 13
Rhode Island,	2 00	1 13	3 13
Tennessee,	2 13	1 50	3 63
Vermont,	1 00	38	1 38
Virginia,		25	25
West Virginia,		63	63
Totals,	$204 05	$42 64	$246 69

These amounts are for the fiscal year 1886; they are frequently odd sums, owing to the fact that many of the Divisions purchased supplies of me to be charged to them. I have already in a former report (See BULLETIN, Vol. III, p. 208, first col.), explained the term "fiscal" as here used. It will be understood that these items of payment do not in any way account for the sums of money so far received by me for applications and renewals for this year.

During the year 1886 I have received $12,739.05 from membership fees and applications. Since that I have received $3,597. for 1887, in the shape of renewals, applications, and Life Membership fees. In addition to that sum I have received $10,337.85 from advertisers during 1886 making a grand total of $26,673.90, which has been satisfactorily accounted for, as the report from our Executive Committee will doubtless show. The sum received for 1887 for Life Memberships is accounted for elsewhere in this report. The table that follows will show how the receipts from applications and renewals are divided among the various States:

	Applications.	Renewals.
Alabama,		2
Arkansas,	1	8
Bermuda,		1
California,	22	101
Canada,		1
Colorado,		13
Connecticut,	5	131
Dakota,		1
Delaware,		8
Dist. Columbia,	1	24
England,		4
Florida,		4
Georgia,		2
Idaho,		1
Illinois,	3	91
Indiana,	4	76
Iowa,	1	39
Kansas,	5	16
Kentucky,	1	9
Louisiana,		11
Maine,	4	4
Maryland,	6	39
Massachusetts,	13	201
Michigan,	2	34
Minnesota,	1	6
Mississippi,		
Missouri,	11	83
Montana,		1
Nebraska,	3	3
New Hampshire,	1	24
New Jersey,	9	352
New York,	65	498
North Carolina,		1
Nova Scotia,		
Ohio,	16	165
Oregon,		
Pennsylvania,	65	547
Rhode Island,	5	54
South Carolina,		
Tennessee,	2	34
Texas,		2
Utah,	4	3
Vermont,	2	19
Virginia,	6	28
West Virginia,	1	10
Wyoming,		7
New Mexico,		1
Totals,	261	2,693

The 10,264 members for 1886 were divided as follows:

	Renewals.	Applications.
Alabama,	1	16
Arkansas,		11
Bermuda,		1
California,	11	199
Canada,	4	3
Colorado,	24	26
Connecticut,	299	285
Dakota,	4	4
Delaware,	4	23
District of Columbia,	35	37
England,		2
Florida,		10
Georgia,	3	25
Germany,	1	
Idaho,		20
Illinois,	228	263
Indiana,	55	152
Iowa,	65	65
Kentucky,	47	60
Kansas,	6	70
Louisiana,	22	44
Maine,	52	49
Maryland,	80	140
Massachusetts,	537	907
Michigan,	73	153
Minnesota,	57	51
Mississippi,		4
Missouri,	81	177
Montana,	2	1
Nebraska,	15	55
New Hampshire,	69	75
New Jersey,	457	487
New York,	827	920
North Carolina,	6	6
Nova Scotia,	2	2
Ohio,	475	372
Oregon		3
Pennsylvania,	721	767
Rhode Island,	29	119
South Carolina,	1	
Texas,	3	11
Tennessee,	5	75
Utah,	6	7
Vermont,	45	58
Virginia,	6	52
West Virginia,	14	37
Wisconsin,	14	23
Wyoming,	34	15
Totals,	4,385	5,882

Arranged in the order of their precedence according to proportionate growth, the State divisions stand as follows:

	Per cent. of Increase.
1. California,	1,515
2. Tennessee,	1,233
3. Virginia,	1,060
4. Kansas,	986
5. Delaware,	575
6. Rhode Island,	393
7. Nebraska,	367
8. Michigan,	194
9. Indiana,	176
10. Missouri,	174
11. Louisiana,	154
12. Maryland,	150
13. Massachusetts,	144
14. West Virginia,	143
15. Kentucky,	107
16. New Jersey,	91
17. Colorado,	78
18. Vermont,	78
19. Pennsylvania,	77
20. New Hampshire,	76
21. Illinois,	73
22. New York,	70
23. Iowa,	67
24. Connecticut,	64
25. Minnesota,	60
26. Maine,	46
27. District of Columbia,	46
28. Ohio,	46

In making up this grand total, I have received $380 from applicants for Life Membership. Those who applied for Life Membership prior to the close of 1886 were required to pay $10 each, as they were then members in full standing. But those who have applied since December 31st last have been required to pay $11 each, as an extra dollar was first due for their renewal for 1887 before they could be said to be eligible to Life Membership, as their membership in the League in reality expired on that date.

These Life Membership applications have been received as follows from the various States:

Connecticut,	1	New Jersey,	1
Illinois,	1	New York,	7
Massachusetts,	4	Pennsylvania,	18
Missouri,	1	Rhode Island,	2
New Hampshire,	2	Virginia,	1
		Total,	38

No tickets have been issued for these Life Memberships, nor have any been provided. Though clearly compelled by our By-Laws to settle with the Treasurer and the various division Secretary-Treasurers for those payments on Life-Memberships which were received prior to January 1st, I have, at the urgent request of our President, refrained from doing so. This I did as he desired, that money from that source be kept in a separate accounting, and as he stated that our Executive Committee had in contemplation certain modifications of those By-Laws which provide for the investment and distribution of the fund derived therefrom.

The two quarterly settlements already alluded to have contained total receipts for non-division members in the sum of $194.50, all of which went into the League treasury. This sum, in addition to the sum due as the percentage of the various divisions, which is readily calculated from the table just read, will make a total of $1,812.05.

As reported to you in September, I retained on the second quarter's settlement with our Treasurer a balance of $403.67, that being one-third the total balance due him. This I did in accordance with the provisions of our By-Laws regulating my settlement with him, which allows me to hold such percentage to cover the expenses for the ensuing quarter. This addition to the sum already accounted for from division and non-division membership on those two quarters and so far for 1887, will make a total of $2,215.72. This sum, plus the $3,597 already accounted for as for 1887, minus the net expenses of running the League office up to the same period, $4,670.16, leaves a balance at the end of last week of $1,142.56. This balance was made up as follows:

In the Bank of the Republic,	$1,136 05
Railroad ticket (redeemable),	1 50
Janitor's account (held over),	5 00
Currency,	01
	$1,142 56

Since the day that I first had the honor to be elected Recording Secretary of the League at Washington, May 14th, 1884, I have issued 22,409 tickets. Every one of these tickets has carried with it the necessity of entering its owner's name on four written and three printed lists, the necessity of paying his division and our Treasurer their proportion of his dues, and the necessity of keeping his address correct on two and sometimes three lists. This last item alone, coming up as it does for attention every week, frequently requires from 250 to 400 entries at each weekly revision.

The maintaining of these lists of membership, together with our books of account, does not comprise all of the duties of the Secretary's office. Card catalogues are kept up to date of all League clubs, of non-League clubs, and of the contents of the current volume of the BULLETIN. From the latter the very complete indices which accompany the last number of each volume of our journal are compiled. In addition to these lists, others are kept of local Consuls and League hotels; of members of this Board; of all libraries and reading-rooms where the BULLETIN is on file; of all active bicycle agents through whom extra copies of the BULLETIN are distributed, and, in fact, of every class or organization in which it is believed the League has an interest.

I have already given you an account of the contents of the most important of these lists of reference. A hasty glance through the minor lists shows us, among other things, the following:

As a fair sample of the life and activity of the divisions, the following table of local organization and representation is likely to prove of interest to you:

Divisions.	Representatives.	Consuls.	Hotels.
California,	4	9	13
Connecticut,	11	47	14
District of Columbia,	1		1
Illinois,	9	20	6
Indiana,	4	29	17
Iowa,	2	24	13
Kansas,	1	27	17
Kentucky,	1	3	
Louisiana,	1	3	2
Maine,	1	8	1
Maryland,	1	7	3
Massachusetts,	28	64	44
Michigan,	4	35	30
Minnesota,	2	16	
Missouri,	5	6	
Nebraska,	1	11	12
New Hampshire,	2	20	19
New Jersey,	10	25	22
New York,	30	89	118
Ohio,	16	69	95
Pennsylvania,	30	70	99
Rhode Island,	2	5	5
Tennessee,	1	3	6
Vermont,	2	12	2
Virginia,	1	13	21
West Virginia,	1	2	3
Totals,	170	617	563

We have on our lists 160 duly accredited League clubs. There are, doubtless, many other clubs which consider themselves League clubs, but as they refuse to comply with our rules governing them and continue to ignore our requests for the required information, we continue, as in duty bound, to ignore them. These rules, be it understood, are not in any way binding, other than precedent can make a rule binding; but the addition to our By-Laws which will come before you to-day is in effect but the rule long established by common consent put into this more binding and permanent form.

The card catalogues that have been kept, and the indices that have resulted therefrom, have contained references and cross-references in excess of 3,300; and several hundred agents, libraries, and reading-rooms help to bring the League before the public by aiding us in the circulation of the BULLETIN.

During 1886 there have been reported to me the deaths of eleven League members; six have been dropped from our rolls by resignation; twenty-four on account of expulsion, the loss of amateur status being the principal cause leading thereto. Thirteen protests have been lodged with me and have been forwarded either to the Membership Committee or the Racing Board. Three of these cases are yet pending, but three of them have been expelled, as they were already members. One has been rejected by our Membership Committee, and the rest, so far as decided, have been reinstated, and their tickets have been issued in due form.

Acting under instructions from the Executive Committee, Messrs. Browning, King & Co., the tailors of the League, have refused to manufacture suits or deliver League goods unless the order has had indorsement from me to the effect that the applicant for the goods was in full standing in the League. This has added largely to the volume of correspondence at certain times, and has, as you are aware, created considerable comment in the BULLETIN and other cycling journals. An estimate that I have made from two standpoints leads me to believe that Messrs. Browing, King & Co. have manufactured or sold the material for considerably over 4,000 uniforms. I am sorry to have to add that during the last three or four months the complaints of the wearing quality and the color of the uniform cloth have been almost as numerous as the orders for new material.

Had the League a contract with this house or any other house of like standing whereby they would be bound to manufacture the uniforms to a certain grade and at the same time pay into our Treasury a royalty, or say $1.00 on each suit manufactured, and 50 cents for each suit the materials for which were furnished, it is safe to say that we would now be in possession of a sum more than equal to the amount it has cost us to publish our official organ. I feel that it is quite safe to say that our members would have gladly paid this additional tax for the purpose of assuring themselves that the uniform would be satisfactory in every particular, and I am much of the opinion also that the present contractors could have afforded to pay such a royalty and still have had a very handsome return from the contract at the present figures.

Turning from the routine duties attached to the office of Secretary to those of the Editor of the BULLETIN, we find at once that we come upon more difficult ground to tread. More difficult ground because a much higher order of skilled labor is required to fill the duties with satisfaction, and more difficult to appreciate and describe because the results of their discharge are far less tangible.

It has been frequently pointed out in the editorial columns of the BULLETIN, and once before in my report to you, that the relationship of an association journal is, of all editorial positions, the most difficult to fill with credit to the incumbent and satisfaction to the constituency for whom the journal is published. Each reader is a part owner, in a certain sense, of the journal, and is therefore, in common with all the others, an employer and overseer of the Editor. Strange as it may seem, this joint ownership and joint overseership, while it makes a vivid impression on many of the readers, fails to enter into their minds with its true significance. Entirely oblivious of the fact that the Editor himself is one of these owners and is in all things on an equal footing with them, they at once see but two objects in the field—the poor, deluded Editor who thinks he can manage the journal, and the great Ego, sole owner, censor, and critic of that journal. Now, while these persons are an inconsiderable minority, our 10,000 membership does furnish us enough of them to be a thorn in the flesh of the Editor, and it is frequently only by the exercise of the greatest forbearance and caution on the Editor's part that open hostilities can be prevented.

This I have said, not because I have considered it necessary in my report, but because I did wish it to precede the apology which I hereby extend to you for ever having had any newspaper controversies with any of our members.

It will always be my chiefest pride, in cycling affairs, that against great odds and with the active, constant opposition of certain ones in our organization, that I have never, from the time of my maiden effort at Washington in 1884 to this moment, wavered in my loyalty to the idea that the League could, should, and would own and publish its organ; that that organ should be a weekly, and that it should be the best cycling weekly that the circumstances would allow.

Long ago 99 out of every 100 members were convinced that we *should* do this; soon after this that we *would* and *did* became patent to all. That we could and can is, I am sorry to say, not yet an item of knowledge in every League mind, and I am even more annoyed to know that still the principal doubters are among those who should be best posted in the matter. Recently newspaper squibs, largely based on unofficial utterances, have been going the rounds to the effect that the BULLETIN was losing money, and that it was not a success.

These comments, however, have invariably come from persons who are not at all acquainted with the newspaper publishing business, and to whom the undertaking appears as of the simplest and most profitable kind. Those, however, who are acquainted with the extreme difficulties experienced by those who undertake to build up a newspaper, however wide the field, and who have had an opportunity to watch the history of any special journal from its inception to the day of its assured success, are well aware that the BULLETIN'S showing to the present date is far above the average.

Perhaps no member of this Board, or, in fact, of the League, is better acquainted with what is possible and what is absolutely necessary in the building up of a journal than is Representative Chas. S. Howard, of Massachusetts, nor can any one have had a better opportunity to become thoroughly posted on this subject. The Boston *Globe* has been monumental in its successes, and when Mr. Howard, who has for some time been associated with that paper, speaks as he does in the following words, we can depend upon it that they are the words of one who has this knowledge of himself. Mr. Howard has recently said in print: "Regarding the management of the BULLETIN, it has certainly been highly satisfactory to the general body of League members. Every one must acknowledge that to the BULLETIN the League owes in a very large degree its increased membership during the past year. It is all very well to talk about public spirit, and that the wheelmen should join the League for the general good of cycling, but it does not work in practice. Tangible benefits are what you must give the average wheelman to extract from his pocket the little dollar. * * * The BULLETIN has been during the past six months decidedly the leading cycling paper in America. One can obtain more news and information of a general cycling nature from it than can be found in all the other papers combined. The improvement in the paper has been something remarkable; that it has cost a good deal of money is not surprising. Who ever heard of a newspaper that did not lose money when it was first started? In the paper with which I am connected there were many thousand dollars sunk before it was placed on a paying basis, while now its proprietors enjoy an annual income of several hundred thousand. Of course, it is to be regretted that the BULLETIN has cost so much during the past year but there have been many expenses which are not likely to be incurred again."

These are the words, as I have said, of a gentleman who has had considerable experience in journalism, and I am glad to state that in every case where a person of like authority has commented on the same subject either in print or to me by letter, the opinions have been of a like nature. The BULLETIN has grown to its present scope and size and circulation before you all. Repeatedly the general membership and this Board have expressed their desire for a newspaper of the first class, from a cycling standpoint. This they must have done with their eyes wide open, knowing that a newspaper could not be supplied at the comparatively slight expense of a mere official circular. Had the BULLETIN during the past year been published as an official circular, confining itself to a statement of the business of the League past and prospective, and reproducing in but a faint degree the items of the present, it would have doubless been possible to have furnished it to the League members free of expense; but had this been done, I do not hesitate to say that instead of doubling its membership, as the League has in 1886, it would gone behind, as it did in 1885, and I feel positive that there is no one dare gainsay this. There are on file in the League office at this present time scores upon scores of letters which bear ample testimony to the fact that their writers have joined the League from the benefit derived from the BULLETIN, that they used the BULLETIN as the principal lever wherewith to bring others into the organization.

Nothing of this sort occurred during the time that the League published an official circular in the columns of another paper, and I have every reason to feel assured that either a reversion to that system of publication or to a monthly issue of our paper will result in the same state of affairs in a very short period.

A careful estimate, based on the offers of two cycling papers received at about the time the publication of the BULLETIN was decided upon by your Committee of 1885, shows that had either one of them been adopted the expenses would have been greater than it has been by our present method, and we would have had a paper that, in addition to its not belonging to us, would have been in every particular inferior to the BULLETIN.

Under the old regime which the League tried for one year before it began the publication of the BULLETIN an average circulation of less than half the average circulation of the BULLETIN for 1886 cost about $2,500. For this sum the League controlled five columns of poorly printed matter, with an occasional overflow edition of two or three pages, for which extra was always charged by contract. The official list, or rather the paper, that was tried the year before, was equally as expensive, though on some accounts more interesting to the general reader. Both of these plans were found to be entirely inadequate, though their expense was fully twenty-five per cent. greater than the present expense of issuing the BULLETIN. Any one present to-day who was a member of the Board for a few months prior to the first appearance of the BULLETIN will remember the constant complaint that was heard from the League membership, and will remember how unpleasant was the necessity of explaining to the general membership that the contract was binding upon the League, and must be lived up to to the end of the term.

All of the estimates of expense and of income on which the success of the BULLETIN was prophesied during its early days were based upon a possible edition of 7,500 for its first year, and on the fact that the advertising patronage would be largely increased by the individual efforts of the members, and that the rates could be increased after the first six months of the paper's existence. From the first the paper has had such a reception that 7,500 copies has been about the minimum issue, while at the present time 11,600 is the edition. This, of itself, has been the source of a great deal of expense, as all will understand.

The anticipation that among the large number of active members many would be found who would gladly solicit advertising for the paper in the interests of the organization has, much to the surprise and disappointment of the active workers on the BULLETIN, failed of realization. I cannot at this moment think of a single case where a member of the League has obtained for the BULLETIN advertising patronage without expecting and receiving a percentage therefor, and in many cases my appeals to prominent wheelmen in large centres has either been productive of nothing but apologies and excuses, or else has failed to elicit any reply, and to-day, notwithstanding its unprecedented circulation, the BULLETIN is not able to win the esteem and appreciation of a large body of advertisers, whose blindness to their own interests alone prevents them from awarding it the share of their support which it richly deserves.

Instead of being able to increase the advertising rates within six months of the appearance of the first issue, 18 months have elapsed, and we are now, for the first time, about to report that increased rates are in force. This is partly due to the fact that, just after it had become firmly established, the BULLETIN, in common with all other cycling periodicals, entered into that period of depression which always comes with the close of the full trade. During this time it was deemed by our Executive Committee best to make special efforts to keep our advertisers with us, and, to do this, very low rates for a term of months had to be offered them. This was done, and in some cases these rates were accepted, and the following season—when the circulation was increased by 30 or 40 per cent.—saw us carrying advertisements at rates not much greater than 60 per cent. of the sum that we otherwise would have been able to obtain. It was not until their meeting in Cleveland, in September, that the Executive Committee decided to raise the advertising rates, and I was then instructed to notify advertisers that these rates would go into effect January 1st. This I have done, and I now have much pleasure in reporting to the Board that sufficient contracts are already awarded to amount in a year to an additional sum almost equal to the amount lost on the BULLETIN during 1886. These contracts cover but about one half the advertising space in the BULLETIN and I now say with every assurance of its proving to be a safe prophecy, that all things point to the fact that the BULLETIN can be published during 1887 at much nearer cost, or certainly not to exceed 15 cents per year per member.

A tabular statement of the affairs of the BULLETIN for each month in 1886 is as follows:

Number Issues.	Total No. Copies.	Total No. Pages.	Printing Expenses.	Net Receipts Adv'ts.	Expense.
Jan.,	5	31,600	84	$ 747 88	$ 453 06	$ 294 82
Feb.,	4	27,900	96	798 53	717 30	81 23
Mar.,	4	29,300	104	947 20	674 28	272 92
April,	5	38,400	112	1,052 01	968 29	83 72
						Profit.
May,	4	35,300	108	1,066 98	1,197 54	130 56
						Expense.
June,	4	37,000	124	1,280 51	1,005 64	274 87
July,	5	48,050	124	1,353 21	1,103 54	249 67
Aug.,	4	40,300	104	1,214 26	1,018 16	196 10
Sept.,	4	42,000	120	1,467 94	1,052 34	415 60
Oct.,	5	53,700	112	1,403 12	859 87	543 25
Nov.,	4	44,000	80	1,038 40	611 85	426 55
Dec.,	5	56,600	108	1,438 72	675 98	762 74
Total,	53	484,150	1,276	$13,803 76	$10,337 85	$3,470 91

This table shows that 484,150 copies cost, after all deductions and allowances, $3,470.91. This, a simple calculation shows, is at the rate of 34 cents per year per member; or, in other words, the League member is now by this co-operative plan furnished with a weekly paper which is by all now admitted to be superior to any other cycling weekly published in the world, as far as the American public is concerned. We have heard a great deal lately, both in the cycling papers and in the cycling columns of the daily press, of the hey day loss sustained by the League in publishing its paper. Some have expressed surprise that such was the case, and have hinted that nothing but gross mismanagement on the part of our Executive Committee and your Secretary could account for this loss.

During the fall of 1885 the BULLETIN was reduced to 16 pages, and for a few numbers to 12 pages. This created considerable dissatisfaction among League members, as they claimed that they had a right to expect a larger paper, and many claimed that on account of the small size of the paper they were unable to get in their communications as promptly as they wished. These complaints were well founded; but the reduction in size was thought at that time to be necessary on account of the very small amount of advertising space which was then occupied. Fearing that the same might be necessary this year, I came on to this city soon after the end of the tournament season, and consulted our President on this subject, and from him received instructions to keep the BULLETIN up to 20 pages at the least. This I have done to the present time, and the special features of the Christmas number and the last number of the volume, containing its very complete index, required that each of those issues should contain 24 pages. These issues, and, in fact, all of the issues of the fall, have been put out at a considerable loss; but I feel that our President was wise in his decision, as a show of timidity and a disposition to give less for the money at that time, would doubtless have materially affected the rate at which renewals would come in during this season.

But this additional expense pales into insignificance when the expense of reporting the various League meetings is considered. What I said to you at your last meeting holds true to an even greater extent now. A careful computation shows that more than one-third of the income of the parent body from membership fees and dues was expended for reporting the meetings of the past year, and for putting them into print.

An interesting comparison is that which shows us that the simple and unusually brief discussion of amateur and racing affairs at your last meeting cost us to report and put before our 10,000 members more than the income of the parent body from the New Hampshire Division with its nearly 150 members. This ought to illustrate very clearly to us that we cannot afford to continue this expensive method of reporting the meetings. It seems very clear that while a stenographically accurate report is necessary that it may be filed, it is at the same time quite unnecessary to report the utterances of every member on every subject in full, as at present done. No other organization with which I am acquainted thinks of putting its members to this expense; and I don't believe that this Board should longer countenance such a use of the League's money. The full reports of the four Board meetings and the general annual meeting for 1886, together with the expense of laying them before our readers, has been somewhat in excess of $1,000.

The ignorance exhibited by very many League members of the affairs of the BULLETIN has contributed largely to the difficulties that the Executive Committee and the Secretary-Editor have experienced in explaining to the League that the expenditures on the BULLETIN were wisely had. An article in a recent issue of a cycling journal illustrates this ignorance very clearly. Alluding to the BULLETIN, an anonymous writer uses the following words: "There has never, to my knowledge, been a good, business-like statement of its financial condition printed. In fact, at the last meeting of the Board of Officers of the League at Boston, the Executive Committee were directed to investigate the matter of the BULLETIN thoroughly, and print their report. This has not been done, but there is no concealment of the fact that those officials are not satisfied with the present results." It is hardly necessary for

me to point out the many inaccuracies of statement in the foregoing. Several tables which have given the exact indebtedness of the BULLETIN to the League have been published during the year 1886. At least two of these, one published in the report of the meeting of the Board at Boston, and the other in the report of the Board at Buffalo, have been as full as such reports could be expected to be. The last meeting of the Board was not held at Boston, as the anonymous writer imagines, but at the meeting in Buffalo three months subsequent; and the report which the Executive Committee were directed to make was made, and was published in full in the BULLETIN of September 17th last.

The same writer asks a few questions which I think it would be appropriate to answer in this report, as it may shed some light upon the discussion which is likely to follow, and will prove interesting reading to the members of the League when this report is printed.

He first asks, "Does not the BULLETIN absorb too great a proportion of the funds of the League of American Wheelmen?" The BULLETIN has certainly absorbed a very large amount from the Treasury of the League during 1886, but this I think I have shown elsewhere to be largely due to the fact that the needed co-operation and assistance has not been rendered to those on whose shoulders the success of the BULLETIN has largely rested. But sight must not be lost of the fact that while the BULLETIN has been for 1886 a very considerable expense to the League, it has been, during that time, in the condition that all journals must pass through, its principal effort being to prov. to advertisers that it was an unequaled medium for their purposes. This it is clear it has now succeeded in doing, and the contracts which are already signed prove conclusively that the BULLETIN can be published at about cost during 1887. This whole question is one of time and of courage. If League members will remain contented to publish their BULLETIN at either a slight expense or slight profit for a year or two, it is perfectly safe for us to assure them that the time will come, and that before long, when the BULLETIN will not only cease to be an expense to the League, but will be the source of considerable revenue. It would indeed be a great mistake and a sad loss to the League if we should now decide, just as the hard work in building up this paper is well through with, to abandon it or practically ruin its prospects by publishing it less frequently.

Again, the writer asks, "Does it not absorb too much of the attention of League officials which could be better directed in other channels?" It would seem as if the answer to this question should have been clear to him. If he will look through the columns of the BULLETIN carefully for the past year he will certainly be surprised to find how very few League officers pay any attention to the columns of the BULLETIN as a newspaper, or have contributed to its success. Taking from it those items of routine work and dry report which they must of necessity send to the BULLETIN, there is hardly a member of this Board present to-day who has done anything to advance the interests of the BULLETIN; and the work that has helped to build it up has been from the rank and file. This, doubtless, is as it should be; for the League officers have, if they discharge their duties, plenty to attend to without indulging in literary efforts, and if the BULLETIN has in the future a warm and active support from the general membership, the attention of League officers to the BULLETIN, with the exception of the Editor, will not be required.

Again, he asks, "Would not an official circular issued once a month be an economy worth considering, and at the same time be as much practical benefit as the present weekly budget?" Perhaps no better answer to this question can be offered than to point the writer to the call for this meeting. A monthly would have been inadequate, and the necessity of publishing in the number following the one that contained the call for the meeting all items regarding changes in By-Laws and other proposed business would have made it necessary to have postponed the meeting for at least six weeks or two months, and it would probably have exceeded that time. Take, too, the last annual meeting of the League; had the BULLETIN been a monthly, the League would have been compelled to depend upon other cycling journals, none of which reach nearly half of the League membership, for the announcements of the business and other arrangements for that meeting. So it has been in every matter that the League has undertaken—a monthly would have proved inadequate.

Aside from these reasons we have a still more valid one. A monthly would prove a failure in the place of a weekly journal. The failure of the Cyclists' Touring Club *Gazette* to receive a fair proportion of advertising patronage among the English dealers is admittedly due to the fact that that paper is but a circular or gazette, as its name implies, and that it is not a newspaper, and is therefore not read largely. The BULLETIN can only hope to win the confidence and retain the support of advertisers throughout the country by remaining an active weekly newspaper. So soon as it ceases to be such, it will cease to receive from manufacturers and dealers the support of which it stands in absolute need.

The great need of the BULLETIN is co-operation between its readers and its management. Aside from the need of an increased corps of volunteer correspondents—for we can only afford to pay correspondents from large centres—are our needs of assistants who will aid us in procuring outside subscriptions and in procuring us advertisers. Had one out of every five members of the League succeeded during 1886 in sending us one subscriber who was not a League member, and a one-inch advertisement for one insertion, the BULLETIN, instead of showing a loss, would show a gain of nearly $1,000. The total of the effort would have been a grand sum to our credit, and the individual effort would have been so inconsiderable in most cases as to have been mere child's play. It has been this lack of support, not only from the rank and file, but from the active workers and representative men in the Division, that has made the position of your Editor a still more difficult one to fill.

I think I am quite safe in saying that no organization of a similar nature and size in America has as great an amount of diversified talent as has the League of American Wheelmen, and yet the active, constant supporters of your Editor, the men who have come to his relief with practical suggestions, with interesting matter to fill his columns, and with valuable assistance of various sorts, will hardly number fifty. If, therefore, the League has any cause to be disappointed at the outlay on the BULLETIN, at its partial failure to occupy the literary plane that all naturally desire to see it placed upon, the members have none but themselves to blame. The hopeful estimates and the bright prospects which were held before our members at the start of our journal were based entirely upon the belief that in a short time a corps of correspondents and workers would spring up from the Atlantic to the Pacific, which would make it possible for the BULLETIN to choose from the best productions that the subject-matter would allow. At its inception one well-known League member, now a Chief Consul, wrote to your Editor stating that he had a plan almost perfected and soon to be put in operation whereby all I would have to do would be to edit and put together the matter sent me and reject that which was least valuable for my columns. That plan has never yet gone into operation, and its originator maintains a silence that can almost be felt. He is a sample of many.

The By-Laws provide that I shall report quarterly to every Secretary-Treasurer of a division and remit to him the share of application fees and dues for the quarter just passed. They also provide that I shall report at the same intervals to the Treasurer, rendering to him a full statement of the moneys received, and an itemized statement of the expenditures with vouchers for the same, and if a balance be in my hands at the time, that two-thirds of that balance shall be sent to him. They also provide that I shall report every other month the affairs of the BULLETIN, its receipts and its expenses, to our Executive Committee. All of these reports have been promptly made since my last reporting to you, and in the case of the report to the Executive Committee, I have rendered them in place of a bi-monthly report a monthly report, and also a trial balance sheet of all League affairs.

A statement of the principal effects of the League office is as follows:

Large table,	$12 50
Bookcase,	14 00
High desk,	9 00
Seven chairs,	4 55
High chair,	3 50
Bureau,	5 00
Stove,	8 50
Low writing desk,	22 50
Carpet for main room,	13 00
Caligraph and table,	90 00
Hanging shelf,	3 00
Ice cooler,	2 00
Copying press,	5 75
Towel rack,	1 25
Coal scuttle,	65
S. & T. Letter Files,	7 30
Sundry furniture, zinc, pictures, maps, etc.,	21 80
	$223 30

While on this subject of reports, I would take the liberty of suggesting to the Board that all of our By-Laws covering official reports need remodeling. It was impossible at the time at which they were formed to foresee the great growth of the League and just what its needs would be. Now it is quite clear that our Treasurer, our Secretary, and each of the Chairmen of our Standing Committees should report to our Executive Committee a little while before each meeting of our Board, and from their reports our Executive Committee should make up a general report for the membership. Many of the matters which I report to you to-day are duplicated by the report of the Treasurer and the report of the Executive Committee. The report of the latter duplicates some of the items of the report of the Treasurer, and much time and space in our paper, as well as some of the patience of this meeting, are wasted by this duplication of reports. Were all of these reports condensed into one by the Executive Committee the affairs of the League would be much more readily understood than they are at present, and a considerable amount of discussion would be saved. It will occur to all that many of the items in this report are items which more particularly belong to the Executive Committee's report than they do to the report from your Secretary-Editor. It has been largely on account of this feeling on my part that my reports in the past have not been fuller than they were.

While on the subject of reports, I wish to say something as a comment on the statements frequently made to the effect that it should take but a few hours at any time to make ready a complete statement of the financial status of the League. Mr. W. H. P. Veysey, expert accountant to the Executive Committee, has just finished such a statement, and though he has had the almost constant help of one of my assistants, he has required about 25 hours of working time to prepare a trial balance on which such a statement is to be based.

In my last report I alluded to the system that at that time had been recently devised by Messrs Veysey & Veysey, whereby accurate accounts were kept of all funds and items passing through my hands, and whereby prompt estimates of the same could be furnished. These books of account are still in use with slight modifications, and with certain additions made necessary by the opening of the renewal season; and I have pleasure in reporting that the system, taken as a whole, has now proved itself thoroughly satisfactory, and I believe will prove a permanent one. The system is very complete, and of necessity covers the use of a considerable number of books; and on that account the clerical force has needed reinforcement, and a somewhat larger appropriation will be necessary for the coming year. Though the appropriation of $2,000 which went into effect the first of last March has not been exhausted, it is very clear to all acquainted with the needs of the office that the probability of the increase of membership to 15,000 during this year will make it impossible for my successor to keep the expense within that sum. The items charged against expense account in my office amount to a considerable sum above this figure; but that is due to the fact that a large amount of printing and other work has been done for the various Committees and Divisions, and still has been charged to the Secretary's office. Allowing for these items I find that a little over ninety per cent. of the amount appropriated for each month has been expended.

Of course, it will be understood that all of foregoing statements of account are subject to correction for omission and duplication of membership. It occasionally occurs that a mythical name is sent, owing to a misapprehension on the part of some official, or that the wrong name is published, and the error not being discovered for some time after, statements of this sort have then to be corrected. Secretary-Treasurers and other officials who do not carefully scan the list of applications each week may at some future time detect such errors, and for weeks they may have remained on my books without discovery. Hence, the accuracy of these accounts is always likely to be invalidated to that extent, and returned fees and dues and adjustments of the accounts with the Divisions and the League Treasurer are constantly in order, but, so far as I am aware, the status of a quarterly settlement has never been changed five dollars one way or the other since I have been in the office.

The above statements of account have been audited by your Executive Committee, to whom monthly balance-sheets have been rendered, and they have found them to be accurate, and have satisfied themselves of the existence of the balance above accounted for.

As proof of this I will offer the following:

PHILADELPHIA, January 16th, 1887.

MR. EUGENE M. AARON.

DEAR SIR:—Having made an audit of the books of the "League of American Wheelmen" to January 15th, 1887, we would state there appears, as shown in trial balance of said date, the sum of $28 to your credit for salary.

Very truly,
VEYSEY & VEYSEY, *Accountants.*

31 NASSAU STREET, NEW YORK.

Respectfully offering the above, and with thanks for those acts of courtesy and such support as I have had from you,

I am your ex-Secretary,
EUGENE M. AARON.

APPOINTMENTS BY THE PRESIDENT.

President Beckwith read the following list of appointments, made by him since the last session of the Board, and they were confirmed by the Board:

CALIFORNIA.

Representatives—S. F. Booth, Jr., W. W. Haralson.

DELAWARE

Chief Consul—J. E. Palmer.

ILLINOIS.

Chief Consul—Burley B. Ayers.
Representatives—E. H. Sleight, Edwin Oliver, Freeman Lillibridge, Charles Hansel, J. P. Maynard.

INDIANA.

Representative—J. A. Gleason.

KANSAS.

Representative—W. L. Bates.

KENTUCKY.

Chief Consul—C. F. Johnston.

LOUISIANA.

Representative—Harry H. Hodgson.

MARYLAND.

Representatives—Geo. F. Updegraff, W. L. Seabrook.

MASSACHUSETTS.

Representatives—J. Fred Adams, W. A. Bond, W. H. Silvey, A. G. Hill, W. E. Wentworth.

MINNESOTA.

Representative—Charles Johnson.

MISSOURI.

Representative—James H. Neill.

NEW YORK.

Representatives—Dr. H. T. Appleby, Frank Egan, E. K. Austin, Fred. Brigham, Simeon Ford, W. L. Beck.

OHIO.

Chief Consul—James R. Dunn.
Representatives—A. P. Seiler, T. J. Kirkpatrick, Fred. T. Sholes, A. A. Bennett, Dr. C. H. Griffin, H. S. Francis.

PENNSYLVANIA.

Representatives—W. W. Berry, Kirk Brown, Samuel A. Boyle, Seward H. Murray.

TENNESSEE.

Representative—John S. Miller

VERMONT.

Representative—Lewis P. Thayer.

VIRGINIA.

Representative—C. A. Field.

At 8.15 the meeting adjourned until 9 o'clock, not yet having transacted any of the regular business of the Convention.

The night session began at 9.30 o'clock. A long debate was entered upon as to what business should next be in order. The discussion continued for one hour and ten minutes, when it was at last voted that nominations for Secretary-Editor should be taken.

George R. Bidwell, of New York, nominated Abbot Bassett, of Boston. James R. Dunn, of Ohio, seconded the nomination.

John A. Wells was nominated by Mr. J. Kemp Bartlett, of Baltimore, and seconded by Mr. Davoll, of Rhode Island.

The casting and counting of the votes occupied half an hour, and then the Committee was ready to report on the result of what has practically been the whole work of the meeting during its session of 14 hours.

The result was as follows: Total number of votes cast, 136, Abbot Bassett receiving 85 and John A. Wells 51.

Adjournment at 10.45 P. M.

SECOND DAY.

The session of the second day was called to order by the President at 10.15 A. M.

There were present during the meeting, President Beckwith, Vice-President T. J. Kirkpatrick, Secretary Abbot Bassett, Geo. R. Bidwell, H. W. Hayes, C. S. Butler, C. K. Alley, W. H. Emery, I. Reynolds Adriance, C. H. Lamson, E. G. Whitney, W. W. Sharp, A. B. Barkman, C. E. Pratt, C. S. Howard, C. S. Davoll, W. I. Harris, F. A. Egan, C. S. Luscomb, F. B. Graves, W. L. Beck, T. S. Rust, G. B. Holly, I. B. Potter, Simeon Ford.

On motion of Mr. Pratt, of Boston, a vote of confidence was passed declaring the faith of the Board in the Executive Committee and indorsing all that they have done to bring order out of chaos in the office of the Secretary-Editor.

On motion of Mr. C. E. Pratt, the Executive Committee was instructed to take such steps as they may deem expedient to get possession of the books and papers pertaining to the office of Secretary-Editor.

On motion of Mr. C. E. Pratt, the Executive Committee was instructed to take all necessary steps to prevent the issue of the BULLETIN until they have a chance to revise it.

On motion of Mr. Pratt, it was voted to be the sense of the meeting that Mr. Eugene M. Aaron and Mr. John A. Wells were deserving of censure for acts committed in their official capacities.

On motion of Mr. Pratt, it was voted to be the sense of the meeting that the President ought to remove from their respective offices Chief Consul John A. Wells, of Pennsylvania, and Representative Eugene M. Aaron, of the same State.

It was voted to remove all restrictions on the members of the press that were imposed by the Board on the first day.

On motion of Mr. Pratt, the Executive Committee was instructed to examine and report on the condition of the accounts and contracts with E. Stanley Hart & Co., that they may discover how the very large loss on the BULLETIN occurred, and report at the next meeting of the Board.

TREASURER'S REPORT.

SANFORD LAWTON, TREASURER, IN ACCOUNT WITH L. A. W.

DR.

To Balance as per report rendered at Buffalo meeting, September 9th, 1886,			$1,302 10
CR.—1886.			
Sept. 8th.	By ck. Veysey & Veysey, examination of Sec'y-Editor's books, and organizing new set,	$250 00	
	Traveling expenses,	116 12	
			366 12
" 16th.	W. I. Harris, expense to Buffalo meeting,	21 30	
	Expense of office as Ch. Com. Rules and Reg.,	6 65	
			27 95
" 16th.	J. E. Gulick, expense of office as mem. Executive Com., June 26th, to September 4th,		49 46
" 17th.	T. J. Kirkpatrick, expense to meeting Ex. Com., Cleveland, Sept. 2d,		15 30
" 24th.	Thornton, Briggs & Close, report B. of C. meeting, Buffalo, Sept. 9th		50 00
Oct. 6th.	Weaver, Shipman & Co., printing Treas. signature on tickets,		3 25
" 6th.	S. Lawton, Treas., expense of office June 9th to September 9th,		10 29
" 11th.	A. Bassett, expense of office, Ch. Racing Board, to October 1st,		122 00
Nov. 1st.	Dr. N. M. Beckwith, expense of President's office, June 1st to October 26th,		52 33
Dec. 21st.	T. J. Kirkpatrick, expense to meeting Ex. Com., Philadelphia,		50 50
" 28th.	Sp'l'd Pt. Co., printing for Treas.,		1 00
1887.			
Jan. 6th.	A. Bassett, expense of office, Ch. Racing Board, Oct. 1st to Jan. 1st,		69 25
" 14th.	Cash on hand deposited in Agawam National Bank, Springfield, Mass.,		484 65
			$1,302 10

SPRINGFIELD, MASS., January 14th, 1887.

This is to certify that Sanford Lawton, Treasurer L. A. W., has to his credit on the books of this bank, at the close of business this day, the sum of $484.65.

A. L. SPOONER, *Bookkeeper.*

RESOLUTIONS OF INQUIRY.

Representative I. B. Potter, of the New York Division, presented the following resolutions. They were passed unanimously after the insertion of a direction to the Committees marked "Third," which was not in the original draft:

"WHEREAS, In a late issue of the *Wheelmen's Gazette*, published at Springfield, Mass., and widely circulated among the wheelmen of the United States, there appeared an article reflecting upon the personal character of the President of this body and imputing to him dishonest methods in the administration of certain matters relating to the executive office, and

"WHEREAS, The publisher and proprietor of the said publication is a member of the League of American Wheelmen; therefore,

"*Resolved*, That, in view of the high character of our said President and the uniform confidence and respect with which he is regarded by the members of this body, it is the sense of this meeting that the reasons and motives which prompted the publication of said article and the object of its publication should be investigated and made known, to the end that proper action may be taken with relation thereto; therefore, further

"*Resolved*, That a Committee, consisting of the Chief Consuls of the States of Massachusetts, New York, and Connecticut, be appointed, and that such Committee is hereby empowered and directed as follows:

First. To demand of said publisher a full and complete explanation of the said article, its object, and its specific meaning.

Second. To demand of said publisher the grounds and sources of information, if any, upon which the imputations contained in said article are founded.

Third. To ascertain if any other official of the League shares the imputations cast upon the Executive.

Fourth. To proceed upon its said duties with all convenient speed, and to report in full thereon to this body at its next meeting.

The article referred to in the foregoing preamble and resolutions is contained in Vol. I, No. 9, of said publication, at page 148, and is hereto attached:

Item A. "In the event of the League electing a new Executive at the annual meeting next spring, the question arises, Who will receive the commission on League uniforms? Echo answers—(?)."

Item B. "Considerable is being said relative to the League owning the League pins and having the profits of same revert to the League Treasury. On the same line of reasoning, why is it that the League cannot receive the commission on League uniforms?"

Chief Consul Hayes, of Massachusetts, Chief Consul Bidwell, of New York, and Chief Consul Huntington, of Connecticut, will serve on this Committee.

A communication was received from E. F. Hill, of the Membership Committee, in which he explained that the absence of any report from him could be accounted for from the fact of sickness, from which he has been suffering for many weeks. In regard to the life memberships, he explained that his Committee had, as yet, taken no action.

REPORT OF THE COMMITTEE ON RULES AND REGULATIONS.

MR. W. I. HARRIS, of Boston, presented the report of the Committee on Rules and Regulations, and it was taken up *seriatim*.

[Here follows, in brief, the result of the action of the Board on the By-Laws. We have not given the amendments as they were taken up, nor have we printed the debate. Our idea has been to present the changes to the members in the clearest way, that they may see at a glance the new order of things. All changes not credited to members were suggested by the Committee].

ARTICLE I. Section 1, is amended by adding the italicized words shown below. (Mr. Luscomb's amendment.)

SECTION 1. The President shall preside at all meetings of the League and of the Board of Officers; shall appoint all committees not elected by ballot; may fill *pro tempore* any vacancy in any office or committee *not otherwise hereinafter provided for* until the next ensuing business meeting of the Board; shall exercise a general oversight in the affairs of the League, and shall make a report at its annual business meeting next subsequent to his election.

ARTICLE I. Section 4, Clause (*f*), relates to the duties of Secretary-Editor. The italicized words shown below were added by the Board.

(*f*) He shall give bonds for the faithful discharge of his duties in the sum of $3,000, and the bond must be acceptable to the Executive Committee; he shall at all times be under the control of the Executive Committee; he may be suspended by them to await the action of the Board; he shall report to the Board of Officers at their meeting, and once every three months he shall publish in the Official Organ a report of the general status *together with a balance-sheet showing the financial condition* of the League.

ARTICLE I. Section 5 is amended as follows:

SECTION 5. The Treasurer shall receive and be accountable for all moneys paid over by the Secretary or received from other sources; he shall keep suitable books of account of all receipts and expenditures; he shall pay out funds of the League only upon order of the Executive Committee or any two members thereof. *He shall hold as a reserve fund all receipts from life memberships, and shall make no payments from said fund except for such purposes as the Board of Officers shall from time to time direct.* He shall give bonds for the faithful discharge, etc.

ARTICLE I. Section 6 of Article I defines the duties of Chief Consul. The italicized clause shown below was inserted on motion of Mr. Luscomb.

SECTION 6. Each Chief Consul shall have general management and oversight of the affairs of the League in his respective State *and shall fill all vacancies in the office of Representative therein and therefor, subject to the approval of the Board at its next succeeding meeting.* He shall call and preside at all State meetings, shall approve and appoint one Consul for each locality that in his judgment is entitled thereto, and shall appoint League hotels.

The following clause was added on motion of the Committee on Rules and Regulations.

He shall cause to be published in the Official Organ of the League all appointments made by him, and shall promptly furnish the Secretary of the League reports of business meetings of his division.

ARTICLE II. Section 1 of Article II provides for the "Annual Business Meeting" of the League. In the 5th line the meeting is referred to as a "general" meeting. The word "general" is changed to "*annual*."

ARTICLE II. Section 1 of Article II is amended by the addition of the following clause relative to the annual meeting.

Fifty members present shall constitute a quorum. Each member present shall have one vote on any question, and no proxies shall be allowed; provided, however, that League Clubs may choose by ballot one or more members of the club to represent them at the annual business meeting or at any Constitutional Convention, and each delegate upon presentation of credentials, signed by the President and Secretary of the Club, may cast as many votes as provided for in his credentials in all proceedings of the meetings; but no delegate may cast more than 50 votes, and no such delegate shall cast a vote for a member present at the meeting if that member shall choose to cast his own vote.

ARTICLE II. Section 4 of Article II relates to the meetings of the Board of Officers. A new clause has been added as follows:

"At these meetings any member of the Board may be represented by proxy, provided that the person holding the proxy shall be a member of the Board, and that no person shall be proxy for more than three members, unless he be a Chief Consul, when he may hold proxies for six members. *Provided, however, that no officer shall be proxy for another, and vote in his stead, unless he be designated by name in the handwriting of the officer signing the proxy; and further, no officer holding a proxy shall be empowered to transfer the same to any other officer under any circumstances.* The Board of Officers shall be required, etc."

ARTICLE II. Section 5 of Article II provides for a mail vote of the Board of Officers on any matter of business that may come before the Board. The following clause was stricken out on motion of Dr. C. S. Butler, of Buffalo:

"And an appeal may be taken to the full Board in the foregoing manner when six or more members desire to appeal from the action of any business meeting at which they may have been present or not."

ARTICLE II. Section 7 of Article II is amended by the addition of a clause shown below:

"Each State Division shall appoint its own meetings, provided at least one shall be held each year at which its Secretary-Treasurer shall be elected, and appoint its own parades and races, all of which shall be subject to the general provisions of the L. A. W. Constitution and By-Laws. *Provided, however, that any State division may elect its Secretary and Treasurer in such manner as its By-Laws may provide.* State divisions shall have power to appoint such committees from their own members as they shall deem expedient."

ARTICLE III. This article relates to the committees. We give below, clause (*a*) of Section 1 as it originally stood and the one substituted by the Board.

"1. (*a*) There shall be a Committee on Membership, a Committee on Rules and Regulations, a Committee on Rights and Privileges, a Committee on Racing (to be called the Racing Board), a Committee on Touring (to be called the Touring Board), and a Transportation Committee, to be appointed by the President (except the Executive Committee) from the Board of Officers (except the Racing Board, the Touring Board, and the Transportation Committee), to serve for one year, or until their successors be properly appointed."

THE SUBSTITUTE (*a*). "*The following standing Committee shall be appointed by the President to serve one year, or until their successors be properly appointed: a Committee on Membership; on Rules and Regulations; on Rights and Privileges; on Racing, to be called the Racing Board; on Touring, to be called the Touring Board; and on Transportation.*"

Clause (*b*) of the same section is repealed and a substitute adopted as shown below:

"(*b*) Each committee shall consist of three members (except the Racing Board and the Transportation Committee, which may consist of six, and the Touring Board, which shall consist of two associate Chairmen of sub-committees, to be known as the Tourmaster and the Bookmaster respectively), and no member shall be on more than two committees, and two shall constitute a quorum in each, and they shall report to the Board or to the President thereof within one month after reference of any matter to them by the President or by the Rules."

THE SUBSTITUTE (*b*). "*The Committees on Membership, on Rules and Regulations, and on Rights and Privileges shall each consist of three members of the Board of Officers; the remaining standing committees may be appointed from the membership at large. The Racing Board and Transportation Committee may each consist of six members, and the Touring Board shall consist of two associate chairmen of sub-committees, to be known respectively as the Tourmaster and the Bookmaster. No member shall be on more than two committees, and a majority shall constitute a quorum in each, and they shall report to the Board or to the President thereof within one month after reference of any matter to them by the President, or by the Rules.*"

ARTICLE III. Clause (*b*) of Section 6 defines the duties of the Racing Board. A new clause is added as shown by the italics below:

"(*b*) It shall be their duty to make inquiry regarding any wheelman whose amateur status is questioned, and all protests or charges shall be entered with the Chairman of that Board, who will provide for an investigation by a member or members of that Board. *Pending investigation the party against whom these charges are brought may be suspended from the track.* Suspicious circumstances, which are in the judgment of any member of the Board, sufficient to make the status of any wheelman a matter of reasonable doubt, shall be the basis of an investigation in the absence of formal protests or charges. The member or members to whom the work of investigation is assigned shall immediately communicate with the party under suspicion, either in person or by registered letter, lay all charges before him, or set forth the circumstances which lead to a reasonable doubt and call for an answer to the charges or a removal of the reasonable doubt. Silence and failure to reply *within thirty days* to charges presented will be considered an admission of guilt. If the charges are proved, or the reasonable doubt is not removed, it shall be the duty of the Chairman to report the findings in the 'Official Organ' *declaring that the party has forfeited his amateur status* and warning all amateurs not to compete with him; and such official declaration shall carry with it expulsion from the League if the person concerned be a member thereof."

ARTICLE III. Clause (*a*) of Section 7 is amended by striking out two words, "this department," and inserting the words *the Touring Board*. The change is made merely to make the clause less obscure.

ARTICLE III. Clause (*c*) of Section 7 relates to the duties of Bookmaster. We give below the clause as it stood and the substitute.

"(*c*) The Bookmaster is empowered in the name of the L. A. W. to obtain duplicate information or copies of road reports, maps, hand or road books, transportation rates, Consuls and hotels, representative riders (in non-officered localities), periodical touring articles, and anything else connected with the minutiæ of the information of interest to cycling tourists."

THE SUBSTITUTE (*c*). "*The Bookmaster is empowered in the name of the L. A. W. to obtain and keep copies of road reports, maps, hand or road books, transportation rates, periodical touring articles, lists of hotels, consuls, and in non-officered localities) of representative riders, together with any other information of records of use or interest to cycling tourists. This expenditure shall be subject to the approval of the Executive Committee.*"

ARTICLE V. Section 4 of this article contains the definition of an amateur. The new rule now reads as below, the italicized words being new. (Moved by Mr. Bassett).

"ARTICLE V. Sec ion 4.—An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

"To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist *ceases to be an amateur by*

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training, or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash prize won by him.

"(*d*) *Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.*

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz.: Running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, roller and ice skating."

ARTICLE V. Clause (*a*), Section 5, provides that "If any member shall be promoted in writing by four or more members of the League, etc.," the word "four" is changed to *ten*.

ARTICLE V. A new section called Section 9 is added. It reads:

"*Any cycle club in the United States that shall have in its By-Laws a provision requiring every active member to join the League of American Wheelmen, shall become a League Club, and entitled to all the privileges accorded League clubs under these By-Laws. The number of votes that any League club shall be entitled to cast through its delegates at the annual meeting, or at any Constitutional Convention shall be one vote for every member of said club, in good standing, upon the rolls of the League.*"

ARTICLE VIII. Section 1, of Article VIII is amended as shown by comparison of the original and the substitute given below.

ORIGINAL.—"Additions or amendments to the By-Laws may be made after notice by mail or otherwise, to every member of the Board of Officers at a meeting of the Board, or as provided in Article I., Section 5."

THE SUBSTITUTE.—"*Additions or amendments to the By-Laws may be made either at a meeting of the Board of Officers, or as provided in Article II, Section 5, but no amendment shall be made unless 10 days' notice thereof shall have been given through the columns of the Official Organ.*"

After passing the amendments in detail, the Board took a vote and passed all the amendments as a whole.

The following resolution was introduced by Mr. Bassett and passed unanimously:

"*Resolved*, That the League of American Wheelmen recognizes all sentences of disqualification and suspension passed by the National Association of Amateur Athletes of America, in consequence of the violation of the amateur rule, so-called, in the sports under its jurisdiction, but the League recognizes the ruling of no other American organization upon the conduct of cyclists, as such."

REPORT OF THE COMMITTEE ON RIGHTS AND PRIVILEGES.

NEW YORK, January 17th, 1887.

In pursuance of the instructions voted at the meeting of the Board of Officers in February, 1886, and with the advice and concurrence of the Executive Committee, we authorized Mr. James L. Yopp, C. C. of N. C., who has represented the wheelmen of Wilmington, N. C., in the matter of their turnpike controversy, to retain two eminent counsel, and pursue as nearly as they might find to be practicable the course indicated in our previous report.

Messrs. D. L. Russell and George Davis were retained and after some preliminaries, and failure of the wheelmen to get obstructed or put off the turnpike or indicted by the Company, so as to have ground for suits, a modified course was taken. In a letter written on the 11th instant, by Mr. Yopp, he thus recapitulates: "On the 5th of July Mr. Burkheimer and myself rode our bicycles on the Wilmington and Coast Turnpike Road. We offered toll, but were refused. We informed the gatekeeper that our object was to make a test case. We waited some time for them to indict us, but they would not accommodate us: they wanted to get a number of cases against us and then indict us for all. We were advised by our lawyers to force the case on the State, which we did by complaining of each other, and were tried at the September term of the Criminal Court, when the Judge decided the act constitutional and fined me one cent and costs. I asked for an appeal to the Supreme Court, which was granted. Our lawyers argued the case before the Supreme Court at Raleigh over two months ago, but no decision has been rendered yet. The Judges appear to "hang fire" most on the part of the Act which gives the Superintendent power to say who shall or shall not ride bicyles on the road. We are feeling very confident of gaining the case. Our only fear is that the Legislature, which is in session now (it only sits every two years), may, if the Judges decide in our favor, be induced by the Turnpike Company to amend the Act so that we could not do anything. I do not like to ask the League to furnish us a lawyer to oppose this should we need one, for it has been extremely liberal; but our number is small and we cannot well pay him ourselves. Is the League willing to pay a reasonable fee for opposition to such an amendment to the Act as would prohibit us?"

The case has been conducted very reasonably so far, the counsel using our L. A. W. abstract opinion with a leaf attached, to save printing, and their charges being moderate. The whole amount paid by the League to date is $150. Your Committee believe that the request for further funds, if necessary, should be granted, and recommend that the North Carolina wheelmen and their counsel be encouraged to pursue their course by every right means, and be assured of funds to meet all reasonable expenses. This case illustrates to some extent "the law's delays;" but sometimes delay accomplishes more than swift action.

Your Committee have no other litigation at general League expense to report. They receive many applications for advice and assistance from time to time other than funds, and render it. In pursuance of our recommendations of a year ago, several of the State divisions, notably Ohio, New York, and Massachusetts, have attended to personal cases in their districts with successful results, and without calling on the general officers. The practice of League or division attention to all just cases is increasing, and your Committee believe that it ought to prevail more and more.

The petition of the N. Y. Bicycle Club in reference to the Orange, N. J., ordinances was considered, and after an investigation we are satisfied that the matter has been practically settled, and recommend that the petition be placed on file.

Respectfully submitted, for the Committee,
CHARLES E. PRATT, *Chairman.*

THE LEAGUE MEET.

The following communication was received from the Secretary-Treasurer of the Missouri Division:

ST. LOUIS, MO., January 10th, 1887.

N. M. BECKWITH, ESQ., President L. A. W., New York.

DEAR SIR:—At a recent meeting of the Committee appointed to make the preliminary arrangements for the annual meet of the League of American Wheelmen, which is to be held in St. Louis this spring, the following resolution was unanimously adopted, viz.:

Resolved, That we respectfully recommend to the Board of Officers of the League of American Wheelmen the adoption of Friday and Saturday, May 20th and 21st, as the dates for holding the meet of 1887 in St. Louis.

The meeting referred to was attended by the Chief Consuls of Illinois and Indiana, besides other representative wheelmen from adjacent States, and the selection of the dates named was only arrived at after very careful consideration. We trust that the resolution will receive favorable action at your hands.

Respectfully and fraternally,
W. M. BREWSTER, *Secretary.*

The following letter supplementary to the communication of the Secretary-Treasurer was received from the Chief Consul:

ST. LOUIS, MO., January 11th, 1887.

DR. N. MALON BECKWITH, President L. A. W.:

DEAR SIR:—A meeting of the Committee having the League meet in charge was held on the 9th, at which meeting were present Chief Consuls Irwin and Ayers and other prominent Western members. As the Secretary of the meeting has no doubt notified Secretary Aaron, it was decided to recommend to the Board of Officers that the meet be held on Friday and Saturday, the 20th and 21st of May. Our reasons for this were that at that time the weather will probably be more suitable than at any other.

June is likely to be very hot, but about the time specified it is generally mild and pleasant. The time, you will observe, is only one week earlier than the Boston meet.

The programme for the meet was roughly arranged as follows:

FIRST DAY.

Morning.—B. of O. meeting; general meeting.

Afternoon.—Leave city about 4 o'clock on steamer "Chas. P. Chouteau" for excursion down the river; reach Montesano Springs about 6 P. M.; supper at the hotel or on the boat.

Evening.—On down the river; ball on board; return in the small hours.

The "Chouteau" is one of the largest boats on the Mississippi River, having carried 13,000 bales of cotton at one trip. It is well fitted up for excursions, and has a ball-room on the lower deck. There are many points of interest down the river, and the Committee judged that such an excursion would be of interest to all.

SECOND DAY.

Morning.—Parade.

The parade will be over asphaltum streets, and out Lindell Boulevard to Forest Park, where a photograph can be taken and lunch served.

Afternoon.—Races.

Evening.—Banquet.

In connection with the races I desire to say that it is the unanimous opinion of the Committee that if it were possible to omit the races very much pleasanter forms of amusement for the afternoon could be substituted. We could undoubtedly better our finances more or less by the races, but it is our desire to crowd the greatest possible amount of pleasure into the two days, and, therefore, it is practicable, and, if the Board is willing, we should greatly prefer to substitute for the races some plan of entertainment likely to afford the members greater pleasure.

The transportation arrangements for the meet will be in the hands of Mr. B. B. Ayers, and a Reception Committee will make suitable hotel arrangements.

I would be glad to have you lay this letter before the Board of Officers, at their meeting on the 17th, for their information, and, in conclusion, let me say that St. Louis intends to do her utmost to sustain the reputation for hospitality which she has, the '87 meet every member who can make arrangements to correctly or otherwise, acquired, and that she desires to see at come.

Yours respectfully,
JOHN S. ROGERS, *C. C. Mo.*

The recommendation contained in the resolution was adopted, and the League voted to meet at St. Louis on the dates suggested by the Division.

By a unanimous vote President N. M. Beckwith was chosen Chief Marshal of the parade to be held on the occasion of the League meet at St. Louis.

On motion of Mr. Pratt, the Secretary-Editor was instructed to prepare and have printed at as early a date as possible a hand-book of the League, which shall contain the Constitution and By-Laws of the League, and such other matter as the Executive Committee deem it expedient to insert, the book to be sold to members at a price not exceeding ten cents.

On motion of Mr. Bidwell, a committee of three was appointed to consider and report on the expediency of a change in the League uniform. The committee appointed consisted of President Beckwith, Geo. R. Bidwell, of New York, and Chief Consul Elliott W. Johnson, of New Jersey.

On motion of Mr. Pratt, of Boston, the Executive Committee was instructed to communicate with the officers of the Cyclist Touring Club, of England, and protest against the use of the emblem of the League on the Club badge adopted by that organization.

At seven minutes before 4 o'clock P. M. the meeting adjourned.

Official Announcements.

LEAGUE OFFICERS.

OFFICERS OF THE BOARD.

PRESIDENT.—Dr. N. M. Beckwith, 21 W. Thirty-seventh Street, New York.
VICE-PRESIDENT.—T. J. Kirkpatrick, Springfield, Ohio.
TREASURER.—Sanford Lawton, Springfield, Mass.

STANDING COMMITTEES.

EXECUTIVE.—N. M. Beckwith, 21 W. Thirty-seventh Street, New York; T. J. Kirkpatrick, Springfield, Ohio; John C. Gulick, 132 Nassau Street, New York city.

MEMBERSHIP.—E. F. Hill, Chairman, P. O. Box 797, Peekskill, N. Y.; Dr. G. Carlton Brown, 16 Broad Street, Elizabeth, N. J.; J. R. Dunn, Massillon, Ohio.

RACING.—Abbot Bassett, Chairman, 22 School Street, Boston, Mass.; Ewing L. Miller, 134 S. Front Street, Philadelphia, Pa.; W. M. Brewster, 309 Olive Street, St. Louis, Mo.; Chas. H. Potter, Cleveland, Ohio; Gerry Jones, Binghamton, N. Y.

RULES AND REGULATIONS.—W. I. Harris, Chairman, Box 5132, Boston, Mass.; Dr. C. S. Butler, 263 Main Street, Buffalo, N. Y.; Knight L. Clapp, 328 West Sixtieth Street, N. Y.

RIGHTS AND PRIVILEGES.—Charles E. Pratt, 597 Washington Street, Boston, Mass.; John C. Gulick, 132 Nassau Street, N. Y.; A. S. Parsons, Cambridgeport, Mass.

TRANSPORTATION.—Burley B. Ayers, Chairman, 152 S. Hoyne Avenue, Chicago, Ill.; Geo. R. Bidwell, 313 W. 58th Street, New York city; W. S. Bull, 587 Main Street, Buffalo, N. Y.; J. H. Livingston, Editor *The Reformer*, Bennington, Vt.; Fred. T. Sholes, Marsh-Harwood Co., Cleveland, O.; Frank Read, *Record* Building, Philadelphia; Frank A. Elwell, *Transcript* Office, Portland, Maine; Columbus Waterhouse, 16 Beale Street, San Francisco, Cal.; M. E. Graves (at large), Mannheim Building, St. Paul, Minn.

BUREAU OF INFORMATION.—A. B. Barkman, Chairman and Bookmaster, No. 608 Fourth Avenue, Brooklyn, N. Y.

OFFICIAL HANDICAPPER.

N. P. Tyler, M. D., New Rochelle, N. Y.

PENNSYLVANIA STATE NOMINATING COMMITTEE.

PHILADELPHIA, January 25th, 1887.

TO THE PENNSYLVANIA DIVISION.

GENTLEMEN:—I have this day appointed Messrs. Col. Geo. Sanderson, of Scranton; C. D. Williams, of Philadelphia, and Seward H. Murray, of Sewickley, as a Committee on Nominations to prepare a State ticket for the annual election next March. As they will be duly informed by the Secretary-Editor of the exact number of Representatives for which our State will be entitled to vote, I feel sure that this Committee will prepare the ticket with a care that will render it impossible for the Committee on Rights and Privileges to unjustly make a farce of our election.

Fraternally yours,
JNO. A. WELLS, *Chief Consul.*

CONNECTICUT APPOINTMENTS.

CONSUL.

Ansonia—Fred. M. Drew, Ansonia National Bank.

HOTELS.

		Regular rate.	L. A. W. rate.
Ansonia,	Dayton House,	$2 50	$1 75
Bridgeport,	Atlantic House,	3 00	2 50
Birmingham,	Bassett House,	2 50	2 00
Branford,	Branford Point House,	2 25	
Colchester,	Hooker House,†		
Daniel-onville,	Attawaugan House,	2 50	2 00
Danbury,	Turner House,	2 50	2 00
Greenwich,	Lennox House,		
Hartford,	United State Hotel,	3 00	2 50
Lakeville,	Wonasco House,*		
Meriden,	Winthrop House,	$3 50 3 00	$3 00 2 50
Middletown,	McDonough House,	2 50	2 00
New Britain,	Hotel Russwin,	$3 00 2 50	2 40 2 10
Norwalk,	Norwalk Hotel,	1 50	1 25
Norwich,	Wauregan House,	3 00 2 50	33 per cent. off.
New London,	Crocker House,	$3 50 3 00	2 50
North Manchester,	Cowles Hotel,	2 00	1 50
New Haven,	Tremont House,	3 00	$2 50 2 00
Plantsville,	Hotel Central,	2 00	1 00
Plainville,	Allderidge House,	2 00	1 50
Putnam,	Bigbee House,*		
Rockville,	Rockville House,	2 00	1 50
Stamford,	Stamford House,		
Suffield,	Suffield Hotel,†		
Stratford,	Benjamin's,		1 50
Stonington,	Ocean House,		2 00
Westport,	Westport Hotel,	2 00	1 75
West Haven,	Sea View House,	3 00	2 50
Willimantic,	Commercial Hotel,	2 00	1 50
Waterbury,	Scovill House,	2 50	2 00
Winsted,	Beardsley House,		2 00

* Reduced rates to be announced later.
† Twenty per cent. discount from regular rates.

TO CONNECTICUT MEMBERS.

A pamphlet containing the rules of this Division, hotel and Consul lists, and other matter of interest has been mailed to each member. It should be preserved for future reference. If any have not received it, they should address Secretary-Treasurer D. J. Post, Drawer 11, Hartford.

CHARLES G. HUNTINGTON,
Chief Consul.

TO EUGENE M. AARON.

When, in the battle's rush against the foe,
One soldier falls, unheeded is his groan;
His place is filled, his loss is hardly known,
As on to victory his comrades go.
But when, in time of peace, one whom we know—
And love, too, for the friendship he hath shown,
Drops from our ranks, we can but pause to own
Our loss, nor fear a manly grief to show.
Then, AARON, since thine editorial pen,
Its work accomplished, now is laid aside
At duty's call, believe me, all who wear
The lettered, winged wheel will miss thee when,
In days to come, they seek a loyal guide,
Or steadfast friend in cycling joys to share.

DUDLEY C. HASBROUCK.

L. A. W., No. 1984.

NEW ORLEANS.

The suggestion that an illuminated parade of cycles would add to the attractiveness of the approaching Carnival (February 16th–23d) has now developed into an assured fact.

All hands are hard at it; the arrangements are assuming a definite character, and success is almost certain. A meeting of local wheelmen is fixed for Tuesday, the 25th inst., when the arrangements will be completed, the night for the parade will be set, officers chosen, and the men assigned to the different divisions.

It is expected that there will be nearly a hundred local riders in line, and possibly visiting riders will swell this number very considerably.

In former years this city has always been filled with visitors during the annual Mardi Gras festivities, and this year promises to be no exception; and, as wheelmen have always been of the number, I desire to say a few words to those who may come among us this year. Briefly, it is this: Bring your wheels with you, and take part in the parade. This will be the first appearance in the South of any considerable number of cyclists in a body, and we are, therefore, desirous of making as large and favorable a display as is possible, and to this end invite all intending visitors to take part, and if such parties will forward their names and addresses and size of wheel ridden in advance to Harry H. Hodgson, 13 Carondelet Street, this city, it will facilitate matters.

It will cost nothing for the transportation of the wheels, as all railroads leading into the city carry them free, and, once here, riding can be enjoyed to the heart's content; no ice, no snow; asphalt pavement, shell roads, or cobble stones if you want them; so, reader, if you are coming bring your wheel with you, and we will help to make your stay pleasant, and you in turn can help us by swelling the ranks of the parade.

BI.

ENGLISH RECORDS.

The Records Committee of the N. C. U. has passed the following claims:—

Bicycle (road), 24 hours, G. P. Mills, Anfield B. C.; distance 295 miles, on 5th October, 1886.

Tricycle (road), 100 miles, Syd. Lee, Kildare B. & T. C.; time, 8h. 29m. 44s., on 28th August, 1886.

ANOTHER YEAR OF THE MANHATTAN.

The annual statement of the MANHATTAN LIFE INSURANCE COMPANY, which appears in another column of this paper, reflects the general improvement in business during the past year. An increase in net assets, in the volume of insurance written, in the income, and a general strengthening of the lines in all directions, are features which will clearly appear to any one interested to make the comparison with the statement of one year ago. The patrons of the Manhattan have, by such long and unshaken experience, become so thoroughly accustomed to this state of affairs that they will find little that is new or surprising in this report. Doubtless, the even tenor of steady growth and unshaken integrity will amply compensate for the absence of the excitement of "brilliant" experiments or risky ventures in uncertain fields. The administration of the new President of the Manhattan, Mr. James M. McLean, is characterized by the same conservative judgment and sound policy which have made the record and position of the Company so uniformly creditable to its officers and satisfactory to all its patrons.—*Adv.*

L. A. W. HAND-BOOK.

We have on hand a large number of copies of the Hand-Book which we desire the members to relieve us of. These books are not correct to date, for they contain none of the changes made in the By-Laws at the last meeting of the Board of Officers; but they have a deal of interesting matter and many hints and suggestions to members. We give below a table of contents:

Constitution,
By-Laws (not correct),
List of Officers and Committees,
Objects of the L. A. W.,
Suggestions to League Clubs,
Suggestions from Membership Committee,
Racing Rules,
League uniform (now practically abandoned),
The L. A. W. and Legal Rights. By Chas. E. Pratt, Esq.,
The Law of Cycling. By I. B. Potter, Esq.,
List of Railroads which carry bicycles free,
List of hand and road books,
The League and highway improvements,
Pavements,
Suggestions as to where to get information on League questions,
Consuls and Hotels,
Information regarding the routine of League work,
Advice to State Divisions,
Cycle records,
Bugle Code, Music, and Explanation,
League Stencils,
A Typical Lawsuit,
Pennsylvania Highway Laws,
Connecticut Highway Laws.

We will send one or more copies of this book to any League member on receipt of four cents in stamps for each copy, to cover cost of mailing. A new Hand-Book will be issued within a short time which will be sold for ten cents. It will contain no more than the one we now have, but will be correct to date of issue.

The Secretary-Editor has been appointed a committee to count the mail vote on Dr. Blackham's resolutions. The polls close on the first day of February at noon. All who desire to express an opinion on this question should do so forthwith.

Mr. J. R. Hogg, the leader of the small faction in England that is working for the abolition of the amateur rule, has decided not to press the question at the next meeting of the N. C. U., and has withdrawn his notice of intention to make a motion to this effect. Certain defeat stared him in the face.

NOTES AND COMMENTS.

The efforts of the Pope Manufacturing Company will not hereafter be confined wholly to the manufacture of bicycles and tricycles. Engines, typewriters, and sewing-machines are among the announced objects of the corporation, as set forth in its new charter. The officers of the company are as follows: President, Albert A. Pope; Treasurer, Edward W. Pope; Directors, Albert A. Pope, Edward W. Pope, Charles F. Joy, Charles E. Pratt, and Henry D. Hyde.—*Boston Globe.*

A new notion comes to us from Boston and the Boston Bicycle Club. All the members of the Club whose birthdays come within a given month are expected to join together and receive the members of the Club on such an evening during the month as they may select. There were six members whose natal day occurred in January, and last Saturday evening they held open house at the Club-rooms on St. James Avenue.

"Ladies' Night" at the Club-House of the Massachusetts Club, of Boston, is one of the most popular of the many social events this Club conducts. The last one occurred on Saturday evening, and besides an hour of social intercourse, dancing, and refreshments, the following programme was carried out: Piano duet by Messrs. E. Registein and J. Chelius; song by Charles Ryder; trio, 'cello, violin, and piano, by Messrs. Bowen, Chelius, and Rickertson; recitation by Miss Hattie Fay; solo by Miss Olivier, of the Ladies' Schubert Quartet; song by Mr. Benjamin Oliver; address by Colonel Higginson; song by Miss Ollivier, with cello and violin accompaniment; cornet solo by Mr. Charles E. Lindell, and barytone solo by E. C. Thorndike.

Dr. W. G. Kendall, of Boston, has notified League Tourmaster B. B. Ayers of his resignation as Marshal of the Eastern Division of the Touring Department.

The Marblehead Cycling Club is out with a defiance signed by Captain C. W. Ware, as follows: "The Marblehead Cycling Club hereby challenges the Peabody Cycling Club to a series of races—a game of polo, race on skates, and a race on bicycles. The Salem Rink is preferred as a place of meeting. The club which wins the greater number of points is to receive a bugle, the value of which shall not be less than $35."

The Springfield Bicycle Club will give no ball February 22d, but will give a minstrel entertainment at the Opera House, February 22d and 23d, the proceeds to be given to the Women's Christian Association.

Mr. C. T. Guernsey will start July 1st from Buffalo, N. Y., to ride to Macon, Ga. The distance is 1,200 miles, and he hopes to cover it in 22 days. He will remain in Macon about five weeks. He requests that information be sent to him regarding route, quality of roads, hotels, etc. He will go first to Cleveland, than to Cincinnati, Chattanooga, Memphis, Atlanta, to Macon. Address at 136 S. Division Street, Buffalo.

A clergyman resident in New York State writes: "My standing in the League saved me an annoying lawsuit this fall. The promise of State Consul Bidwell to furnish 'men and means' convinced plaintiff that action would hardly be worth taking. It is needless to assure me, then, of the benefits of League membership."

The new Secretary-Editor has received messages of congratulation, kind words, and good wishes from all parts of the country. For these he is very grateful. To answer one and all would take more time than he can well spare, and so he begs that this acknowledgment will stand in the stead of a more formal one. He hopes to prove worthy of the expressions of good will and confidence that he has received.

Mr. Albert H. Overman, of the Overman Wheel Company, sailed for England last Saturday. He will attend the Stanley Show.

Mr. Chas. R. Eisenbrandt asks for a good route from Baltimore, Md., to St. Louis. Will some one send the same to his address, 112 S. Broadway, Baltimore?

The annnual meet of the Ohio Division will be held at Mansfield in July.

Correspondence.

The Editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

THE RIGHT OF APPEAL.

DR. N. MALON BECKWITH, PRESIDENT, MR. ABBOT BASSETT, SECRETARY, LEAGUE OF AMERICAN WHEELMEN:

GENTLEMEN:—One of the last acts of the Board of Officers, at their recent meeting, was the introduction of a resolution to change or amend Article II, Section 5, of the By-Laws, by striking out all that portion following the words, "and it shall be taken as the action of this Board," and reading as follows: "as if done at a regular meeting; and an appeal may be taken to the full Board in the foregoing manner when six or more members desire to appeal from the action of any business meeting at which they may have been present or not."

The introduction of such a resolution was out of order, and the action of the Board on the matter is of no effect, the By-Law remaining unchanged, and will so remain until amended as provided for in Article VIII.

[We think our correspondent is in error. Dr. Butler gave notice of this amendment in the proper manner and in accordance with the provisions of Article VIII.—ED.]

I consider that the portion of the Article which it was proposed to strike out is most vital and important to every member of the League and of the Board, and as we are at present passing through a crisis in which men's minds are much disturbed, it is not expedient to add fuel to the flame of discontent which is abroad.

If the acts of the Board are such as are for the benefit of the League, and are upright and honorable we should never fear the result of an appeal; but if they are otherwise, the sooner an appeal is taken and the matter set aright, the better for our organization.

I consider that the expunging from the By-Law of that portion which was proposed would be a most serious step, bringing fatal results, and I think that upon a proper consideration of the matter my fellow-members of the Board will agree with me.

Very truly yours,

A. B. BARKMAN.

BROOKLYN, N. Y., January 20th.

Touring Department.

B. B. Ayers, Tourmaster, Chicago; A. B. Barkman, Bookmaster, 608 Fourth Ave., Brooklyn, N. Y.; Geo. R. Bidwell, Chief Marshal, New York; Dr. W. G. Kendall, Marshal Eastern Division, Boston, Mass.; W. S. Bull, Marshal Middle Division, Buffalo, N. Y.; W. G. E. Peirce, Marshal Western Division, Chicago; N. L. Collamer, Marshal Southern Division, Washington, D. C.; Joseph Pennell, Marshal Foreign Division, London, England; H. D. Corey, General Agent, Boston, Mass.; Fred. Jenkins, Chief Quartermaster, New York; Edwin Oliver, Secretary, Chicago, Ill.

The following L. A. W. works are officially recommended by the L. A. W. Bureau of Information. No preference is expressed, and each reader must draw his own conclusions as to relative merit.

HAND-BOOK OF MASSACHUSETTS (1884):—Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address H. E. Ducker, Springfield, Mass.

L. A. W. ROAD AND HAND BOOK OF PA., N. J., AND MD. (Official):—Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, no advertisements, bound in flexible leather. A copy of the revised and enlarged 1886 edition was furnished *free* last year to every League member in Pennsylvania, New Jersey, and Maryland who joined before April 1st. A limited supply sold to League members only or to those ineligible to membership. Price, $1.00. Inclose cash to T. Houard Wright, Box 1619, Philadelphia, Pa.

L. A. W. HAND-BOOK OF OHIO (Official):—Complete official lists of officers, Consuls, hotels, etc. General description of riding districts, fine large folding road-map of the State. Price, $1.00; address T. J. Kirkpatrick, Springfield, Ohio.

L. A. W. ROAD-BOOK OF LONG ISLAND, with the best riding within 50 miles of New York City—very thorough. Three fine maps on one sheet folded in the book, style of tabular form, same as *Pa.-N. J.-Md. Book*, advertisements, bound in flexible cloth. Price, $1.00; address A. B. Barkman, 608 4th Avenue, Brooklyn, N. Y. For sale with Brooklyn and New York bicycle dealers, etc.

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, advertisements. Price, 25 cents; address A. L. Atkins, 597 Washington Street, Boston, Mass.

IN AND AROUND CAPE ANN, bound in cloth; finely illustrated. The wheelmen's hand-book of Gloucester, Mass., and vicinity. Price, 75 cents; address John S. Webber, Jr., Gloucester, Mass.

ROAD-BOOK OF CONNECTICUT, in progress. Address for information, Charles G. Huntington, Hartford, Conn.

L. A. W. ROAD-BOOK OF MICHIGAN; with best roads of Ontario and through route from Chicago to Buffalo. Sectional and general maps; complete lists of Consuls, hotels, repair shops, and points of interest. Flexible leather cover. Free to Division members joining before April 1st. Price to L. A. W. members of other States, $1.00. For further information, address J. H. Johnson, 107 Spruce Street, Detroit, Mich. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

L. A. W. ROAD AND HAND-BOOK OF NEW YORK (Official):—Ready in March, 1887. 200 pages. All sections of the State are well reported, except the northern or Adirondack region. The routes will extend east to Boston, south to Staunton, Va., and it is expected west to Chicago. The compiler hopes to have the books ready for delivery by the 1st of March next. The method of distribution as adopted by the Committee is as follows: All persons renewing or joining between January 1st and March 31st, 1887, will receive one copy free. All persons joining between April 1st and June 30th will receive a copy upon payment of 13 cents. All persons joining between July 1st and September 30th will receive a copy upon payment of 25 cents. All persons joining after October 1st will receive a copy upon payment of 37 cents. The book will be sold to League members of other States, or to those who are not eligible to League membership, at $1.00 per copy. Address A. B. Barkman, 608 4th Avenue, Brooklyn, N. Y.

ROAD-MAP OF BOSTON AND VICINITY (Warren's).

ROAD-MAP (WHEELING CHART) OF SPRINGFIELD AND VICINITY. Address Henry E. Ducker, Springfield, Mass.

ROAD-MAP OF NEW JERSEY (L. A. W. Official):—Three parts, Northern, Central, and Southern, folded in stiff covers; price, 50 cents each or $1.50 for the set. Address Dr. G. Carleton Brown, Elizabeth, N. J.

COLTON'S ROAD-MAP OF PENNSYLVANIA:—Three parts, Eastern Counties, Central Counties, Western Counties. Price, $2.00 per section. J. L. Smith, Map Publisher, Sixth Street, above Chestnut, Philadelphia, Pa.

MARTINET'S ROAD-MAP OF MARYLAND:—Splendid work. Price, $10.00. J. L. Smith, as above.

ROAD-MAP OF OHIO. See *Ohio Hand-Book*.

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS. Sketches of cities and towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. By George Chinn. Third edition. Beverly, Mass., 1886, 20 cents.

L. A. W. ROAD AND HAND BOOK OF CALIFORNIA (Official):—Officers, Consuls, members, hotels, and By-Laws of California Division. California bicycle clubs and officers; advertisements. Issued in monthly parts, 75 cents to League members. Part I now ready, bound in flexible cloth, 25 cents. Address J. W. Gibson, No. 612 Hyde St., San Francisco, Cal.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Ave., Brooklyn, N. Y.

IMPORTANT.

TRANSPORTATION ARRANGEMENTS TO THE LEAGUE MEET AT ST. LOUIS, MAY 20TH AND 21ST.

NEW YORK, January 22d, 1887.

CIRCULAR LETTER, TRANSPORTATION COMMITTEE, L. A. W.

The Committee is now perfecting the transportation arrangements from the East to the League meet, and it is designed to make this trip to St. Louis complete in every detail. Special limited trains and buffet sleeping-car service will be among the features. It is intended to consolidate into one grand party all wheelmen from New York, Massachusetts, and the East, New Jersey, Philadelphia, and vicinity, and the South. By this plan better rates can be secured, special trains placed at our command, and other little comforts of travel insured, which we will lose if our party is not consolidated.

I have undertaken, on behalf of the Committee, to make these arrangements for the territory named, and will publish plans in detail as soon as completed. Clubs or individuals will be furnished with all particulars on application to me, and later I will be in a position to name the rates from any point in the territory to St. Louis and return. I trust the wheelmen will support the Committee in this undertaking, and aid us in making this a grand excursion. Watch the cycling press for particulars.

GEO. R. BIDWELL,
313 W. 58th St., New York,
For the Committee.

The Overman Wheel Company will put upon the market for the coming season three high-grade bicycles, the Victor Roadster, Victor Light Roadster, and Victor Safety; also a Cripper tricycle and an imported tandem, all of the highest grade. All ready next month.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date and published in accordance with Article III of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their ticket to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication you may look for your ticket.

It is expected, and it is the duty, of all members to examine the list of applications for their respective States and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

No. 71—Total, 76.

PHILADELPHIA, PA., January 24th, 1887.

CALIFORNIA DIVISION—1.

Livermore Bi. Club—1.
13340 Morrill, Geo. A., Livermore.

CONNECTICUT DIVISION—4.

Pequonnock Wheel Club—1.
13320 Horr, Weston H., 96 State St., Bridgeport.
Stamford Wheel Club—2.
13318 Durham, Walter D., Stamford.
13319 Pinney, Frank R., "
Unattached—1.
13372 Culver, A. E., Bridgeport.

ILLINOIS DIVISION—5.

Chicago Bi. Club—1.
13321 Sniffen, J. B., 91 Adams St., Chicago.
Champaign Cy. Club—2.
13323 Patton, J. A., Charleston.
13322 Taylor, J. W. "
Peoria Bi. Club—2.
13353 Hanna, T. B., North Peoria.
13354 Kneer, Fred. F., 314 W. Jefferson St., Peoria.

INDIANA DIVISION—6.

Ft. Wayne Bi. Club—2.
13376 Bond, S. B., Ft. Wayne.
13374 Ross, John E., "
Unattached—4.
13375 Detzer, Martin E., 260 Calhoun St., Ft. Wayne.
13373 Keplinger, Harry A., care Keil Bros., "
13391 Richards, E. E., Roanoke.
13338 Stanton, Howard M., care Seneca Larne, Riverside, California.

IOWA DIVISION—4.

Clinton Bi. Club—1.
13337 Jones, H. B., Box 483, Clinton.
Ottumwa Bi. Club—2.
13324 Hedrick, H. M., Ottumwa.
13325 Spilman, T. H., "
Unattached—1.
13336 McFarland, A. E., care Ogden House, Council Bluffs.

KENTUCKY DIVISION—1.

Unattached—1.
13377 Cochrane, J. Hoadley, care Ky. Nat. Bank, Louisville.

LOUISIANA DIVISION—1.

Crescent Wheelmen—1.
13355 Betts, R. G., care Illinois Central R. R., New Orleans.

MARYLAND DIVISION—5.

Baltimore Cy. Club—4.
13344 Chandler, Dr. Henry, 181 Linden Av., Baltimore.
13343 Draught, A. M., corner Patterson Av. and Snicker St., Baltimore.
13341 George, I. Stewart, 113 German St., Baltimore.
13342 Mealy, A. E., 45 S. Howard St., "
Unattached—1
13392 Gernand, R. H., Waverly.

MASSACHUSETTS DIVISION—2.

Chelsea Cy. Club—1.
13326 Bassett, Mrs. Abbot, 84 Beacon St., Chelsea
Unattached—1.
13345 Richards, J. R., Quincy.

MICHIGAN DIVISION—3.

Unattached—3.
13357 Howland, C. E., 2d, Blissfield.
13327 Parsons, Wm. T., 164 National Av., Detroit.
13356 Scott, E. W., Blissfield.

MINNESOTA DIVISION—2.

Unattached—2.
13346 Hanford, H. C., 1st Nat'l Bank, Minneapolis.
13363 Ward, Chas. E., "

MISSOURI DIVISION—3.

St. Louis Ramblers—1.
13328 Westlake, C. T., 1213 N. Main St., St. Louis.
Unattached—2.
13359 Goodall, A. W., 1740 Dolman St., "
13358 Mehlig, Frank, 1726 Linn St., "

NEW HAMPSHIRE DIVISION—1.

Exeter Bi. Club—1.
13347 Ellison, Forrest L., Exeter.

NEW YORK DIVISION—27.

Binghamton Bi. Club—2.
13390 Bresee, H. G., Binghamton.
13389 Weed, Charles A., "
Buffalo Ramblers—1.
13393 Reimann, A. F., 153 Fremont Place, Buffalo.
Cortland Co. Cy. Club—1.
13366 Brown, David J., Cortland.
Genesee Bi. Club—2.
13384 Lund, James N., 25 Elizabeth St., Rochester.
13385 Roy, Joseph, Thompson, St., "
Hoosac Wheelmen—3.
13379 Allen, Victor M., Hoosick Falls.
13378 Boyd, Douglass, "
13380 Brown, Dean, "
Hornellsville Bi. Club—3.
13369 Baldwin, C. H., Hornellsville.
13388 Burnham, R. W., "
13387 Rodgers, Elbert, "
New York Bi. Club—2.
13331 Daniels, Dr. J. G., 264 W. 43d St., New York
13332 Knothe, Frank, 521 Broadway, "
Olean Bi. Club—2.
13365 Kerr, Boyd M., Olean.
13364 Rockefellow, L. H., Olean.
Walton Bi. Club—2.
13367 DuBois, Calvin, Walton.
13368 Fitch, Roderick, "
Unattached—9.
13348 Burnham, Charles S., Yonkers.
13382 Lasor, Charles, Hoosick Falls.
13381 Lovegrove, Walter W., "
13330 Marshall, Dr. Henry G., 343 E. 123d St., New York.
13383 Montgomery, Warren T., Hoosick Falls.
13349 Stegman, Charles G., 77 Main St., Lockport.
13360 Taylor, A. N., Sherman.
13386 Washburn, R. M., Canandaigua.
13329 Willett, Ernest, 47 John St., New York.

OHIO DIVISION—2.

Unattached—2.
13362 Slocum, Charles E., M. D., Defiance.
13361 Wells, O. S., Le Roy.

PENNSYLVANIA DIVISION—2.

Pottsville Bi. Club—1.
13370 Patterson, Benjamin F., Pottsville.
Unattached—1.
13339 Earnest, Stanley M., 718 Arch St., Philadelphia.

RHODE ISLAND DIVISION—1.

Brown University Bi. Club—1.
13333 Briggs, Frederick H., 27 University Hall, Providence.

TENNESSEE DIVISION—2.

Unattached—2.
13334 Denpree, Tom J., Jr., 340 Main St., Memphis.
13335 Hayley, H. S., care Drillard & Coffin, "

WISCONSIN—1.

Unattached—1.
13371 Andrae, F. T., 225 W. Water St., Milwaukee.

WYOMING—3.

Cheyenne Bi. Club—3.
13352 Holt, H. W., Cheyenne.
13351 Knox, S. B., "
13350 Mason, M. M., "

RENEWALS.

No. 7.—Total, 700.

PHILADELPHIA, PA., January 24th, 1887.

ALABAMA—2.

7464 Barnett, J. T. 7466 Whitlock, G. W.

CALIFORNIA DIVISION—14.

11394 Frost, G. H. 12017 Kusel, C. E.
12878 Goldstein, M. 12881 Munsil, J.
11395 Green, M. J. 12516 Palache, W.
8490 Hupers, F. H. 12695 Ruthard, C.
12879 Hosley, R. D., Jr. 12576 Sadowski, C.
10318 Knapp, S. H., Jr. 12018 Simon, S. S.
12880 Kusel, E. E. 12577 Titus, H.

COLORADO DIVISION—2.

6105 Alter, J. J. 6970 York, M. W.

CONNECTICUT DIVISION—10.

7773 Bowman, C. W. 11398 Prudden, H. J.
6977 Cowles, C. W. 9974 Rand, R. F.
106 Honiss, W. H. 8107 Reynolds, E. W.
12307 Mead, N. B. 9703 Squire, W. H.
120 Mildrum, W. W. 6059 Wilson, J., Jr.

DAKOTA—2.

1241 Harvey, E. W. 10419 Ried, G. E.

DELAWARE DIVISION—4.

12704 Sadtler, E. B. 9820 Tatnall, W.
374 Tatnall, R. R. 11097 Wilson, C. S.

DISTRICT OF COLUMBIA DIVISION—5.

712 Dougal, W. M. 12700 Muehleisen, W.
1841 Eppley, J. K. 747 Smith, J. C. V.
12920 Lang, T., Jr.

ENGLAND—1.

8316 Heard, S.

ILLINOIS DIVISION—55.

7966 Allis, C. D. 12176 Maas, W. J.
9531 Andrus, F. H. 9032 Matile, H. O.
8662 Andrews, W. H. 5315 Maynard, J. P.
12041 Barbour, F. 3286 Mehring, E.
6612 Beers, M. L. 5302 Meldrum, W. P.
5329 Beak, R. A. 7958 Merritt, C. T.
4539 Bennett, A. G. 2689 Miller, T. S.
3954 Bennett, R. J. 9535 Miner, N. J.
12677 Boynton, S. D. 9706 Mumford, W. O.
10562 Burton, E. F. 8834 Oliver, E.
7952 Cassard, M. 5318 Peirce, W. G. E.
2295 Clarke, R. S. 8111 Piper, R. N.
2073 Conkling, L. W. 12983 Phinney, C. C.
9533 Cook, H. B. 11923 Roe, T. F.
7954 Crennan, J. M. 4540 Ruhling, A.
11126 Davis, A. M. 11925 Schmidt, R. E.
5322 Ellis, J. C. 6476 Shepherd, N. F.
10330 Fulton, H. L. 6893 Steel, W. W.
11312 Garden, R. D. 5743 Surbridge, R. G.
6859 Gormully, R. P. 6341 Thorne, W. C.
11267 Halliday, W. P., Jr. 7961 Unzicker, O.
13003 Harrison, W. P. 5300 Vowell, S. H.
11927 Heywood, C. G. 9707 Warner, C. H.
12348 Heywood, J. R. 5312 Warner, M. P.
9704 Hills, C. B. 12045 Whitney, C. P.
8833 Kluge, G. J. 12683 White, J.
7956 Leonard, A. G. 5327 Wilkinson, J.
3194 Wright, S. B.

INDIANA DIVISION—13.

10568 Allen, A. W. 12419 Lee, A. J.
12182 Blondoit, W. 7254 Peigh, J. H.
8467 Darrow, P. C. 4014 Smith, C. F.
10192 Darrow, G. S. 9858 Thieme, T. F.
9851 Fee, F. F. 12100 West, G. M.
12007 Hanna, S. 6010 Zimmerman, J.
11131 Heit, A. W.

IOWA DIVISION—13.

6515 Baker, C. W. 3810 Pallister, J. A.
3816 Gibbs, J. D. 8201 Phillips, T. C.
10571 Harlow, J. W. 3814 Post, A. B.
1459 Howell, C. D. 7979 Silliman, H. N.
12868 McConaughy, D. L. 9045 Voiland, F. B.
9365 Pallister, Miss V. 2793 Ward, H. C.
3811 Pallister, W. H.

KENTUCKY DIVISION—2.

12520 Kennedy, T. W. 42 Verhoeff, J. M.

KANSAS DIVISION—5.

8084 Chandler, C. W. 12835 Phelps, A. N.
12372 Crane, F. S. 9036 Van Tuyl, F. R.
3325 Dusenburg, A.

LOUISIANA DIVISION—1.

8668 Bayne, T. L., Jr.

MAINE DIVISION—2.

5634 Hall, G. O. 8438 Weston, F. C.

MARYLAND DIVISION—42.

8321 Abbott, C. W. 9567 Isaacs, C. C.
9555 Appleby, S. N. 5121 Jacobi, G. N.
8472 Atkinson, H. F. 3576 Kreis, H. P.
1579 Baetzer, J. F. 9568 Laws, C. E.
1053 Bayley, W. S. 5537 Lockwood, R. M.
9556 Bayley, H. D. 9569 Ludwig, C. B.
9578 Bates, J. O. 9570 Marine, J. H.
9577 Bard, E. 9571 Mentzel, A. W.
11141 Beard, J. W. 12943 Murphy, F. J. A.
9557 Boyd, C. H. 5710 Robinson, E. A.
9558 Brown, W. B. 6992 Sadtler, Dr. C. E.
9559 Campbell, F. G. 8473 Scott, R. P.
8322 Davidson, J. E. 10015 Schroeder, J. F.
9561 Day, E. W. 10769 Seving, H. F.
9563 Emory, A. 9572 Sheppard, J. B.
9562 Emmert, P. 9573 Sprugg, W. F.
8671 Fagneux, A. 9049 Torsch, F. A.
10012 Fitzpatrick, T. 9575 Tyler, G. G.
11841 Gaskins, C. C. 9574 Tyler, H. G.
10014 Godwin, T. E. 9576 Warner, J. H.
9566 Harvey, E. E. 7221 Worthington, C.

MASSACHUSETTS DIVISION—53.

4971 Avery, G. F. 10782 Hardy, G. H.
10347 Barnett, F. M. 3215 Keene, C. J.
2880 Bassett, A. 5855 Kennedy, E. H.
4273 Beekman, G. 9197 Leeson, G. A.
633 Boudreau, B. J. 9078 Marston, H. B.
2330 Brigham, L. E. 7084 Meader, E. H.
4961 Brown, F. H. 2308 Merrill, S. S.
10206 Burnett, R. E. 9055 Metcalf, W. H.
10351 Carroll, T. A. 3474 Miller, D. E.
7083 Case, W. W. 4863 Moseley, J. O.
10810 Claflin, R. F 11793 Nash, G. W.
3147 Clarke, E. C. 11274 Phemister, E. A.
3766 Curtis, C. E. 11421 Pratt, P. E.
10388 Dow, J. L. 8893 Prince, A. D.
10352 Durgin, W. N. 10046 Rice, J. M.
10353 Durgin, Mrs. W. N. 4968 Senior, H. M., Jr.
12957 Faxon, H. M. 10211 Seward, J. B., Jr.
9429 Fisher, F. A. 7862 Sheen, W. W.
5049 Fobes, A. A. 4971 Smith, D. H.
2310 Fox, C. F. 9588 Taylor, H. M.
10208 Fracker, W. S. 860 Turner, H. W.
10209 Frost, L. H. 2081 Tuttle, C. A.
4960 Garvin, F. O. 10212 Walker, C. E.
12791 Gibbs, C. M. 9589 Webb, R. A.
12792 Gibson, A. J., Jr. 4262 Williston, C. H.
298 Green, W. O. 8501 Woodman, F. A.
9585 Grout, C. H.

MICHIGAN DIVISION—9.

11669 Adams, E. C. 12766 Osborne, F. S.
8341 Davison, C. B. 9877 Seeley, W. G.
10240 Ely, N. W. 3859 Vernor, F. A.
4884 Hastings, C. D. 537 Wills, T., Jr.
5617 Johnson, J. H.

MINNESOTA DIVISION—3.

7283 Smith, B. E. 499 Woodruff, C. B.
12994 Tiffany, E. W.

MISSOURI DIVISION—34.

8003 Alderson, R. F. 2627 Lee, R. E.
6810 Ashby, J. 11533 Lionberger, C. E.
12594 Belden, C. H. 11534 Lycan, V. E.
2660 Berger, L. J. 7297 Miller, G. O.
8023 Brant, P. 6740 Oehlein, H.
12595 Cake, D. S. 10843 Oeters, O. F.
12081 Carpenter, J. M., Jr. 1989 Oeters, G. C.
2633 Davies, D. R. 10607 Pigott, J. C.
2709 Glover, R. G. 2623 Reynolds, T. J.
2657 Gordon, L. 1780 Rogers, J. S.
2686 Hart, A. A. 7869 Rosborough, W. M.
2664 Hildebrand, C. C. 2649 Sanders, E. N.
7300 Holm, R. 12891 Stone, Miss L.
2687 Horn, E. S. 12597 Tivy, G. E.
9883 Jaccard, W. M. 5928 Williams, W.
2697 Klipstein, E. C. 11536 Wilson, F. J.
7014 Ladish, L. S. C. 7011 Wylie, W. H.

MISSISSIPPI—1.

9825 Bruce, J. P.

NEBRASKA DIVISION—2.

12250 Hansen, F. G. 12249 Steidl, E. J

NEW HAMPSHIRE DIVISION—8.

10865 Carey, D. M. 8234 Giddings, A. H.
8229 Dorr, A. N. 9243 Hutchinson, H. S.
8232 Folsom, W. B. 10838 Little, G. F.
8231 Fellows, F. S. 3743 Sykes, J. A.

NEW JERSEY DIVISION—18

10076 Browaski, E. 2834 Norwood, J. S.
1450 Camp, S. P. 3657 Norwood, W. G.
3455 Clark, A. J., Jr. 5414 Spinning, L. N.
5361 Clarkson, J. L. 9640 Stout, W. C.
12164 Feury, N. E. 10923 Terry, H. L.
12910 Garwood, W. 112 Waterman, G. O.
7420 Godfrey, C. W. 4073 Warner, J. W.
8241 Hedden, C. B. 10083 Wood, E. S.
11840 Jones, C. E. 9641 Wright, W. R

NEW YORK DIVISION—204.

187 Adams, E. W. 1582 Isham, J. H
1542 Adams, C. W. 1583 Jackson, W. K.
10651 Adams, D. W. 11893 Jenkins, W. S.
10259 Adrien, J. L. 3543 Jimenis, J. O.
11370 Allen, C. L. 9278 Johnston, D. C.
11872 Allen, Dr. C. A. 4900 Jones, G.
2410 Alexander, R. E. 11216 Kaffenberger, W.
3756 Anthony, W. R. 12061 Kellner, J. S.
1837 Appleby, Dr. H. T. 9937 Kernan, W. B.
5166 Armstrong, C. N. 2407 Ketcham, A. E.
8561 Armstrong, D. R. 9769 Ketcham, E. D.
11889 Aspinwall, E. P 9770 Ketcham, W. P.
9465 Arnold, W. D. 4076 Klingsbury, J. S.
5794 Ault, R. A. G. 10098 King, Dr. M. L.
11192 Bagley, B. D. 3544 Kitching, F. W.
8562 Baker, L. A. 11200 Knox, J. F.
1182 Baker, E. E. 11199 Knight, W. B.
11890 Baker, H. M. 2451 Lambert, W
8970 Baldwin, J. R. 12062 Laub, G. C.
8563 Ball, R. F. 419 Lawrence, J. J.
11443 Barnes, F. A. 11894 Lewis, F. D.
10264 Behrends, H. J. 9287 Lockwood, A. W.
8971 Bidwell, C. 410 Lorini, M.
3284 Bly, J. G. 11201 Love, B. B.
10087 Bogert, F. E. 9276 Lyons, W. H.
9275 Brinker, F. M. 2455 Lyons, A. W.
11211 Brien, L. J. 7113 Macdaniel, L. O.
2993 Brown, H. H. 782 Maclay, J. C.
12054 Brinch, L. 3934 Mandell, D. W.
8738 Bull, A. P. 1588 Mang, A. G.
1546 Bull, L. A. 10647 Mathews, A. D.
1343 Bull, W. S. 8569 Matz, H. L.
1549 Butler, Dr. C. S. 428 Maurer, E. J.
3383 Card, E. 2391 Meldrum, A. R.
418 Carling, H. C. 1966 Meyer, H. H.
7904 Case, G. W. 1642 Miller, F. C.
11892 Caulkins, F. W. 1587 Milley, D. N.
5163 Champlin, O.P.H., Jr. 7116 Millard, C.
3882 Chapin, H. C. 11895 Montgomery, H. F.
5795 Chase, G. W. 11202 Morey, A. H.
1544 Choate, H. E. 7114 Mott, J. C.
5796 Churchill, C. P. 9143 Mudgett, G. A.
2008 Child, C. L. 490 Munroe, J. O.
11193 Clark, L. B. 4280 Murry, G. W.
11288 Clark, H. S. 1586 Newman, J. B.
1088 Conkling, H. 760 Noyes, J. H.
8282 Constant, J. A. 437 Oliver, E. A.
2453 Cowl, C. 1595 Outerstatter, J. H.
111 Cochran, E. P. 1589 Otis, W. H.
6445 Courter, G. H. 5172 Otto, W. E.
6529 Curtis, C. H. 4089 Oxholm, T. S.
4337 Currier, C. T. 2412 Pagan, H. W.
607 Dakin, G. 8570 Parsons, H. A.
2011 Daniels, G. S. 6397 Peacock, E. C.
2009 Daniels, F. M. 5164 Pferd, J. A.
11547 Denny, C. 2015 Power, C.
6313 Doetschman, A. 2398 Ramsdell, W. M.
1194 Doyle, H. B. 6036 Raven, H. S.
8972 Driess, J. S. 9130 Rawson, F. B.
1860 Drullard, H. L. 1611 Richardson, A. C.



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10261 De Wilde, P.
1561 Ehrlich, J. J.
6530 Eisele, E. A.
10683 Flagg, G. W.
10085 Flansburgh, W. A.
1548 Foster, J. F.
5797 Fox, G. C.
12057 Frank, D.
12058 Fuchs, W. L.
322 Gallagher, F. B.
8566 Geer, D.
4910 Gething, C. G.
8565 Gilson C. C.
4361 Gleason, H. N. E.
6533 Gowans, J. H.
6532 Gowans, B. R.
11445 Graham, W. O.
3755 Gridley, E. L.
7403 Guernesey, C. T.
9920 Hamlin, R. S.
1641 Harriman, G. A.
11289 Harriman, F. C.
1581 Hastings, C. R.
8567 Haswell, J. C.
11195 Hauenstein, O. H.
12060 Hauenstein, J.
1089 Haydock, R. R.
6334 Henderson, S.
1571 Hedge, J. S.
11196 Hinman, L. S.
5170 Hoddick, A. E.
11197 Hoffman, R. B.
8387 Hoffman, S. V.
414 Holbrook, D. G.
2411 Holden, E. R.
12071 Holland, C. W.
12072 Holland, F. E.
1962 Hotchkiss, C. F.
12073 Hughes, S. M.
1569 Hunt, F. G.
4340 Hunter, L.
6935 Hyatt, F. O.

NORTH CAROLINA—4.

3389 Gilmer, T. T.
6416 Latimer, H. G.
7759 Overcash, B. J.
6608 Shaw, W. E.

OHIO DIVISION—67.

830 Atwater, G. S.
5433 Atwater, C. M.
7566 Atwater, F. M.
5448 Bates, E. C.
10682 Baumann, C. L.
6675 Bissell, H. H.
6464 Bosworth, N. C.
5615 Breed, W.
7338 Brown, J.
7368 Brown, W. F.
6677 Canfield, Rev. H. L.
4216 Caskey, C. E.
5141 Dickson, E. C.
3950 Dupuy, V.
11375 Ertle, J. B.
11020 Fast, R. K.
11019 Fast, F. M.
3900 Ferguson, R. E.
10118 Galbreath, E. J.
12631 Gierach, E. H.
3386 Griffith, J. B.
9306 Griffith, W. W.
7570 Hardigrove, R. S.
5431 Hellenthal, C.
7571 Hess, F. E.
8439 Hopkins, L.
4219 Howland, C. E.
4220 Howland, C.
8899 Jones, H. E.
6741 Keith, C. S.
3160 Knight, R. G.
6663 Kryder, J. F.
12659 McLain, F. C.
3903 McNeil, G. C.
12497 Robertson, W. H.
4330 Romaine, G.
12063 Root, H. B.
1092 Roy, J. B.
1610 Rummell, R. W.
5799 Russell, T. A.
9940 Sayres, G. B.
11290 Schieffelin, H. H.
12065 Schwinn, F. R.
7890 Schachtel, M., Jr.
6655 Sherman, F. A.
1567 Shepard, F. J.
2449 Shriver, E. J.
11897 Sippel, F. C.
12974 Sloan, W. E.
11898 Smith, H. W.
12066 Smith, H. B.
1634 Spann, A. C.
11696 Spaulding, P. D.
5802 Spencer, J. C., Jr.
6565 Starrett, W. H.
1061 Thompson, E. M.
1060 Thompson, W. M.
1239 Thorne, W. L.
1913 Thorne, E. C.
12067 Toulmin, W. B.
10666 Viele, C.
3830 Volger, E. C.
3832 Volger, O. W.
12130 Wader, S. F.
11900 Wagner, J. C.
4096 Wait, W.
820 Walton, A. H.
10092 Wanenmacher, C. G.
11203 Watson, H. R.
1773 Whiting, W. A.
1422 Williams, F. F.
1670 Williams, J. R.
2406 Williams, R. H.
12225 Wilson, E. R.
7893 Wright, O. S.
10265 Young, J. F., Jr.

PENNSYLVANIA DIVISION—76.

11463 Andrews, Dr M. E.
7343 Ashman, Dr. G. H.
12911 Barnes, S. H.
5027 Baumeister, J. F.
7138 Beatty, E. G.
9798 Biddle, W. C., Jr.
8280 Brandt, A. G
9002 Brandt, G. D.
4176 Brechbill, M.
5649 Brewster, J. H.
9668 Burgoon, B. G.
12685 Carlisle, L.
12191 Morris, R. L.
8161 Muil, R. F.
12611 McCarthy, J.
7916 Nallin, J. B.
4695 Niles, A. J.
9318 Nichols, G. R.
10491 Patterson, J. F.
2245 Phillips, A. L.
12192 Potter, R. F., Jr.
10493 Rabenau, J. H.
10494 Reber, J.
7142 Reid, N. S.
4066 Cilley, J. H.
11460 Clark, C. E.
9161 Clephane, W. C.
10488 Daddow, H. L.
7345 Davis, N. N.
7344 Davis, C. H.
435 Deans, F. A.
10489 Edmonds, W. P.
11577 Ensworth, G. B.
5356 Hawthorne, F. C.
7346 Holly, C. B.
12579 Hance, E. A.
433 Hoak, G. W.
11390 Howell, E. I. H.
7347 Hoyt, S.
11665 James, E. F.
9003 Jones, G. S.
7745 Jones, A.
478 Kinnear, C. F. L.
9670 Kitchen, J. W.
7348 Lee, T. J.
3754 Longaker, D. A.
10486 Loraine, H. McD.
10131 Melhorn, C. V.
482 Messner, W. F.
10490 Mills, R. J.
10517 Reynolds, B. G.
8798 Richie, E. B.
10511 Richwine, W. A.
9795 Ross, E. H.
11961 Scharver, C. C.
11629 Scott, R. L.
10495 Seidel, C. A.
7951 Shaff, G. N.
12136 Showers, S. H.
7753 Siebecker, E.
4694 Spaulding, G. M.
12730 Sprague, F. E.
7359 Starkey, F. W.
10496 Stichter, W. H.
7350 Switzer, O. F.
11630 Switzer, Miss B.
9811 Taft, W. S.
10715 Turner, W. L.
9010 Vaughan, T.
9797 VanHorn, W. D.
2267 Wally, J. H.
4024 Wells, E. L.
4790 Whitney, L. B.
12080 Wilson, W. O.
7351 Young, W. S.
7925 Zern, E. G.

RHODE ISLAND DIVISION—2.

12351 Crossman, J. B.
12352 Marvel, W. M.

TENNESSEE DIVISION—1.

8635 May, D.

VERMONT DIVISION—2.

12005 Burbank, F. D.
8294 Scott, F. H.

VIRGINIA DIVISION—1.

12356 Dickinson, C. H.

W. VIRGINIA DIVISION—1.

8812 Emmons, J. A.

WISCONSIN—12.

9333 Bates, H.
12138 Bull, F. K.
12711 Griffith, F. J.
2682 Hathaway, A. S.
12712 Lewis, D. M.
12713 Lovell, C. C.
12140 Mitchell, H. G.
12139 Mitchell, F. L.
12726 Pugh, A.
3781 Reynolds, I.
12141 Rogers, H. J.
12714 Van Arsdale, H.

WYOMING—29.

10174 Baxter, J. A.
3581 Bond, F.
3588 Bond, F.
7156 Bon, S., Jr.
3584 Clarke, F. H.
3615 Corey, J. D.
8092 Covert, P. S.
3601 Colwell, E.
8993 Cowhick, W. S.
3587 Duffey, J. J.
3304 Duffey, E. T.
11870 Gillespie, F. A.
218 Hamma, M. M.
3591 Hebard, F. S.
11594 Idelman, S.
3593 Inman, G. F.
1873 Johnson, M.
3631 Knabe, W. N.
8094 Morgan, G. F.
7157 Nairn, J. J.
3604 Pollard, J. B.
1876 Ransom, F. W.
3605 Rice, H. B.
3595 Riner, C. W.
7155 Sparhawk, F.
9334 Swan, W. R.
7945 Whipple, H.
3582 Williams, R.
7154 Zehner, P.

LOSS OF THE "OUTING."

A special dispatch to the New York *Herald* tells of the wreck of the "Outing" on the Florida coast. It will be remembered that Captain Cloudman started last November on a voyage around the world in a small boat 24 feet long. He proposed to do by water what Thomas Stevens did by land, and, like Stevens, he represented *Outing* as special touring correspondent. On Tuesday, January 18th, the boat was washed ashore on the wreck-famed shores of Florida, and the voyage came to an end. The "Outing" put in at Jacksonville December 18th. She left that port January 1st, after taking on board a mate, one George Muller, and went to St. Augustine, leaving there January 12th. A storm met them and the boat succumbed to it. The Captain and mate tried the virtues of oil on the waters and claim that it saved them, for it calmed the waves and let them swim ashore. The crew is now in Jacksonville waiting orders from the publishers of *Outing*. He says of the boat: The directors of the magazine company came down and examined her and vetoed the purchase of any extra ropes, a small boat and life-saving apparatus, or any new sails. There was not a preserver on board nor any extra rope. He said they told him to wait to buy such in Nassau, where they were cheaper. He says the yacht agents from whom she was bought deceived the publishers. The boat was fastened together with eight and ten penny nails, unclenched, and not copper-fastened as claimed. She was well modeled to ride over heavy seas, but strained like a basket. The captain attributes her wreck to losing the sails. He says the sails were rotten and blew away quickly.

The captain is a great believer now in oil on waves. Muller sat for several hours in the bow with a can of oil carefully watching to throw a cup full on the water as the waves came. As the oil diminished he found a tablespoonful did as well as a cup. They also suspended a stocking full of rags, saturated with oil, over the bow into the water. The strain on the physical and mental powers of both men was great. They were saved by the life-saving crew, who also saved the craft's binnacle, compass, barometer, taffrail log, and ship papers. The yacht went to pieces 200 yards from the beach.

Club Life.

Club officers are invited to keep us posted about all changes in their officers, past and future events in which their clubs have participated, and such gossip relating to them or their members as will be of interest to our readers. Write all communications for this column on one side of the paper, with plenty of room for interlineation, and not on same sheet that contains other matter.

CHEYENNE BI. CLUB, Cheyenne, Wyo.—Officers elected January 3d, for the ensuing six months: E. T. Duffy, President; F. S. Hebard, Vice-President; Fred. Bond, Secretary; J. J. Nairn, Treasurer; J. A. Baxter, Captain; W. R. Swan, Lieutenant.

OWL BICYCLE CLUB, Bordentown, N. J.—Officers elected January 4th for the ensuing year: Professor C. P. Hoffman, President; Isaac Elliott, Jr., Vice-President; Charles Burr, Secretary-Treasurer; Fred. G. Wiese, Captain; Charles B. Garwood, Lieutenant; Paul O. Hudson, Color-Bearer; L. W. Wiese, Bugler.

GENESEE BI. CLUB, Rochester, N. Y.—Officers elected for 1887: A. B. Rapalje, President; C. J. Conolly, Vice-President; C. J. Lund, Secretary; W. W. Kenfield, Treasurer; M. F. Shafer, Captain; B. Van Zant, Property Clerk; J. W. Pitt, G. S. Montgomery, Henry Goetzman, Jr., Executive Committee.

CENTURY WHEELMEN, Philadelphia.—Officers elected January 7th for the ensuing year: Kirk Brown, President; Frank Read, Vice-President; H. W. Brown, Secretary; A. G. McGlathery, Treasurer; A. D. Pedrick, Captain; Thomas Hare, Wallace Mayhew, J. C. Eastlake, R. C. Swayze, Board of Directors.

CHICAGO BI. CLUB.—Officers elected January 11th for 1887: R. Philip Gormully, President; John C. Ellis, Vice-President; Fred. A. Ingalls, Captain; R. J. Schmitt, Secretary-Treasurer; Samuel B. Wright, Quartermaster.

ATLANTA WHEELMEN, Atlanta, Ga.—Officers elected January 14th for the ensuing six months: R. L. Cooney, President; E. P. Chalfant, Secretary-Treasurer; D. B. Osborne, Captain; C. H. Freyer Bugler.

"In a word, a cycle bearing must be in that apparently paradoxical condition, at the same time *very tight* and *very loose;* that is, perfectly free to spin, and entirely rigid, allowing no shake in the parts."—Victor Catalog.

IT BEATS THE WORLD,

AND THE WORLD IS HARD TO BEAT.

1405 Miles in 142 Hours!!

Ridden by ALBERT SCHOCK, at Minneapolis, in competition with most of the great American professionals.

Mr. Schock writes:—"I am pleased with the Victor in every respect. I soon found it a vast improvement on all other wheels ridden by me."

Victor Wheels are built to ride Bicycles, Tricycles, Safeties. Catalog free.

OVERMAN WHEEL CO., - - 182 Columbus Avenue, Boston.

IMPORTANT.

The *Grand Union Hotel*, opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

PATENTS secured on reasonable terms. Work reliable. Papers carefully and *legally* drawn. Special attention given to inventions in cycling by an experienced wheelman and League member. Write for particulars.
N. L. COLLAMER,
Patent Attorney and Mechanical Engineer,
Room 47, St. Cloud Building, Washington, D. C.

FOR SALE.—Club Tandem, new June, 1886; run less 250 miles; fine order, balls all round, safe and very fast. A highly satisfactory machine. Price, $175.00. Address, TANDEM, P. O. Box 1071, Pittsburgh, Pa. tf.*

FOR SALE.—Humber Light Roadster 52-inch Bicycle, enamel finish. Run 100 miles. $125; cost $142.50. 1t-ex*.

BICYCLE BUSINESS FOR SALE.—Well established in a city in Massachusetts. The only business of the kind in that section; agents in all surrounding towns also. Well situated, with low rents. Reason for selling, proprietor going abroad. Inspection invited. Address, 237 B, *Globe* Office, Boston, Mass. 2t-106.

FOR SALE.—A 52-inch full nickeled, ball bearing, new pattern, standard Columbia Bicycle, with Rudge ball pedals, tools, and bag; Hill & Tolman bell; in first-class order; cost $140, will sell now at $70, crated and delivered at depot. J. E. HARDER, Clearfield Pa. 1t

FOR SALE.—Humber Light Roadster 52-inch Bicycle, enamel finish. Run 100 miles. $125; cost $142.50.
W. D. ANDERSON, Jr.,
Box 298, East Orange, N. J.

FOR SALE.—One 57-inch (1886) Columbia Light Roadster, balls all over, including pedals. Used but three months. Price, $125. Correspondence solicited.
WEST & ALLEN, 50 N. Penn, Indianapolis, Ind. 109.

WANTED TO EXCHANGE.—One of Bonchill's Field Guns, with auxiliary rifle-barrel, for an American Star Bicycle.
FRANK WOODMAN, Northville, Mich. 110.

FOR SALE.—54-inch Spalding, enamel finish, practically new—only run about 100 miles. Cheap.
G. M. ELLSWORTH, Altoona, Pa. 2t*.

IMPORTANT NOTICE

TO MEMBERS OF

Penna. Division, L. A. W.

You are respectfully and earnestly invited to attend a Meeting of members of the Penna. Division, L. A. W., to be held at the Phila. Bicycle Club House, 26th and Perot Sts., Phila., on Tuesday Evening, February 1st, at 8 o'clock SHARP, to discuss the action of the Board of Officers at their Meeting held in New York City on January 17th, relative to proxies of officers in this Division, as well as other matters to be presented at that meeting.

EWING L. MILLER, Chairman.
GUS. N. OSBORNE, ISAAC ELWELL,
STEPHEN B. VAUGHN, FRANK READ,
KIRK BROWN, T. HOUARD WRIGHT,
GEO. E. BARTOL.

BICYCLES ON EASY PAYMENTS.

Columbia, Champion, Challenge, Facile, Otto and other Bicycles and Tricycles sold on easy payments, with no extra charge, except for interest. Prices guaranteed as low as the lowest. Low freight and express rates to all points. Large stock of accessories including all latest novelties. Nickel-plating and repairing.

SECOND-HAND WHEELS

bought for cash, taken in exchange, and sold on Installments. Liberal discounts to agents. One of the largest stocks of new and second-hand wheels in America; rarely less than 200 wheels on hand to select from. Send for large illustrated catalogue and latest descriptive second-hand list and terms of easy payments; of interest to every actual or prospective wheelman. Correspondence solicited.
GEO. W. ROUSE & SON, 25 G Street, Peoria, Ill.

37th ANNUAL REPORT

Manhattan

LIFE INSURANCE CO.

OF NEW YORK,

Nos. 156 and 158 Broadway.

ORGANIZED IN 1850.

President, JAMES M. McLEAN.

First Vice-President, J. L. HALSEY.
Second Vice-President, H. B. STOKES.
Secretary, H. Y. WEMPLE.
Actuary, S. N. STEBBINS.

GROWTH OF THE COMPANY.

Net Assets, December 31st, 1885,	$10,695,438 85
Income Accounts, year 1886,	2,164,787 36
Total,	$12,860,226 2

DISBURSEMENTS.

Paid claims by death, matured endowments, and payment of annuities,	$801,095 89	
Paid dividends,	261,887 56	
Paid purchased policies,	164,583 29	
Paid salaries, office, agency, real estate, commissions, taxes, medical department, advertising, and other expenses,	322,601 29	1,550,168 43
Balance,		$11,310,057 78

LIST OF ASSETS.

Cash on hand,	$1,928 87
Cash in bank and Trust Company,	191,041 84
Bonds and mortgages,	3,456,795 15
Loans on policies in force,	1,057,745 78
United States and N. Y. stocks and other bonds (market value),	2,131,713 50
Real estate at cost,	778,113 37
Premiums deferred and in course of collection and transmission,	163,963 03
Loans on stocks and bonds,	3,426,762 50
Interest due and accrued, and all other property,	99,058 76
Gross Assets,	$11,310,057 78
Reported claims awaiting proof, etc., $185,443 00	
Dividends unpaid and other liability, 131,747 43	
Reserve on existing policies, estimated by New York standard, 8,780,185 00	9,097,375 43
Surplus by above standard, viz.: Amer. Ex. 4½ per cent.,	$2,062,682 35

BROWNING, KING & CO.,

406, 408, 410, and 412 BROOME STREET, NEW YORK.

THE ONLY OFFICIAL CONTRACTORS FOR THE

LEAGUE UNIFORM.

LIST OF PRICES:

Plaited Blouse, $9.50; KneeBreeches, $6.00; Suit, $15.50. Regulation League Cloth, made by the Middlesex Mills, cost $2.00 per yard. League Buttons, large size, 5 cents each; Small size, 2½ cents each. Full set for suit, 55 cents.

TERMS:

All uniforms or parts of uniforms sent C. O. D., with privilege of examination. All orders for cloth or buttons must be accompanied by Money Order. Blank forms for self-measurement furnished on application. Orders for L. A. W. Goods will be received at any of our branch stores, as follows:

136 and 138 Madison St., 144 to 148 Clark Street, } CHICAGO, ILL. | 210 and 212 N. Broadway, St. Louis, Mo. Wisconsin and E. Water Street, Milwaukee, Wis. 76 and 78 West Fourth St., Cincinnati, Ohio; 910 and 912 Chestnut Street, Phila., Pa.

All orders must be accompanied by League number

"IDEAL" QUININE & SULPHUR SOAP.
There is no skin disease this soap will not benefit

STOP SCRATCHING!!

WELL, WHY NOT?

IDEAL QUININE AND SULPHUR SOAP will certainly cure all ITCHING skin diseases.

Ask any dealer in Toilet Soaps for it. Or sent to any address, postpaid, 25 cents per cake, 3 cakes for 60 cents. Q. & S. Shaving Soap, 15 cents
VAIL BROTHERS, 239 Market Street, Philadelphia, Pa.

USE IDEAL TOOTH POWDER. Price, 25 cents per Bottle.

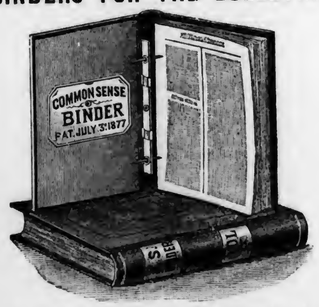
FOR SALE, EXCHANGE, ETC.

FOR SALE.—Keystone Bicycle Saddle. Business of manufacturing and Patent. A proved success and fine chance to develop. C. M. CLARKE, P. O. Box 969, Pittsburgh, Pa. 4t.*

NEW YORKERS, ATTENTION!—A Seventh Regiment Outfit, complete, good as new, in part exchange for a 54-inch Bicycle or Tricycle. Address, P. O. Box 2,901, New York City. 2t-105.

PATENT LEVER SUSPENSION BICYCLE HOLDER
An instantaneous Adjustment;
Indispensable for safety at home or place of business IN STORING, A SURE preventitive of Tire Flattening or Wheel Springing. THE ONLY HOLDER MADE for cleaning a wheel at any moment. PRICE $1.50
ADDRESS W. E. Nettleton, MERIDEN, CONN.

BINDERS FOR THE BULLETIN.



To all who wish to preserve their Copies of the **Bulletin** in good shape, we can offer a "Common Sense" Binder, like the above cut, for **One Dollar,** post free.

E. M. AARON,
Don't send Checks. Box 916, Philad'a, Pa.

FOR SALE.—Dirt cheap. One 50-inch full nickeled Standard Columbia, 86 pattern. Condition guaranteed good. Cow-horn and straight bars. C. W. FUNSTON, Box 375, Bloomsburg, Pa 2t*

REBER & SAICH,
Agents for the well-known **Club, Premier, and Spalding Bicycles and Tricycles.** Old style parts and difficult REPAIRS a specialty.
SALESROOM AND REPAIR SHOP.
149 Academy St., Newark, N. J.



THEOPHILUS WOBBLE'S
Trip Around the World
ON A BICYCLE,
ILLUSTRATED,
Commenced in
TEXAS SIFTINGS,
July 3d, 1886.
FOR SALE BY ALL NEWSDEALERS.
Back numbers can be obtained from **Texas Siftings Publishing Co., 240 Broadway, N. Y.**

STEEL BALLS For Anti-Friction Bearings.
OF BEST CAST STEEL.
Hardened, Ground, and Burnished.
3-16" to 3" diam. Samples and Prices on application.
Simonds Rolling-Machine Co., Fitchburg, Mass.

OUR SPECIALTY.
Columbia and Rudge Bicycles and Tricycles rented to non-owners for long or short periods at reasonable rates. Only first-class wheels offered. Send for terms. Bicycles and Tricycles also sold on easy payments.
GEO. R. BIDWELL,
Dealer in Bicycles, Tricycles, Etc.,
313 West 58th Sreet, New York City.

If you want to come out in the Spring with your Bicycle or Tricycle looking like new, before putting your machine away use a bottle of

ARDILL'S
LIQUID ENAMEL!
For touching up or entirely re-enamelling
BICYCLES AND TRICYCLES



THE RUDGE.

Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold, or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A suitable Brush given with each bottle.**
Price, 75 cents a bottle. Cannot be sent by mail.
For sale by all Agents, and by
STODDARD, LOVERING & CO.,
152 to 158 Congress St., Boston.
Special terms to the trade

BEFORE ◆ YOU ◆ BUY ◆ A ◆ BICYCLE
of any kind, send stamp to
A. W. GUMP, - Dayton, Ohio,
for Large Illustrated Price-List of New and Second-Hand Machines.
Second-Hand Bicycles taken in Exchange and Bought for Cash.
Largest Stock of Second-Hand Bicycles in America.
BICYCLES REPAIRED and NICKEL-PLATED.
A. W. Gump, Dayton, Ohio.
SECOND-HAND GUNS TAKEN IN EXCHANGE FOR BICYCLES.

BARGAINS!
Now is the time to buy Second-Hand Bicycles. Send size and price you wish to pay. Prices low. Send for Catalogue of the New Rapid.
WM. M. FRISBIE & CO.,
P. O. Drawer 64. New Haven, Conn.

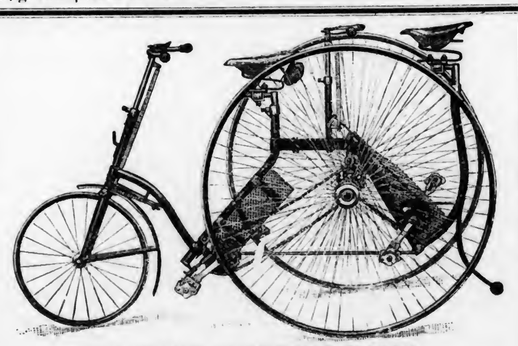
KEYSTONE WATCHES ARE THE BEST. ASK TO SEE THEM.
ATKINSON BROS.
926 Chestnut St., PHILADELPHIA, PA.

BEST GOODS. LOWEST PRICES.
L. A. W. SUITS, - - - $12.00
JERSEY CLOTH SUITS, - - 13.00
CYCLISTS' TOURING CLUB SUITS, 13.00
All garments custom made.
Send for circulars and measure blank.
Punnett, Tailor and Outfitter, - Rochester, N. Y.

THE SPRINGFIELD ROADSTER,
MANUFACTURED BY THE
Springfield Bicycle Manufacturing Co.
(Yost & McCune Patents),
19 PEARL STREET, BOSTON.
The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest
Do not buy a wheel before you see the Springfield Roadster.
Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.
PRICE, COMPLETE, - $75.00.
JOHN P. LOVELL'S SONS, 147 Washington St., Boston, Sole Agents for New England.

THE "NEW AMERICAN" TRICYCLE.
639 Arch Street, Philadelphia.
We make but one style of machine, and that the *best.* There are *no extras.*
NO DEAD CENTRES. FULL POWER UTILIZED. CLIMBS ANY HILL.
The best machine for ladies, as there are no revolving pedals to catch the skirts. The only Tricycle that can be ridden equally well by lady or gentleman, grown person or child.

EITHER RIDER CAN STEER.
May be Ridden by Two Ladies.
HAS AUTOMATIC STEERING.
Reduces in Width to 27 inches.
Has Folding Handle Bar, for Easy Access to Front Seat.
Is the Most Unique Machine of its Class.


THE CUNARD CONVERTIBLE TANDEM.

CUNARD
Bicycles,
Tricycles,
Tandems,
Safeties.
D. Rogers & Co.,
SOLE U. S. AGENTS.
75 Clinton Avenue,
NEWARK, N. J.
CATALOGUES FREE.

Copy of Testimonial from T. J. Kirkpatrick, Esq., Vice-President of the L. A. W.
SPRINGFIELD, O., January 11th, 1887.
D. ROGERS & CO.
GENTLEMEN:—Respecting the Cunard Tandem, I have to say that it is *beyond question the best tandem* yet produced. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leave nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine *a pleasure.* I have owned other tandems, but this is *the only one that was worth house-room* as a convertible machine. I find it a *perfect machine,* in perfect balance, either as a single or a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day to suggest an improvement in the design and arrangement of the Cunard, I would be free to say that *it is as nearly perfect as this type of machine ever will be.*
Yours truly,
[Signed] T. J. KIRKPATRICK.
SEND YOUR ORDERS AT ONCE FOR SPRING DELIVERY, AND DON'T GET LEFT.
ACTIVE AND RESPONSIBLE AGENTS WANTED.

EXTRACT FROM "CUNARD CYCLE COMPANY'S" PROSPECTUS.

"D. Rogers & Co., Limited, of Newark, New Jersey, will continue to act as agents for the United States. In a recent communication from them, they state that the Cunard Machines are very popular, and that they anticipate a large increase of orders for next season."

D. ROGERS & CO. (Limited).

Incorporated under the Laws of the State of New Jersey. CAPITAL $100,000, IN 20,000 SHARES OF $5 EACH. Issue of 5,000 Shares.

Payment to be made as follows:—$2.00 on application, and $3.00 on allotment.

DIRECTORS.

James Smith, 677 High St., Newark, N. J.; D. H. Rogers, 75 Clinton Ave., Newark, N. J.; G. S. Woolman, Orange, N. J.; and two other Directors to be elected at first meeting of Shareholders.

BANKERS:—Manufacturers' National Bank, Newark, N. J. COUNSEL:—Messrs. Coult & Howell, 766 Broad St., Newark, N. J.

PROSPECTUS.

This Company was organized on August 2d, 1886, for the purpose of carrying on the Sole United States Agency for the sale of the celebrated Cunard Bicycles and Tricycles, manufactured by Frank Gibbons, of Wolverhampton, England, and appointing sub-agents therefor; and although its business commenced so late in the season, it has met with unprecedented success, and is already in receipt of numerous testimonials from American Wheelmen.

In December, 1886, however, Mr. Gibbons' business was converted by him into a Limited Company, under the name of the "Cunard Cycle Co.," with a capital of $250,000, which amount was *subscribed several times over* by public subscription. The following gentlemen constitute the Board of Directors of the English Company:

Viscount Pollington, Sir Stephen Hill, C. B., Major Harry Creigh, W. H. Maitland, C. and M. E., and Mr. Henry Osborne, Late Manager of Messrs. Rudge & Co., Limited, of Coventry, England, who has been appointed Manager of the "Cunard Cycle Co.," reports as follows:

"LONDON, November 26th, 1886.

"THE DIRECTORS OF THE 'CUNARD CYCLE CO.'

"GENTLEMEN:—I have been to Wolverhampton, and carefully inspected the works and plant of the 'Cunard Co.' These works require to be extended to be able to turn out 3,000 'Cunard' machines per annum; but with additional buildings and machinery, for which I have specified, which will cost the sum of £7,000, this could be done, and would show a profit of 25 per cent. on the capital of £50,000. This result is obtained, to my knowledge, by the principal firms in the trade at Coventry, and with Mr. Gibbons' machines, *which are equal to those of any other maker, and are becoming very popular*, there would be no difficulty in realizing this result.

"[Signed] HENRY OSBORNE."

D. Rogers & Co. have secured most favorable terms from the "Cunard Cycle Co.," and it is on this account, and to provide for the increased business expected in the spring, also for the purpose of establishing branch depots in the most important cities, that the extra capital is required.

It is a notorious fact that all the existing companies for the manufacture of bicycles and tricycles are paying *enormous dividends*, and that the public has until now had no opportunity of participating in such profits, the capital in nearly every case having been privately subscribed by a few individuals, and no shares can be purchased, even at a very high premium. In the present case, however, it will be readily seen that the low price of the shares ($5) will enable wheelmen and others to invest a smaller or larger sum at their option, thereby availing themselves of the full benefits arising from such investment, in proportion to the amount subscribed.

To enable subscribers residing at distant places to have the full privilege of their votes at any meeting of Stockholders, the Directors have made adequate arrangements, whereby such may be recorded by proxy.

As the Directors anticipate a very large number of applications, they wish it to be understood that the shares will be allotted in strict proportion to the total quantity applied for. If no allotment be made, the amount paid on application will be returned in full.

Prospectuses, and forms of application, with testimonials, can be obtained at the Company's Offices, 75 Clinton Avenue, Newark, New Jersey. The Certificate of Organization may be seen at the offices of the Company's Solicitors.

"Rapid" THE NEW Bicycle"

With The Famous TRUE TANGENT WHEELS AND PALMER DETACHABLE HANDLE BAR.



Confidently OFFERED AS THE HIGHEST GRADE AND EASIEST RUNNING BICYCLE EXTANT.

Send For Catalogue & Testimonials — Photos. 10 & 15 cts.

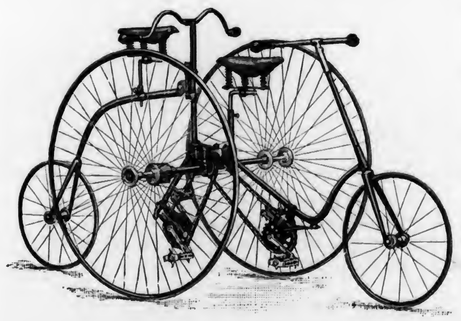
ENERGETIC AGENTS WANTED

SAML. T. CLARK & CO. IMPORTERS

BALTIMORE, MD.

THE COVENTRY MACHINISTS CO., LD.

239 Columbus Avenue, Boston.



Before buying a Tandem, you should see the new **"CLUB" TANDEM,** with automatic steering, and the **MARLBORO TANDEM,** the best three-wheel Tandem made.

CATALOGUE FREE.

KIRK BROWN,

6 SOUTH BROAD (MERRICK) STREET, PHILADELPHIA, PA.

SOLE PHILADELPHIA AGENT.

Before purchasing your mount for this year, see the celebrated

"ROVER" BICYCLE.

FITTED WITH EVERY POSSIBLE IMPROVEMENT.

Faster than a Bicycle.
Safer than a Tricycle.



The "ROVER" BICYCLE as ridden by the Right Honorable Viscount Bury, President of the National Cyclists' Union.

No Skidding or Side-Slipping on Greasy Roads
And no Fear of Falls.

Starley's new Patent Spring Fork is now ready, whereby entire insulation from shocks is obtained in handles, pedals, and seat.

This Fork can also be applied to any tricycle.

Price-lists, testimonials, etc. (including one from Viscount Bury, which every rider should read), post free.

Complete catalogue of all our machines, 2 stamps.

STARLEY & SUTTON, Meteor Works, - Coventry, England.



Ira Perego

128 and 130 FULTON ST., 87 NASSAU ST.,
NEW YORK.

The only Official Outfitter to the L. A. W.

L. A. W. REGULATION CAP,	-	$1 75
" " HELMET,	-	1 75
" " SHIRT,	-	2 25
" " HOSE,		1 50
" " SILK BELTS,		1 00

All orders must be accompanied by money order for the amount, also name and League number.

English C. T. C. Cloth, double width, $4.00 per yard.

Patented 1881.

L. A. W. BADGES.

For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,
177 Middle St., Portland, Me.,
The Designer and Sole Authorized Maker.

Prices for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. *Diamond Badges*, $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.

Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.



New Style H.

TOBOGGANING!!

THE POPULAR TOBOGGAN.



SEND FOR CIRCULAR. DISCOUNTS TO CLUBS.

The most fascinating of winter sports.
Headquarters for Tobogganing Outfits.
Agents for the celebrated "PROCTOR" Toboggan, which for STRENGTH and SPEED excels all others.

NEW YORK BICYCLE CO.
38 Park Place.

DEALERS

will be interested to learn that we are supplying a line of tool-bags equal to imported goods, and at lower prices. We are preparing to manufacture a full line of leather goods for the coming season. Before placing your orders, write **McCOY & WILLIAMS**, 373 Main Street, Orange, N. J.

HOW TO JOIN THE L. A. W.

Fill up the blank in the adjoining column and, together with **TWO DOLLARS,** send it to the Secretary of the League,

ABBOT BASSETT,
Box 1184, Philadelphia, Pa.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name IN FULL.

Write very plainly.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,
Box 1184 Philadelphia, Pa.

Dear Sir:

Inclosed you will find **$2.00** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed below. I refer to the persons named below.*

Signed,.....

Club,..... *Residence,*.....

City and State,..... *Date,*.....

ARTICLE IV, SECTION 4, of the L. A. W. By-Laws, contains the following *Definition of an Amateur*:—"An amateur is one who has never engaged in, nor assisted in, nor taught any recognized athletic exercise for money or other remuneration, nor knowingly competed with or against a professional for a prize of any description. To prevent misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist forfeits his right to compete as an amateur, and thereby becomes a professional, by engaging in cycling or any other recognized athletic exercise, or personally teaching, training, or coaching any other person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or for gate money, competing with, pace-making for, or having the pace made by, a professional, in public or for a prize; selling, realizing upon, or otherwise turning into cash any prize won by him. This rule does not apply to teaching the elements of bicycling solely for the purpose of effecting the sale of a bicycle. The League recognizes as athletic exercises all those sports under the jurisdiction of the National Association of Amateur Athletes of America, including running, walking, jumping, pole-leaping, putting the shot, throwing the hammer, throwing the weights, tug of war, and rowing, boxing, sparring, Lacrosse, polo, roller and ice skating."

TO L. A. W. MEMBERS.

Read the Letter in the adjoining columns, and AT ONCE fill out the blank at the bottom and send it with **ONE DOLLAR** to

Abbot Bassett, Box 1184, Philadelphia, Pa.,

and thus secure for another year your membership in the largest and most popular athletic organization in the country.

OFFICE OF THE SECRETARY-EDITOR, LEAGUE OF AMERICAN WHEELMEN,
PHILADELPHIA, PA., December 6th, 1886.

TO ALL LEAGUE MEMBERS:

THE ADVANTAGES OF MEMBERSHIP in the L. A. W. are so well known and understood that to most of you anything that I might say on the subject would seem superfluous. But to those who, either from the brief duration of their association with our organization or from the fact that they have not availed themselves of their privileges in the League, are not so assured of its great influence for the general good and their individual good in particular, we offer the following brief summary for their careful attention:

The L. A. W. publishes a first-class weekly newspaper, the L. A. W. BULLETIN, which is in itself full return for the annual dues. It will furnish to each member, on application, during 1887, at a nominal price, a HAND-BOOK of useful information, including the Constitution and By-Laws, Racing Rules, Transportation Rates, Rights and Privileges, etc. The L. A. W. affords the privilege of obtaining an excellent UNIFORM at very moderate cost. The L. A. W. stands ready to protect its members in their legal rights, and to sustain them in their efforts to repeal unfavorable legislation. This it has frequently done in the past.

In addition to the above general advantages, most of the State Divisions are striving to outdo the parent body in granting direct benefits to their members, such as Road-Books, maps, Hand-Books, and reduced hotel rates, to say nothing of meets, parades, tours, and entertainments.

The item of the bond of fellowship which exists between League members throughout the length and breadth of our land is admitted by many hundreds to be worth much more than the price of the annual dues.

Believing that all who intend to continue as cyclers will also continue as members of the League, and that most of those who either temporarily or permanently give up active participation in cycling will remain with us for the sake of the past and of the future companionship, I feel that I have but to call your attention to the League's claims on you for 1887 to insure the return of the blank printed below with your signature affixed and accompanied by your annual dues.

Fraternally,
ABBOT BASSETT *Secretary-Editor, L. A. W.*

ABBOT BASSETT, Secretary-Editor, L. A. W.,
Box 1184, Philadelphia, Pa.

Inclosed herewith you will find ***ONE DOLLAR*** *for the Annual Dues for 1887, in the League of American Wheelmen, for the undersigned.*

Name,.....

League No...... *Address,*.....

Club,.....

To the Reader.

Although it may be a trifle early, we take great pleasure in calling your attention in a general way to our plans and machines for 1887.

We have investigated every improvement that has appeared upon Bicycles and Tricycles, both in England and America, and have satisfied ourselves as to its value; and although the ***Rudge*** machines for next year will not contain any very startling novelties, which are often used for advertising purposes, you can rest assured that we have not been negligent in our efforts to perfect them.

We have been in active correspondence during the last year with a large number of reliable, enthusiastic road riders in regard to improvements on the Rudge machines, and after a careful examination, we have decided to adopt those which we have thoroughly tried and can fully recommend.

Rudge Light Roadster.

We are not quite prepared at present to lay before you the detailed specifications of the RUDGE LIGHT ROADSTER for 1887, but when they are submitted to you, we feel you will at once say, "It stands at the head." We have spared no pains in any respect, and the old favorite comes forward this year better than ever. Be sure and see this machine before deciding on your mount for the year.

Rudge Roadster.

We have entirely remodeled the American Rudge and improved it in many points. In consequence of the large number of cheaper machines, we have discarded the word American, and re-named it the RUDGE ROADSTER.

For a good, strong, reliable roadster, at a moderate price, we think it will lead all others, as it has done for the last three years. It is a machine that we can recommend as a reliable mount at a low price.

Rudge Bicyclette.

We shall also place upon the market the RUDGE BICYCLETTE, the original safety bicycle of the Rover type. This was patented by Rudge & Co. in 1879, both in England and America, and all machines of this pattern are imitations of the original.

The many advantages that the BICYCLETTE possesses in point of safety, comfort, and speed, together with the many valuable specialties, which can be found only on this machine, will at once be appreciated by the large number of wheelmen and intended wheelmen, and as we predict a large sale for it for the coming year, orders should be booked for it early.

Crescent Tricycle.

Owing to the enormous demand in England last year for the RUDGE CRESCENT TRICYCLE, we were unable to fill orders as we desired; but we have made arrangements this year to carry a large stock on hand. This tricycle contains all the essential points of the very latest improvements, being fitted with a large front wheel, bicycle-steering, and a long wheel base, and combines lightness, speed, and ease of running.

We shall carry it in two weights, one for gentlemen and one for ladies, and our new pattern contains many valuable points of special interest.

THE RUDGE FOR 1887

Friebie, Wm M dr...

Rudge Humber Tandem.

This popular Tandem is so well known that it needs no description. While we have not altered the main features, it may be seen that the details have received our careful consideration, and many points have been altered with satisfactory results.

Rudge Crescent Tandem.

To meet the general want for a tricycle that can be ridden by two ladies, or by a lady and gentleman, we introduce the RUDGE CRESCENT, feeling sure it will meet the demands of the riders.

It is of the Cripper form, with patent automatic bicycle-steering, and contains all the valued features of Rudge & Co.'s experience.

With these popular machines, it will be seen that we cover all the ground, and we claim that no importer or manufacturer handles so extensive a line of Cycles as ourselves.

These machines are not experiments, but they have been given from one to three years' careful trial in England before we introduced them upon the American market, and the prestige which they have in England, combined with Rudge & Co's. experience and skill in material and workmanship, leave nothing to be desired, and we can with confidence recommend them to our agents and their customers.

All of these machines have been built under our manager's personal supervision; and we place them upon the market, knowing that our reputation is at stake, and feel sure that you will appreciate our efforts, for it has always been our aim to suit the riders.

At present we are very busy in preparing our catalogue, which we propose to lay before you very early in the season, and trust that you will favor us with an order.

Agency.

We have had numberless applications for the agency of the Rudge Bicycles and Tricycles from all over the United States, and we wish to say that we desire only to establish agencies in the bicycle centres, and desire only representatives who are willing to push the sale of our machines.

We invite correspondence on this subject.

Yours very truly,

STODDARD, LOVERING & CO.

No. 152 Congress Street, Boston, Mass.

THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN: PUBLISHED WEEKLY: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA:

$1.00 A YEAR. 3 CENTS PER COPY. | Philadelphia, February 4, 1887. | VOLUME IV. No. WHOLE NUMBER 84.

From Manitoba to the Gulf of Mexico, from Eastport to the Golden Gate, the Majority of Wheelmen

RIDE COLUMBIAS.

POPE MFG. CO.

79 Franklin St.,

BOSTON.

BRANCH HOUSES:—12 Warren Street, New York; 291 Wabash Avenue, Chicago.

These are our Witnesses.

Nine years of hard service upon every grade of American road has not worn out a Columbia.

THE WORLD'S STORY

of the road and path is a recapitulation of victories by riders of Columbias.

THE WISE WHEELMAN

rides a Columbia; the unwise is getting wisdom and a Columbia.



RUDGE TELEPHONE MAN.

Hello! I just want to say a word about the

RUDGE LIGHT ROADSTER

For 1887.

Among the improvements in it you will notice the following:

SPADE HANDLES, perfectly adjustable and detachable.

FULL FRONT FORKS, without adding to its weight.

LONG CRANKS, thereby obtaining great power.

SADDLES. We have a daisy. Details later.

BACKBONES, large section.

These are only a few changes, but every part of the machine has been carefully considered in detail.

GUARANTEED TO STAND 200 POUNDS.

Wait until you see this machine before purchasing.

Catalogue ready in a few days. Reliable Agents wanted.

STODDARD, LOVERING & CO.,

152 Congress St., Boston, Mass.

N. Y. Headquarters: GEO. R. BIDWELL, 313 W. 58th St.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

For the Executive Committee of the League of American Wheelmen.

AT THE L. A. W. OFFICE,

506 WALNUT STREET, ROOM 12, PHILADELPHIA, PA.

Entered at the Post Office as Second-Class Matter.

SINGLE COPIES, - - - - - - - 3 CENTS.

SUBSCRIPTION PRICE TO OTHER THAN LEAGUE MEMBERS, } $1.00 A YEAR.

CLUBS OF FIVE, - - - - - - $4.00 "

TO LEAGUE MEMBERS.

Until further notice address all letters to the Secretary-Editor, Abbot Bassett, Box 1184, Philadelphia, Pa.

Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list; failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

Personal controversy, fault-finding, and allusions to manufactures and manufacturers will not be admitted to the columns devoted to reading matter.

The EDITOR must in all cases have the full name and address of the authors of contributed articles as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

ADVERTISING RATES ON APPLICATION.

Our Circulation this Week is

11,950 Copies.

No. 5. FEBRUARY 4, 1887. VOL. IV.

Renewals are coming in very fast, and yet we are not satisfied. One month of the two in which renewals are allowed is about gone and less than half the members have renewed. This means a heavy draft upon our clerical force during February. Will each and every member of the League regard this as a gentle reminder of his duty and proceed forthwith to place his name upon our rolls for another year? Don't wait for the circular to delinquents, but act at once.

* * * * *

There seems to be a great deal of misapprehension regarding what a League club is. At the officers' meeting in New York a By-Law defining a club of this kind was added to the Code, but it is necessary for this office to hold a certificate to the effect that the club has complied with the By-Law before an entry can be made on the books. Clubs desiring to be enrolled should send to this office a certificate which shall answer the following questions:

1. Name of club?
2. Date of club organization?
3. Date of joining the L. A. W.?
4. Club address?
5. President?
6. Captain?
7. Secretary?
8. Treasurer?
9. Number of members?

We have given the form which has been in use in this office in the past. The third question is not, to our mind, what it should be. Secretaries will please answer this question by giving the date when the rule was passed which qualifies the club for admission to the League. The date of joining the League can only be fixed in this office, and it must be that on which the entry is made. League clubs are entitled to a club copy of the BULLETIN.

* * * * *

A valued correspondent, for whose opinion we have much respect, has sent us his ideas of what the BULLETIN should be. We reproduce his words: "Make the BULLETIN a medium of communication between all Leaguers. Let us have an open correspondence column, free for an exchange of ideas and views on all cycling subjects. This I feel would make it still more interesting and valuable to members. The BULLETIN is for the benefit of the League and its members, and I see no earthly reason why correspondence on subjects of special or general interest to League men should not be printed in the official organ, as well as the stenographic reports of what the officers say. Let the small fry be heard. In other words, the BULLETIN should be the organ of the members at large, not the officers only—should be a true barometer of the general sentiment of the League. We cannot be heard at nor can we attend the meetings. Why can we not express our opinions through the only medium which we have, viz.: the official organ?" The foregoing views are in accord with our own. We agree most heartily with the idea that the BULLETIN should be a medium for the interchange of ideas between the members, and we shall do what we can to make it so. There must be, however, two parties at work to bring about such results as our correspondent would like to see. The BULLETIN is ready and willing. How is it with the members?

* * * * *

Many correspondents are writing us regarding the League uniform. The matter is now in the hands of a committee, and it will receive careful attention. Hasty action would be a mistake. The League has had a sad experience in the past, and this should teach them to make a careful selection of material for the uniform that is to be. Undoubtedly, many wheelmen will be put at a disadvantage by the delay, but in this, as in everything else that the officers do, the greatest good of the greatest number must be sought.

* * * * *

Mr. J. R. Hogg, the leader of the party in England which would abolish the amateur rule, explains his position to the *Cyclist*. He withdrew his notice of motion for the next meeting of the N. C. U., because, as he says, "I don't choose to travel six hundred miles to move a resolution with the absolute certainty of an overwhelming defeat. * * * * That the principles I have endeavored to enunciate are not indorsed as yet by the majority of cyclists I freely admit."

One who has acted as English correspondent of the BULLETIN has made it appear that there was a very strong feeling in England in favor of a repeal of the amateur rule. The above words from Mr. Hogg are the best answer to what has been said. The BULLETIN recognizes that the great majority of wheelmen in America favor the strictest kind of an amateur law, and from what it can glean from the men of England who have best represented English ideas in the past, it believes that the abolition party is very small in numbers and very weak in influence.

* * * * *

It will be well for Club Secretaries to bear in mind that no person can vote at the annual election, next month, unless he is a member of the League of record March 1st, and that no applicant can thus qualify unless his application is published in the next issue of the BULLETIN. The Constitution provides that an applicant shall become a member "upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the Official Organ." Under this provision a person whose name is published in our issue of February 18th does not become a member till March 8th. We shall hold our forms open as long as possible to accommodate the late ones.

All the gold and silver medals owned by Dr. P. E. Doolittle, of Toronto, Ont., which were won by him at bicycling contests, and said to be worth from $400 to $500, have been stolen from his residence, No. 237 Front Street, East. The thieves found their way into the house through the cellar, and had the case where the medals were stored removed to the back yard, where it was emptied of its contents.

TO LEAGUE MEMBERS.

Until further notice address all letters to the Secretary-Editor, Abbot Bassett, Box 1184, Philadelphia, Pa.

Give a Dollar to the Cause!

He who gives quickly, gives doubly. Don't come in with the great rush which comes during the last week in February. Get your renewal off your mind, and give us the night work early in the month. Send all letters to

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COMING WHEELS.

WHAT ENGLAND IS DOING IN WHEEL MANUFACTURE.

THE BICYCLE, THE TRICYCLE, THE TANDEM.

LONDON, January 8th, 1887.

DEAR BULLETIN:—Doubtless you have despaired of ever receiving a reply to your request that I should write you a few lines, for publication, of course, giving my impressions of the state of the wheel trade in England, the changes that have taken place since my last visit to this "right little tight little island," the styles and types of machines that will be used in '87, etc., etc.; and I must apologize humbly for keeping you waiting so long; but the fact is, I have read so many "impressions" of late which point so plainly to self interest, that I feared you might consider another letter replete with "impressions" flat, stale, and unprofitable. However, as I have not confined my observations to any one particular make, and am not writing in the interest of any firm, I shall venture to spread before your readers, in plain words, a few "impressions" of one who has been an ardent wheelman since 1878, riding in Europe and North America, who for the past four years has yearly visited nearly every important cycle factory in England, and who, being a mechanic and inventor, as well as a rider, therefore feels hiinself qualified to speak.

IMPRESSION NO. 1.

In my peregrinations I eagerly sought for changes and improvements in my first love, the vertical fork two-wheeler, for I feared that so much attention being paid to tricycles, my old friend might have been neglected. This was not the case, however, and I found marked improvements that had passed beyond the experimental stage, and had now become indispensable in a strictly high-class bicycle. Certainly the most important of these is the mode of building bicycle wheels with "true tangent spokes." I remember seeing the first wheel built on this principle, which was exhibited by a Birmingham company at the International Inventions Exhibition, held in London in 1885, and I was immensely pleased with it. I saw at once that it was mechanically correct, and I was pleased to hear that it had received from the jury of award the only gold medal for bicycles. It and some other machines with "true tangent wheels" were afterward exhibited at the Stanley Show, where they again scored, receiving the unstinted commendations of all the cycle experts and critics; one well-known authority, a writer for a cycling trade paper with pages of manufacturers' advertisements, going so far as to pronounce these "the best wheels ever built," and predicting that no first-class manufacturer could afford to be without machines with "true tangent wheels."

And it came to pass. The firm that first introduced this mode of wheel building did an immense trade. On every side sprang up imitations and copies, and there was a rage for "true tangent wheels," and my recent visit to the various factories, where I saw the leading types for 1887, has convinced me that this will be decidedly a "true tangent" year. Makers have not been slow to recognize the signs of the times, and most of them have prepared themselves accordingly, yet there are some who are troubled with that most terrible of bugaboos, "Big stock made up," who cannot afford to make so radical a change in wheel construction, and they, of course, cry down the "true tangent wheels;" but that another season will see them in line is a foregone conclusion. By the way, I note that a prominent manufacturing firm on your side of the pond has recognized the value of the "true tangent wheel" to such an extent as to adopt them in their racers, and it was on a machine so constructed that William A. Rowe did his marvelous times, and established world's records from one-quarter to 24 miles. So much for the "true tangent wheels" and William A. Rowe. Doubtless the Birmingham firm feels happy over this.

IMPRESSION NO. 2.

Speaking of manufacturers with "big stock" crying down improvements, I remember, when I was here last year, a small firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it. What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball-heads will not rank among the highest grade mounts. Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanley head, with cone or hemispherical centres, however true and well hardened, is a fact that the experience of 1886 has settled beyond a peradventure of a doubt. In corroboration of this please note the reports of the next Stanley show, which will be on in February, and scan the number of patented ball-heads and necks advertised in the wheel press.

Just a word of caution, however. There are ball-heads and ball-heads. Many are incorrectly constructed, theoretically and practically, and will cause endless trouble. Without attempting to point out the good and the bad, I will simply advise intending purchasers of machines to have only those which have ball-heads that are thoroughly adjustable *for unequal wear*, which are made interchangable, and afford a ready means of extracting a broken ball and inserting a new one.

IMPRESSION NO. 3.

I have always held that the handle-bar of a bicycle should be readily detachable. The reasons for this are so obvious that they do not require explanation. Four years ago I cannot recall that there was a single make of bicycle in England that was put on the market with a detachable handle-bar. Since then, the increasing demand has produced a number of devices, the most of which, however, "died a bornin'," owing to the fact that the constant twisting strain on the bar soon wrenched it loose, and, as every cyclist knows, there is nothing worse than a loose, rattling handle bar. The past year's demand showed conclusively that roadster bicycles (excepting Safeties) must have detachable bars, and most makers are putting them on stock machines. Very few of the patterns, however, fill the requirements of a bar that may be almost instantaneously detached without removing the handles, that will not wear or shake loose when in place, and will not ruin the detaching device when a bad header is taken.

Very few, I say, will come up to the requirements; in fact, I know of but one that has practically demonstrated these claims. It is the patented invention of a famous Midland rider. The hollow bar, a one piece tube, is squared at the centre by pressure, and fits neatly into a recessed lug in front of the head, and is held firmly in place by two taper cotters bearing *against* the bar. Being square, it cannot twist or turn, and every pull on the bar tends to tighten it. It can be detached in 30 seconds.

It is by no means the handsomest device, but it is certainly the most effective I have yet seen. Perhaps the Stanley show will reveal something better. Beyond these points there is practically nothing new and startling. Cowhorn-shaped bars obtain everywhere; T handles are the rage; machines well within the reach of the rider, with six inch cranks, distinguish the mounts of the men who tour and ride long distances; and *very light* (*i. e.*, under 34 pounds for 50-inch) machines are giving way to the better judgment of the makers who take pride in building durable machines, even at the expense of slight extra weight.

In saddles for vertical fork bicycles England is way behind America. The Englishman is just beginning to realize the luxury of the Kirkpatrick, Lillibridge, and Victor saddles, but I think the present year will see those types fairly in use, and then good-bye to the flat spring and metal plate seats.

Townsend, of Redditch, however, has introduced a new combination spring and saddle for Safeties and tricycles which is undoubtedly the best thing ever produced. It is practically a well-made long distance saddle, mounted on a spiral spring frame. It avoids perineal pressure, adjusts itself to any weight rider, and completely absorbs all shock and vibration. It is indeed a luxurious seat; and, judging from the orders the maker has from all parts of England, it will be most generally used. On dit, that he has almost ready for the market a detachable suspended saddle that promises to lick creation; but of this more anon.

IMPRESSION NO. 4.

I make this assertion boldly, and without fear of contradiction, that in Safety bicycles there will be but one type, and that type will be the Rover. When I say this, please understand that I do not mean to convey the idea that all other types will be extinct, that they will be neither made nor sold, nor do I mean that the Rover only, as made by Starley & Sutton, will be *the* machine, but I do mean to say that the sales at list price of all the rest put together will be very small indeed compared to the immense sales of the countless varieties of the equal (or nearly equal) wheeled Safety, of which Starley & Sutton's Rover was the heavy pioneer. No maker will be in it at all without a Rover type Safety.

It being, however, a decided innovation, and the makers having no old stock to work off, their hands and minds were free, and they have all started in to invent and improve, and the result is they will all have some kind of a Rover. Last year when Starley & Sutton sprung the Rover on them, they all said it was a passing fancy, and that they would not manufacture; then they went to work to bring out their own distinctive Rover as rapidly as possible, and the harder they worked the more they inveighed against it.

It reminds me of the year all the farmers in Michigan (I believe it was) swore they would never again plant hops. Swearing in Michigan must be a trifling matter, for they all did plant hops the next spring, and the result was that hops did not fetch a penny a bale. Unlike the over-shrewd Michiganders, however, the Rover manufacturers will sell their products, for, besides the immense army of ready-made cyclers who will join for this type of machine, the introduction of a machine which is so unquestionably safe, the riding of which may be so readily learned (the reports to the contrary notwithstanding), and which is so speedy, must necessarily bring into the cycling ranks many who were too old, too stout, too timid, to ride the vertical fork bicycle, and who recognized that the claim to safety of the dwarf bicycles (so called Safeties) was a snare and a delusion.

Of course, the matter of greatest popularity will be a question of the survival of the fittest; but already the wonderful performance of Mills on the Ivel has shown the capabilities of the straight backbone variety for speed, and whilst this form may be theoretically weaker than the heavier and more cumbrous quadrilateral frame variety, in practice it has shown itself to be far less liable to breakages, and a better hill climber. Constructed properly of honest materials, therefore, there is no doubt that it will be the preferred variety. I can only add that with true tangent wheels, stiff forks, perfectly hardened bearing parts, and Townsend's combined spring and saddle, this would be the perfection of a mount, with nothing to touch it on hill or level, rough roads or smooth.

IMPRESSION NO. 5.

This is on tricycles. By the way, if some of you dealers want to get a cheap lot of tricycles you can get them in England. I know of some splendid job lots of a once famous two-track (singles and tandems) and any number of loop and T frame small pilot wheel side-steering machines. You won't require much money—you can take them at your own price. I make this suggestion because I see that there are some people in America who are compelled to still push and advertise these obsolete patterns (another case of big stock, perhaps, or maybe reluctancy to adopt improvements until forced to do so), and as these machines are just as good as they sell, you might as well save the great difference in price.

If you do buy these machines, don't try to sell them to anybody who has read this article, and be sure that they are not aware that the small front wheel, the Stanley head, rack and pinion steering (or side steering by whatever device), single axle (*i. e.*, without the extended bridge), single-driving—two-track—loop frame, etc., are dead or dying devices, and that here, at least, machines so built or fitted are sent to backwoods purchasers in the colonies, or find their way to the hiring depots, to be let out on bank holidays or Saturday afternoons, to haberdashers' clerks or cheesemongers' apprentices at sixpence an hour. That is rather a sweeping assertion, I'll admit, but you must remember that the whirligig of time has made wonderful changes in the tricycle since James Starley first rode through the streets of Coventry on his three-wheeler, and many busy brains have striven to produce the perfect machine; and it is not strange that each year produces improvements in form and style and mechanism, and consigns to oblivion patterns that were but a short while gone reckoned good. No field offered a wider scope for inventive genius than the domain of tricycle building, and perhaps no field has been more assiduously explored to find a type that approaches the ideal. It would be a sad commentary on the skill and genius of the eminent engineers and mechanics, numbered by hundreds and thousands on this island, if they did not yearly, nay, daily, come nearer to the prize they seek.

That they are approaching it is evidenced by the fact that they are pretty well settled on the essential points. These are, to quote the *Cyclist* of October 6th, 1886, "Front bicycle steering, guide wheels 24 to 30 inches, some method for reducing vibration, horizontal fork, with handle post behind the wheel (a strongly favored style), three or four bearings well spread over the axle, the stuffing box system (*i. e.*, firm steering), will in the majority of cases replace the automatic gear"—to which I will add that the large pilot wheel now so decisively settled by public opinion, must be mounted on a rigid frame, and in such a manner that the rider should be perfectly free from vibration—that the machine should have an extended bridge for the bearings of the main axle, ball bearings everywhere (and nowhere can these be used to more advantage than in the pedals), Townsend's combination spring and saddle.

Perfect fitting, interchangeability, and honest materials are details of course, but a machine built as above must be and is strong and rigid, must be and is a demon on hills and level, and must be and is a king amongst cycles, standing peerless and alone. I know of such a machine which has gone steadily on against adverse criticism and prejudice until to-day it stands as a model in form and principle for all manufacturers, and is more sought after by gentlemen riders at home and on the Continent of Europe than any other type, and the makers are reaping richly their reward. To-day it holds the record for the fastest mile ever ridden on the road (2 min. 38 sec.), it won the N. C. U. 25 mile championship, climbed the famous Muswell Hill *three times without stopping* (no other tricycle has succeeded in climbing this hill more than once), and has carried numberless gentlemen riders to victory on the path and road at home and abroad.

I mention this machine and its performances only as corroboration of the correctness of the principles as set forth in the *Cyclist's* article just quoted.

I shall not mention its name, from the double fear of having the editor place these "impressions" in the advertising columns and charging me the "minimum price of 50 cents per line," and also that the makers, seeing this, should send me one of their tricycles, carriage paid, invoice receipted, and ask me to climb Corey, Eagle Rock, or Breakneck Hill on it, and compliance with this request might bring down upon me the wrath of Brother Bassett and have me consigned to the ranks of promateurism—"horrible dictu"— and none of my friends in the blanched calcimining line. The saints forbid that I should say ought to bring upon me the catastrophe. I shall not mention it, therefore, but the fact remains that it has no compeer, although it is notorious that the skilled cycle mechanics and eminent engineers of England and America have racked their brains in the vain endeavor to imitate, and at the same time circumvent, the patent devices which make this machine pre-eminent of its type.

I will only add another fact which impressed me forcibly. I have noticed time and again, especially in America, weak ladies whose individual weight could not have exceeded 120 pounds, attempting to ride tricycles weighing not less than 100 pounds. "Heaven save the mark"—and still the wonder grows that amongst ladies cycling does not flourish like the traditional green bay tree. Fancy our friend Tombs of the Boston on a 200 pound tricycle—the comparison is correct—don't you think he would honor cycling more in the breach than the observance?

Why, then, should we expect ladies to take kindly to tricycling when thus handicapped?

I should advise ladies who desire to thoroughly enjoy the pleasures and reap the benefits of cycling, to fight shy of the maker or dealer who attempts to sell them the same heavy tricycle that he would to a 180 pound man. Procure a machine in proportion to your weight. Do not let them argue that a light tricycle will not stand your riding. It is either a concession that their make of machine will not prove durable, or, more likely, that they haven't a light-weight machine built especially for ladies' use. Shun them and go to a dealer who can give you what you want and who will guarantee his goods. In addition to your weight being considerably less than your brother cyclist, you will probably never want to drive your machine at scorching pace, you will select smoother roads for your outings, and you will not or should not take the coasting risks that men so often take, hence you will not subject your machine to the same strains; on the other hand, your strength is less, and the hills you want to climb quite as steep. Select, then, a machine especially constructed for your requirements, and, above all things, let me impress upon you, see that your machine is built in accordance with the requirements of the *Cyclist* article previously quoted, for such a machine is the "fashion," and if these are essential in a tricycle for a man, you may depend upon it they are even more essential as a tricycle for a woman. Whilst in Birmingham I had the pleasure of viewing and mounting a tricycle designed for ladies' use, which embodied all the cyclist's requirements, which permitted mounting and dismounting in no undignified or indelicate manner, and which scaled barely 50 pounds, yet seemed to be as strong and certainly was as stiff as any tricycle I ever mounted weighing 25 pounds more. It was, indeed, a little gem, and by far the handsomest machine I ever saw.

A promise to the makers, who honored me with an introduction to this little beauty, prevents me from giving a detailed description of its form and mechanism (it is being held back as a *piece de resistance* for the Stanley show), but the curious will, I think, readily identify it by reading the reports of the Stanley show in the English wheel press, for it is sure to attract universal attention; besides, I am told by the makers that they are now building a number of these machines to fill an American order, the only difference being that they will be a few pounds heavier in the frames and somewhat thicker and more elastic tries, in order to make assurance doubly sure with regard to their durability when used on American roads.

With this increase in weight, however, I know of no tricycle that will approach it in lightness and be nearly so strong.

IMPRESSION NO. 6.

Every American tourist in England who mingles with the wheeling fraternity must necessarily be impressed with the growing popularity of the tandem tricycle.

That two men or a man and a woman can propel a tandem tricycle further in a given time than the *average* distance that the same two riders can propel two singles in the same time, is an axiom which has been settled beyond dispute.

This is so even when the relative strength and abilities of the riders are equal or nearly equal, but it becomes more evident when their powers are unequal, because, with a well-constructed tandem, on which the wheel load has been properly distributed, a moderately strong rider has very little difficulty in maintaining quite a fair pace, and even mounting ordinary gradients, whilst his companion enjoys perfect rest with his or her feet lightly resting on the pedals or foot-rest. Such has been my experience, and that of others.

This, then, is the tricycle of all others for a man who would enjoy the companionship of wife or sweetheart, and would, as occasion requires, permit her weaker muscles to enjoy a rest without delay in the journey.

When I was in England in 1885 I found an endless variety of tandems, and at least six distinct types, viz.:

1. The two-track single driver.
2. The two-track double driver.
3. The four-wheel or quadricycle tandem.
4. The small pilot wheel-side steering—three wheels with a tandem adjunct.
5. The three-track open-front or Humber type.
6. The Cripper, or bicycle steering three-track, with tandem adjunct.

This year I found a much greater variety, so far as mere details are concerned, but of distinctive types only two remained to command public favor and patronage, notwithstanding the frantic efforts of the "big stock" manufacturers to boom their specialties through the medium of ensnaring advertisements, and record-breaking by *soi disant* amateurs and retained professionals, on specially built machines, after months of training. Numbers One and Two are out entirely—"dead as Hector." Numbers Three and Four are in their last throes—leaving the field open to Numbers Five and Six, but it must be confessed that Number Five has not escaped unscathed. It is wounded at least. "Not so deep as a well, or so broad as a church door, but—"

No type has so many valiant champions and at the same time so many resolute enemies as Number Five, and it will still command the attention of the fearless and intrepid, but the day is not far distant when it will be pointed out as "one that has gone before." Number Six, therefore, is the real master of the situation. So much for the type. That settled, the details only remain. In a nutshell, they are precisely the same as in the prevailing single: Larger front wheel, horizontal forks, handle-bar or bicycle steering, etc. These features secure the two great points of perfect safety and certain steering, without which no tandem can live (the lack of these points has become painfully apparent in Number Five), and this type enables the makers to build machines adapted to the use of either two men, two women, or a pair of riders of opposite sex, in which either may ride front or back, and both have the advantage of bicycle or bar steering.

The same general principles prevail in the tandem as obtain in the single, viz.: decreased size of driving wheels—40-inch seems to be the happy medium—rigid or firm steering, and handle-bar post behind the pilot wheel.

Convertibility has been carried to an extreme, and all makers strongly advertise this point. I think

RENEW!

RENEW!

RENEW!

RENEW!

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however, that the craze in this direction has had more to do with preventing the conception of the perfect tandem than any other cause. I have never yet seen a really good tandem which could be converted into an equally good single, and I do not think I ever will, unless the designer can contrive to suspend the laws of mechanics and physics.

I believe, therefore, that in producing the ideal tandem the designer must discard this feature entirely and confine himself solely to the one essential, a tricycle which shall carry two persons and possess all the good qualities of a machine designed to carry but one, and in which the full powers of both riders are fully utilized, and the disadvantages of extra weight diminished or converted into power.

I know that several prominent makers are turning their minds in this direction. There is plenty of scope for conception and freedom for design. Perhaps the coming Stanley show will reveal some of the results of their thought and genius—but if not, I am quite sure that the year 1887 will not pass away without an unconvertible tandem.

Now, Mr. Editor, it may be that some who take the trouble to read these impressions will say that I have written nothing new, that they were cognizant of all that I have said. So much the better. It will only prove the truth of my assertions. Others will question and take exception to my facts. I quite expect those who are interested in some of the defunct types of machines and obsolete or expiring devices to do so; I must say, therefore, in my own defense that I am writing for neither of these, but rather to the army of your readers who are remote from cycling centres, to enlighten them as to what is going on in the Old World, that not only gave birth to the cycle, but also developed it to its present form, with scarcely a suggestion from the New World—and also to collaborate for them the views of a disinterested, unbiased, and careful observer; and if a perusal of my letter will stimulate in them a further study of the principles and mechanism of the cycle, aid them to secure a modern and approved mount, or induce them to demand that American manufacturers and importers shall discard old ideas and serve the riding public with the latest wrinkles, then I shall be repaid for my efforts and feel that I have not written in vain.

With the season's compliments,

Yours, REMUS.

A BOSTON MAN IN PHILADELPHIA.

He was a stranger and they took him in. He entered Philadelphia with a rush, and his experiences set his head awhirl. They were of a club whose history reaches way back to the beginning of things, and "Ab Initio" was inscribed upon their banners. He was from Boston, the place where everything is good and true. His first set-back occurred in a restaurant, where he read on the list of good things: "Pork and Beans, 25 cents." Horrors! In Boston the same dish is served with coffee for 10 cents. One more luxury must be stricken from the list of those which his salary would allow him to indulge in. He met Don Cæsar, and was taken to the Club House of the "Ab Initios." He was received with open arms and crooked elbows. He was happy, but the boys determined that his cup of bliss should run over. They undertook to introduce him to a characteristic Philadelphia dinner. He was drawn in. The bill of fare was one to fill him with hesitating expectancy, "Saur Kraut, Sausages, Boiled Pig, Beer." Ye gods, what a feast! Think of that for a bill of fare to set before Jupiter and Juno and Minerva! Think of Hebe going about and turning out beer with a head on it three inches long! The boys looked at him as he attempted the ordeal. His sensitive Boston stomach shuddered, but bade him go on. He determined to go through the feast if he came out of it a corpse. He ate and lived. His internal experiences must go unrecorded. One owes a duty to his hosts. He has none but the most emphatic words to describe the time he had. He had been told that the Germantown Club was dead. He found it a very lively corpse. He has entered upon his list of friends very many jolly good fellows, whose only weakness is a love for saur kraut and sausages, and whose only shortcoming is a want of appreciation of Boston's favorite dish.

Renew!

Renew!

Renew!

Renew!

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THOMAS STEVENS IN CALIFORNIA.

SAN FRANCISCO, January 19th, 1887.

Fifteen hundred miles out on the broad bosom of the Pacific, we, aboard the City of Peking, were hailed by a cockle-shell cruiser containing some half dozen waifs of the ocean. On their breasts glittered a circular gold badge, adorned with three wings and the mystic letters L. A. W.

"Revenue officers, by jingo! what are they doing away out here?" says the boatswain.

"Have you anything in the way of eatables?" shouted the castaways, in the feeble, tremulous tones of men famished with hunger.

"Hear that?" remarked the steward. "I'll bet a bottle of the Cap'n's private Hock, they're bicyclers"—and the sagacious dispenser of the ship's provisions handed the hungry waifs a loaf of bread and a bottle of Thistle Blend.

Between wolfish attacks on the loaf, and the gentle, mellifluous gurgle of the bottle's neck, the rescued party told a pathetic tale of rowing back and forth for the last three weeks, across several degrees of latitude, to make sure of intercepting the City of Peking; of running out of provisions and water; of casting lots for a sacrifice of one to save the others. Reviving under the magic influence of the Thistle Blend, they inquired eagerly if I was aboard. "Yes, he's aboard," says the Captain, "he's aboard." The news seemed to act like magic on the rescued party, who now appeared to forget their sufferings, and with the greatest enthusiasm waved aloft a couple of stovepipes and several Derbys, and shouted "Hurrah!" three times and a tiger. "What's the matter with Stevens?" then queried one, as the echoes of the tiger penetrated the cabin and brought several of us up the companionway. "He's all right! you bet!! ev-ry time!!!" roared the others in reply. The ship's company looked at each other in amazement, and a returning missionary bolted into the social hall and locked himself in, fancying the Pirates of Penzance had boarded the vessel. The party turned out to be 'Frisco wheelmen who had been meeting incoming steamers for weeks past for the diabolical purpose of killing me with a two weeks' round of banqueting, theatre-parties, receptions, etc. Ere leaving the vessel, the beautiful blue and gold badge of the San Francisco Bicycle Club shone like a "candle in the window of home" on the lappel of my coat. Whilst yet the Pacific steamer was miles away from the pier, I found myself an honorary member of this enterprising Club; and, by preference, accepted a niche in the charming family circle of their ex-Captain Greene, during my stay here, rather than rooms at the Baldwin Hotel, generously placed at my disposal by Mr. Welsh, L. A. W. Consul for the Pacific Coast Division, on behalf of the California Division, L. A. W. How cozy! how delightful! seems a quiet California home, after the worry, the annoyances, the inquisitive crowds, the public life of travel! The L. A. W. hotel in San Francisco, however, is, beyond doubt, the finest League hotel in the world, making no exceptions whatever—the Baldwin, a world-renowned hotel, co-equal with the Palace. My intention was to remain in San Francisco about three days; the boys would listen to nothing less than three weeks; we finally compromised on a fortnight. The programme for the first week was arranged in a way shown by the following extract from a daily paper:

"Yesterday morning Thomas Stevens, the hero of 12,500 miles on the wheel, rode out with a party of friends to the Cliff House and visited Sutro Heights. Adolph Sutro received the party and entertained them at breakfast, after which a spin through the park drives and along the beach road was in order. During the afternoon an informal reception was held at the San Francisco Bicycle Club Rooms, 1428 Market Street, where a number of the lovers of cycling congregated. The following is the corrected programme for Stevens' entertainment during his stay in this city, which will probably last a fortnight:

"Monday—Presentation of certificate of honorary membership of the San Francisco Bicycle Club to Mr. Stevens.

"Tuesday—Banquet of California wheelmen at the Baldwin under the auspices of the Bay City Wheelmen.

"Wednesday—San Francisco Bicycle Club theatre party.

"Thursday—Reception of the San Francisco Bicycle and Olympic Clubs at the rooms of the latter.

"Friday—Banquet tendered to Mr. Stevens by the officers and Directors of the San Francisco Bicycle and Olympic Clubs.

"Saturday—Smoker at the Bay City Wheelmen's Club Rooms.

"Sunday—The California Division of the League of American Wheelmen, to the number of 300, will escort Mr. Stevens in a spin to Haywards, where dinner will be served. San Francisco wheelmen leave Market Street Ferry at 9.15 A. M., and will meet the Oakland riders at the foot of Broadway. This will be the largest meet ever witnessed in this State."

The spin through Golden Gate Park was delightful, and, for me, full of reminiscences of my maiden struggles on the wheel, the smooth drives of this famous park being the theatre of my first attempts to ride. Methought, as we wheeled gayly toward the Cliff House, I could even yet detect the furrows and indentations in the graveled road, the result of learning to ride without a teacher. A pleasant hour with Mr. Sutro at his famous place near the Seal Rocks and Cliff House, and then the return to the cozy rooms of the San Francisco Bi. Club. On Monday evening came the formal presentation of the certificate of honorary membership of the San Francisco Bi. Club at their rooms. Mr. Hobe, for several years the Secretary and Treasurer of the Club and who well knows his part on all and every occasion, fairly outdid himself in the presentation speech, and at the conclusion stepped forward and fastened a specially engraved badge of the Club to my breast, backed by a rosette of the white and blue ribbons that comprise the colors of the Club. The certificate of membership is a 24x18-inch card, beautifully and artistically engraved by hand. Hanging at one end of the room was a card of similar size, executed by Mr. Patrick, of the Club, a large L. A. W. badge at each corner, and in the centre the legend, "Welcome to our hero wheelman, Thomas Stevens." On the table stood the "Old Reliable," appropriately ticketed, and in front of it the Indian solar topee that saved my life at Kin-gan-foo.

The banquet, under the auspices of the Bay City Wheelmen, was pronounced by all present the finest thing of the kind seen on this coast. The Bay City boys have in their ranks an enviable number of good speakers and a quartette whose productions that evening were talked about on the streets for days after. Mr. Samuel Booth, the famous poet of California, was present and eulogized the "Tour around the World" in verse, comparing the bi. with sundry famous steeds of old, and the men who rode them with—ahem!

The theatre party on Wednesday was delightful, and enabled me to compare the "funnyosities" of burnt-cork artists and Milesian impersonators with the *lutis* and the wandering troubadours of Iran, and the serio-comic danseuse of the footlights with the Nautch girls of Hindostan and the Geishas of Japan. The reception of the San Francisco Bi. Club and the Olympic Club on Thursday was pronounced a great success, and at the conclusion Mr. Green Harrison, President of the Olympic Club, in moving a vote of thanks for the few remarks I had been making, honored me with a title native modesty forbids repeating here. The complimentary banquet by the officers and directors of the above two Clubs on Friday—well, confidentially to the boys, 3 30 A. M.

On Saturday came the smoker at the Club-Rooms of the Bay City Wheelmen. This likewise proved a most happy affair; on the wall, framed and glazed, was suspended a collection of illustrations from the narrative of my tour in *Outing*, my own classic features in the centre, turned lovingly toward the "maiden with the grapes," and on the left, the race with the Torkish *sopteh*. Wreaths and bouquets of January gathered violets spoke eloquently of both the glorious climate of California and the fair fingers of the Club's lady friends. In consideration of the *wee sma* hours above mentioned, we were permitted to retire at a reasonable hour; but not until after an exposition of the various modes of using the weed in different countries traversed had been given. On Sunday morning the 9 o'clock ferry to Oakland carried an almost exclusive company of uniformed cyclers, and the foredeck presented the appearance of some large bicycle warehouse; nearly a hundred wheels glinted there in the morning sunbeams. The San Francisco Club's blue knickerbockers, white flannel shirts, and dark helmets, adorned with the wheel and wings of the L. A. W. and the bear and bicycle of their own handsome badge, and colors; the Bay City's tasteful gray; the Oakland Ramblers; the "Alameda Schorchers," and the variform costumes of the G. A. G. U., all made up a scene most interesting to the crowds of people gathered about the slip. Buglers blew Club calls in merry competition as the ferry-boat started, and the melodious voice of a stray Kazoo now and then echoed over the placid waters of the bay. Curious crowds awaited us on the Oakland side, and evinced the greatest curiosity in the bicycle that had been round the world and the man who rode it. "He don't look like the feller, does he?" remarked an imaginative youngster among the throng, who no doubt had been feasting his imagination on some bizarre combination of Occident and Orient, and was deadly disappointed in the absence of Turkish fez and seven-league boots. An ancient representative of the shamrock and the shillaleh in a battered stovepipe and odd shoes, not being in the secret of why and wherefore this grand muster of whirling wheels, eyed the travel-stained proportions of "Old Reliable," and comparing it with the bright nickeled steeds about it, remarked: "Begorrah! the feller ferninst the front roides a rusty lookin' pheel." A large Oakland contingent joined us here, and under the pilotage of Mr. G. H. Strong, one of the founders of the San Francisco Club we rode, sometimes two, and sometimes four abreast, through the smooth and level streets of Oakland, halting a few minutes to face a dangerous looking battery of three cameras. Threatening weather had characterized Friday and Saturday, but on Sunday even Wiggins smiled serenely upon our programme, and everything was lovely and enjoyable. A brief halt for "bicycle punch" at a roadside house, where the proprietor seemed pretty well acquainted with the boys, having seen them no doubt quite frequently—as they pass by—and then the bugles rang out right merrily the order to fall in line and on to Hayward's. One of the funniest sights of the occasion was the extraordinary manner in which the tide of "bicycle punch" ebbed in the tumbler of ex-Captain Greene as he sucked it through a straw. It was scarcely credible that so small an escape-pipe as a wheat straw could be the medium of so rapid an ebb in the tumbler; but Mr. Patrick and others explained that Mr. Greene in the earlier stage of his existence had actually sustained life by the process of sucking, and so had acquired this extraordinary proficiency. On through San Leandro pedaled the long, bright column, the inhabitants turning out *en masse*, and lady friends of the 'Frisco Club making glad our hearts with a huge bouquet gayly adorned with white and blue ribbons. And here again is heard the blarney-toned voice of the shamrock, but this time from an old lady, who, as we rode slowly past, remarked aloud, "Aint yez all darr-lints? and phwere is the wan from around the phourrold?" Arriving at Hayward's-foo, a mob of Celestials pelted us with oysters, boned turkey, ice cream, and other diabolical objects, many of us having hair-breadth escapes. A large blue-point bivalve struck your humble servant square in the mouth shortly after our arrival; fortunately, my mouth happened to be wide open at the moment, otherwise the result would have been less satisfactory. The cows looked sad and reproachful over the fences at us, as, after a few extra glasses of milk, we started in groups toward home. Story-telling was the order of the return ride; but the Californian boys are too truthful to make good story-tellers. One humble follower of George Washington, who rode alongside me, happening to nearly run over a dog, occupied the next ten minutes in telling of a small coach dog he had trained to lope serenely along between the two wheels of his bike. On the return ferry-boat, as a knot of us were standing talking, an individual came up and inquired, "Which is Mr. Stevens?—ah! glad to meet you, sir; shake; you're the champion in your line; I'm the champion in mine; I'm a sword-swallower;" in a trice the man jerked out a straight sword, and thrust it two feet down into his internal department to prove his assertion, shook hands again, and disappeared. And so a week rolled round—but I have no more time now to write and tell of the remainder, and you will probably be sorely taxed to find space for this.

Sincerely,

THOMAS STEVENS.

You can help the League!

If you renew now, it will not be necessary to send you a delinquent's notice.

You can help the League, by saving this office the expense and labor of this notice. Send all letters to

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EUROPEAN ROADS.

Would it be out of place for me to add a few words to the very important subject of roads and paving, which you are at present agitating in the BULLETIN? There is a prevalent idea in America that English cyclers have the best roads in the world, while, as a matter of fact, the roads of Great Britain are the worst of what one might call well known Europe. First, as to the paving of the towns. Nearly all the streets of the large ones are laid with small Belgian blocks much worse to ride on than our own, owing to the ruts and holes in them, while two-thirds of the year the surface is covered with a slimy, sticky mud, and down the middle runs a horse-car track with a groove in it about the size of a cycle wheel, apparently specially constructed to smash machines. London, about which we hear so much as a cycling centre, possesses but two long and continuous decently paved streets, on which, naturally, all cycles going from east to west are seen in an almost endless procession, one of which commences with an asphalt surface in the city and continues west as Holborn and Oxford Street and Notting Hill almost to the western end of London. As to asphalt, I believe it is generally admitted that although noiseless and delightful to travel over, both for vehicles and cycles, it is intensely slippery and treacherous in wet weather. One continually sees cyclers and horses falling on it, the horses struggling for a long time in vain to get up, smashing wagons and blocking traffic. On this account, it is not regarded as a success, and very little new asphalt is being put down in London. But with all roads, asphalt as well as others, European road-makers, or more especially Continental ones, recognize the fact that not only is a magnificent road-bed necessary, without which a perfect surface is impossible, but constant and daily care is indispensable, so that one sees all the time, even in London, the asphalt companies repairing small bits of the road. And this is really the whole secret of the perfection of European roads. The pavement of which more is now being put down in London than anything else is wood. These small square blocks are covered with a slight surface of gravel. When new there is absolutely nothing equal to it. There is no slipping, and it seems very popular, but in the course of a year or so it becomes exceedingly lumpy and rutty, and has to be all taken up and relaid.

Another cause of the perfection of European roads is that no one would ever be allowed to tear up the road-bed in the way we do to put water or other pipes into his house. The road-bed, therefore, becomes so solid and compact that to get it up drills have to be used. The approaches to nearly all European towns are bad and played out macadam and not a bit better than American suburban roads. On the Continent, as soon as one gets out of the city limits and on to the national roads under government control, they invariably improve, becoming, indeed, simply perfect—that is, in France, Germany, and Italy. In France, for example, road menders are stationed at very short distances from each other, and they not only keep the surface in constant repair, but sweep it every day, while at certain stated seasons all the roads are re-surfaced—usually in the autumn—allowing the whole winter for the surface to re-form. In England there is no such thorough system, things being generally done by parishes, the result being something not much better than ordinary American road mending. The advantage is that in England the old road-bed is so fine that it has not yet been spoiled by neglect. What I should like to impress upon American cyclers desirous of improving the roads is this: Get the best foundation you can for your road, put on it fire-brick, asphalt, macadam, wood, or what you will, and then keep it there by daily and even hourly repair and attention. And as for the first contractor who comes along with a job for a water-pipe, shoot him on the spot.

JOSEPH PENNELL.

CURRENT NOTES AND COMMENTS.

We shall have to ask those members who have renewed to exercise a little patience if they do not receive their tickets promptly. The new order of things calls for a change in the face of the ticket, and therefore some delay is unavoidable.

On Tuesday evening last was held in Philadelphia, at the house of the Philadelphia Bicycle Club, a meeting of members of the Pennsylvania Division, called to take action regarding certain alleged informal proceedings at the meeting of the Board of Officers in New York, January 17th. Resolutions were passed calling for a mail vote of the full Board of Officers, which Board was asked to set aside all the proceedings of the New York meeting. Accompanying the resolutions was a long report of the Committee, which contained statements affecting the integrity and the motives of many League officials. A full report of the meeting will be sent to the BULLETIN for publication. We shall not refuse it, but it cannot go forth until it has been placed in the hands of the Executive Committee for a reply. That they can answer all the allegations set forth in the report to the satisfaction of all fair-minded members, that they can expose the incorrect statements, and that they can justify each and every action of the New York meeting we do not doubt. We promise to give all the facts in the case at a very early day.

Mr. Marriott C. Morris, of Germantown, has left with us a souvenir of the Bermuda tour of 1886. It is a photograph of the party on the piazza of Hotel Hamilton, and contains many faces well known in wheeling circles.

We have received from Messrs. Stoddard, Lovering & Co. a photograph of their principal bicycle salesroom in Boston. It shows to a good advantage some 300 Rudge bicycles and tricycles, and we believe it is one of the largest bicycle salesrooms in the world. At one end of the room the offices are situated, and the whole building is fitted with every modern convenience for doing business. The photograph would make an excellent picture to hang in any club-room, and no doubt could be had from them if applied for by the Secretary.

THE OWL.



The newly coined degree of D. C., Doctor of Cycling, has been conferred upon the old veteran, Pitman.

A Riverside Longfellow is the title of a new book, and wheelmen are purchasing it extensively, supposing it is a narrative of some adventure of Dr. Beckwith's on Riverside Drive.

In an uptown concert hall is a life-sized pastile portrait of a young lady mounted upon a bicycle, bearing the title of "the queen of the wheel," attached to which is a legend that somebody or other's cigarettes are the best. The painting is the product of a Boston artist, who, from his residence, one would expect to have had opportunity to study perfect posing in cycle riding, which the picture referred to shows an utter disregard of.

A stay of proceedings—a header.

I have seen no notice in print of the able and manly course of the Rev. Sylvanus Stall at the recent Board of Officers' meeting. Untrammeled by any party feeling or prejudice, he is a gentleman whom his constituents in the Pennsylvania Division may well be proud of, and certain that their interests will be well and properly cared for while in his hands.

No wonder cycling prospers in the West, when even a short residence there can make Prince so virtuous that "even such a thing as a *whisper* about the magic word 'hippodrome' makes him as mad as a March hare." Why, I can remember, and it's not long ago either, when press and public fairly thundered it at Prince, and while not being an expert as to what degree of insanity March hares indulge in, yet, if Prince's madness then was a standard, I can't for the life of me understand why these hares should be held up as an example of madness. Prince's new-born virtues in the anti-hippodrome direction must have improved him as much physically as morally, since he is now able to "*spurt for five miles*," and that's record. I thoroughly agree with your correspondent, Mr. Stephens, to whom we are indebted for these novelties in his letter in the beginning of the ult., that "Omaha is getting rapidly to the front in wheeling," if both these points are true. I do hope, though, he will use his influence and prevent his neighbors from carrying out their threat of going "still further," at least in the direction before noted, or the first thing we know they will have John going to church, winning races with his feet, instead of with his mouth, and that would change him so that we in the East would never recognize the gentleman in this disguise.

It seems but natural that when the League wanted an examination of their books that they should get an *Expert* accountant, who would perform the labors allotted him in a *Rapid* manner.

He had been telling her that the only reason he had not presented her with a tricycle as a birthday gift, was that the monopolists who controlled their manufacture kept the price so high that he could not afford the purchase of one off of a salary of $10 a week. A silence had fallen after the foregoing explanation had been made, which was finally broken by Miss Cripper murmuring fondly: "George, do you believe in supporting a monopoly?" "No, dear, I don't. I believe in helping a monopoly along just as little as I can. But why do you ask?" "Oh! I don't know; only I thought maybe if you didn't you would have turned down the gas."

"The mills of the gods grind slowly," but when they *do* grind, they grind exceeding small. Our dearly beloved Park Commissioners, who are charged with official corruption, are now accompanied by their brothers in Brooklyn. The Grand Jury of Kings County handed in on Friday last a presentment against the Brooklyn Park Commissioners, claiming that the Commissioners "engage in a recklessness wholly unwarranted, in violation of the law, etc., etc." How pleasant it is for cyclists to sit by and see "the shoe on the other foot" for once, and the Commissioners who have kept them from their legal rights themselves called upon to answer the charge of "recklessness," when they have so long used the same charge as an excuse against granting the cyclists their rights.

A recent issue of the BULLETIN contains the nomination of Mr. W. H. Pontious for the position of Chief Consul of Indiana. From an acquaintance of purely an epistolary nature, I am in favor of the gentleman for the position named, though I think there is liable to arise a grave complication between his name and the office, of which, probably, he has not thought, and my interest in him makes me thus call his attention to it before it is too late. Has he thought that, as the director-in-chief of wandering League men throughout Indiana, he will assume the duties upon land that a pilot does upon water, and that, hence, he lays himself open to being called *a Pontious Pilot!*

Pitman's experiment in introducing "red paint" into the BULLETIN in an advertising form seems to have been a successful novelty, judging from the hundred odd replies he has received from it. Nothing to me is so convincing as to the way the BULLETIN is received and read as a test like this, and, to advertisers in a cycling line, the opportunity to reach thus over 11,000 of the most progressive wheelmen in the country at the price charged is one that ought to make space at a premium, instead of going begging for clients.

It has often been alleged that the line of profit on wheels was too large and that it should be diminished, so as to bring a good wheel down to a price that would put it at the command of those who were kept from purchasing at present prices through not being blessed with a sufficiency of the "root of all evil" to warrant them investing. This may or may not be true. At any rate, one of our most prominent dealers will shortly present a plan to the readers of the BULLETIN that will admit of wheelmen making their own prices on wheels, and we will then see what the rider considers a fair price for a good wheel. The way it is proposed to do this is to insert in the BULLETIN a complete description of nearly 200 wheels, all new, with the regular price opposite each one. A bidding-blank will accompany the description, which each intending purchaser will fill out with the price he is willing to give for the wheel he desires to purchase. At the end of a certain period all bids will be opened, and each machine will be sent to whoever has bidden the highest price for it. This seems to me to be an extremely fair way of dealing, and when my readers see the name of the firm who will introduce it to them, it will carry sufficient reputation to warrant them in having perfect confidence in the fairness of the dealing they will receive.

The Harlem Wheelmen are contemplating securing the Academy of Music for a promenade concert by Gilmore's Band. The undertaking is one of considerable magnitude, and shows much more faith in the inclination of the New York cyclists to support an affair of this kind than I am inclined to have after an intimate acquaintance with them for nearly seven years on my part.

The Harlems deserve success, though, if they do attempt the foregoing plan, if only for the faith they show in thus making so splendid a bid for the metropolitan wheelmen's support.

The members of the American Racing Team have been in this city for the past week. If Woodside's speed, with Morgan's oratory and Friedberg's skill, don't get away with the Englishmen's ducats, then for the present we must be content to boast of our ability to beat all comers on our own soil, even if we can't "carry the war into Africa" and win.

THE OWL.

The Brookline (Mass.) Bicycle Club dedicated its new rooms by a reception, January 21st.

RENEW!
RENEW!
RENEW!
RENEW!

Don't delay longer. Why do you oblige us to send you a circular calling attention to your failure to renew? Send all letters to

ABBOT BASSETT,
Box 1184. Philadelphia, Pa.

A TALK ABOUT BICYCLING.

DR. BLACKHAM BEFORE THE ACADEMY OF SCIENCE.

Dr. George E. Blackham, of Dunkirk, spoke before the Academy of Science, on Monday evening, on "The Bicycle and Tricycle as Factors in our Civilization." Dr. Blackham is an enthusiastic bicyclist. He opened his address with the statement that the amusements of a people are at once an index of their rise and fall. He continued with a review of the history of the bicycle and the improvements which have been gradually added to the machine, changing it from the heavy, cumbersome one as first used to the light and rapid ones now in general use. He described the gradual introduction of the wheel into this country, and then spoke of the physical effects of cycling. He said:

"Bicycles afford incomparably the best and most agreeable form of exercise yet devised—better than gymnasia, health lifts, etc., in that they take the cycler out of doors into the pure, fresh air and sunshine; better than walking, rowing, or horseback riding, in that they exercise more muscles more evenly and gently. With their hollow backbone forks and felloes and delicate wire spokes their weight is reduced to a minimum without sacrifice of strength; with their exquisite anti-friction bearings, friction is almost abolished, and with their spider wheels, rubber tires, and spring-supported saddles the jar of riding over the inequalities of the roadway is neutralized, and the happy possessor of a good, modern bicycle may speed along over a fair road at his ease, making about three times the speed of walking with less than half the exertion. The idea that the muscles of the legs only are developed by cycling is a very common and exceedingly erroneous one. In point of fact, nearly every muscle in the body is brought into gentle use. The lungs draw in deeper inspirations of pure air; the heart beats fuller, quicker, and more freely, and sends the blood more rapidly to be aerated and thence onward to the remotest capillaries, renewing and re-creating every nerve and muscle-cell; the tired brain is relieved of its weary load of surplus blood, and the happy cycler returns from his run of five, 10, or 20 miles refreshed and rested, with an appetite and digestion like a wood-chopper, and a capability for sweet and restful sleep that goes only with a clear conscience and a healthy body.

"The Pharmacopœia contains no tonic, blood purifier, and hypnotic at all comparable for agreeableness and efficiency to the combination of steel and rubber in a good bicycle. I know whereof I speak, for I rode my wheel out of the valley of the shadow of cerebral exhaustion and insomnia into excellent health.

"The tricycle, though neither so graceful nor swift as the bicycle, is equally excellent in its effects upon the physical health, and is, I am satisfied, the form of exercise for delicate women, being extremely beneficial to many to whom the jar of walking is unendurable torture. I know of cases of spinal irritation, so-called, that could not bear even short walks and so failed of needed exercise, that improved so much through riding the tricycle that their health is now perfect, and they have made long tricycle runs—50 miles in a single day in one case—and are able to walk 5 or 10 miles at a time without undue fatigue. Of course, like all other human devices, the wheel is capable of abuse. Foolish boys, who will persist in riding wheels too large for them, may suffer strains in consequence. Young enthusiasts who indulge in racing—that bane of athletics, that intemperance of exercise—may, and often do, suffer heartstrain in reward for their foolishness; but the number thus injured is utterly insignificant in comparison to those who are benefited. In a strictly moral sense, the wheel has a good influence. It insists upon sobriety upon the part of the rider; its races, foolish as they are, are at least free from the curse of the bookmaker and the poolseller.

"Here in Rochester, where wheelmen have always been freely given the rights they have had to struggle for in many other places, where many of the most graceful and skillful riders in the country are grouped in the Rochester and Genesee Bicycle Clubs, where Messrs. Kaufman and Barber have made Breitman's ironical dream of a one-wheeled velocipede a practical reality—here, where the wheel has long been in use and its excellences are well known, there is but little need of an advocate of cycling. Yet I may hope to have shown to some who may not have given the matter much thought, that the bicycle and tricycle are of use for business and for pleasure, for health and for morals in social and political life, and thus are factors, and benevolent factors, in our civilization."—*Rochester Herald.*

ARIEL A-WHEEL.

"*Ariel.*—What would my potent master?
Here I am."—*Tempest.*

The winged messenger of Prospero, held in an unwilling and yet not ungrateful servitude, is perhaps the fittest type of that light and delicate airy modern conception, the wheel. (And be sure that had the great master, who touched all the chords of life with such consummate skill, lived in this day, the wheel had played its mimic part in more than one of his creations.)

Unlike Puck, who was the soul of unbridled mischief, Ariel is an unbodied joy, too much a creature of light and air to know human affection or human sorrow; and even the wheel itself, so essentially the very picture of poetic grace and motion, not the less in its harmonious lines than in its curving flight, seems too material and gross for so ethereal a spirit. But in his passionate love of sunlight and heaven's blue—in his longings for freedom in the summer's zephyrs—

"I do fly
After summer merrily"—

he is the incarnation of the joys which only they who stride the magic steed can know; which belong to no other delight and are born of no other knowledge of mankind.

Was e'er a simile pictured by the pen truer to the cycler's thought than Ariel's—

"I drink the air before me, and return
Or ere your pulse twice beat?"

That aspiring young journalist, the versatile Mr. "Cycle," having undertaken the task of writing up our Reading news items, appears to have come so far short of his entire duty in this respect as to have neglected giving you pen-pictures of our respective Club members, so let it be mine in this present article to repair his omission.

"Age before beauty," and as the Ariel Wheel Club is the oldest in the average age of its riders, these lines are dedicated to them with all due respect.

"*President.*—Mr. H. W. Potter is the gentleman who fills this office, and he is noted for the promptness of his decisions no less than for the urbanity with which he sits down on kickers. Also for the facility with which he rides anything from a 58-inch ordinary to a 40-inch Facile. He is said to be extremely susceptible, and the handle-bars of his bicycle are usually decorated with a knot of ribbons (the present color is yellow and black). A 52-inch Harvard, kept in such splendid condition that the nickle dazzles the eye, is his mount. Age, 22; trade, dry-goods, with bicycles as a side-issue. (See last clause under head of Secretary-Treasurer.)

Vice-President.—Mr. Charles G. Willson; age, 22; jeweler. Mr. W. is in search of absolute perfection. He has ridden everything in the wheel line and at present bestrides a 48-inch Victor. The trouble with Mr. Willson is that he tries to make a 46-inch leg fit a 48-inch wheel. Consequently he sometimes comes to grief, particularly on hills. It's a sight to get a rear view of him, digging away from side to side on a steep hill. He is a plucky, long-winded rider though, and there are few who can show him the way in on a long run.

Secretary-Treasurer.—Mr. H. Crowther; age, 32; but doesn't look it. Bookkeeper. A pair of black eyes and a notable mustache—one of the sort which W. S. Gilbert's term, "shadow of a shade," best describes—are distinguishing personal characteristics. He rides a 52-inch Victor, which he swears by, for which there is a "why," as he and the worthy President are agents for the Overman Wheel Company, and whenever Potter or Crowther start in to talk "Victor," the rest of the members flee in self-defense.

Captain.—Mr. John C. Dotter; age, 23. Of surpassing personal dignity, a blonde mustache sets off the van of the club runs with great grace. He usually rides a 52-inch Victor, with six-inch cranks (on which he is a terror on hills—Chief Consul Wells ought to tackle him), but sometimes makes his appearance with his brother on their Rucker tandem. J. C. is a confirmed misogynist, in which he is quite the reverse of Billy.

In fact, the Ariel Wheel Club, taken all through, is a remarkably modest one for such a good-looking set of riders. There's Hoffman; he daren't look at a girl, for his wife won't let him, and he's sure to be found out if he does. Crowther is in the same boat. Dotter (J. C.), Overlies, Hall, and Fred. Willson won't, for they are too modest. McLenegan daren't either, for good and sufficient reasons. Likewise Essick and Satterthwait. And Potter, Willson (Charles), Dotter (William H.), Ray, and Smith would like to, but the girls won't have 'em.

Now for the rank and file:

Collins, J. W.—Age, 25; profession, designer. Rides a full-nickeled Expert, and together they usually present the appearance of having just come out of a band-box. For Mr. Collins is the "lady killer" of the Club, no one else approaching him in this respect except Mr. W. H. Dotter, who is slightly given that way himself.

Dotter, W. H.—Jeweler; age, 26. He is indispensable on the road, a blood curdling yell of his own invention—modeled on the bay of a hound—being the terror of all the dogs in the country 'round. As above intimated, he and another club-member absorb all the admiration of the country girls, whereat the President frequently waxes wroth. Mount, a 52-inch Harvard, which he knows how to ride. The oldest L. A. W. man in the Club, his number being 306.

Essick, W. S.—Age, 25; draughtsman. Rides a 54-inch Expert, and reckless from way back is the way in which he drives that machine. Gutters, curbs, the ubiquitous small boy, likewise the small dog, are all of no moment so far as his care and speed are concerned. Consequently he may be frequently seen dismounting over the handle-bars of his machine to pick something out of the street.

Hoffman, C. P.—Age, 21. Rides a 50-inch Victor when he is not cultivating a pair of fire-escapes. Took to riding as naturally as walking, and is never left behind except when Collins is along and they are going down hill. Then he gets half a mile in the rear.

Hall, P. S.—In striking contrast to Mr. Essick's riding is that of Mr. H. Mounted on a 52-inch Cornell, he rides like a man who has the greatest possible respect for his own bones. He is something of a politician, too, and the Club are looking forward to having him work up the street question for them. Age, 29.

McLenegan, J. L.—Another one of the old L. A. W. men, No 312, I believe. A 58-inch Rudge Light Roadster is his mount, and his control of that machine is perfect. Has not done much riding during the past season, but expects to begin again with "the flowers that bloom—" (Ding! Ding!) Owns a mustache on the order of the Secretary-Treasurer's, only his is white and t'other's is black.

Oberlies, J. L.—Age, 30. Mount, 46-inch Facile. One of the most steady riders we have in town. Rain or shine, summer or winter, his Facile can be seen driving along the streets. Of a quiet disposition, few even of his own Club can be said to know much of Mr. Oberlies' opinions. He and the Captain are the two *regular* riders of the Club.

Ray, W. H.—Age, 26. One of the "coffee-mill" men, riding a Pony Star, although I am informed that he is going back to his first love—the Ordinary—this year. He and Essick are inseparable. He is quite an athlete, and a Y. M. C. A. man.

Satterthwait, A. H.—The latest accession to the Club ranks. Age, 27; merchant. Another Star man. He beams over his spectacles with an air of good humor that is irresistible.

Smith, J. C.—Is the muscular man of the crowd, and as he could probably lick any two men in the Club, I shall be compelled to handle him gently. Began riding last fall on a 58-inch Victor with six and one-half inch cranks (imagine his leg measure; he could probably ride a 62 with short cranks), and his lightning dismounts are already a source of envy among our local wheelmen. "Catch me, Billy! Catch—" There! let us draw a veil over the harrowing scene.

Willson, F. G.—Last, but not least, although he is the youngest member of the Club, having just reached the limit of age for L. A. W. membership. One good point about the Ariels is the fact that League membership is compulsory. It is a League club throughout. Mr. Willson's mount is an Expert Columbia, and his greatest weakness is a mania for riding at the head of the procession. Ask Crawford and Kohler of your city about it, Mr. Editor.

* * * * *

"Whom the gods love, die young." May I escape it.

ARIEL.

READING, PA., January 28th, 1887.

Give a Dollar to the Cause!

He who gives quickly, gives doubly. Don't come in with the great rush which comes during the last week in February. Get your renewal off your mind, and give us the night work early in the month. Send all lettters to

ABBOT BASSETT,
Box 1184. Philadelphia, Pa.

ORIOLE NEWS.

BALTIMORE, January 26th, 1887.

The Ramblers met with a slight accident about a week ago. One of their members went out to the Club-House early in the evening expecting to have a good time; and instead of seeing everything in its usual good shape, he found about three inches of water covering the wheel and locker rooms; he sent for a plumber, and in half an hour the water, as well as the Club treasury, was considerably down. They expect to be in their new "home" about February 12th.

I was pleased to see several well-known wheelmen attend the Charity Ball in knee-breeches and silk stockings. Wheelmen, take this as an example all should follow.

The Marylands will give their annual Club Banquet to-morrow night, and I will try to let you have a full account of it if possible.

There is, we hear, a movement on foot in the Baltimore Cycle Club to admit members free of charge from February 1st until September 1st, in hopes to raise the membership from 70, the present number, to 100. It is said if they succeed they will move to better quarters. We cannot vouch for this, but we got it from good authority.

We hear all sorts of good wishes for the welfare of the new editor and his paper, and we join in with the rest in wishing him unlimited success.

We hope we are not going to get into such a difficulty with the "Solitary Club" as the "Owlet" did with the venerable "Owl." We think it a mean "owl'd" trick in him (Owl) to get mad.

We see that some of your correspondents think winter wheeling a great thing, yet our wheelmen ride in the coldest weather. A few weeks ago H. L. Kingsland and J. E. Eberman rode eight miles out our pike and back, and declared they never had such pleasant riding and felt the cold less than they do when bundled up in overcoats skating. The snow was two or three inches deep all over the route, and they claim to have ridden through drifts 10 inches deep.

Our Chief Consul was over in New York last week, and we will try to see him and find out if he did any great and noble deeds for our Division. We hope he did.

The Columbia Calendar is a beauty, is it not?

We all are in hopes of a grand race meet this spring, and would be pleased to see you all.

"LONE STAR WHEELMAN."

FASHION IN UNIFORMS.

The thought has come into my head, and I hope I may be pardoned for giving utterance to it, that it would be indeed a sad thing for the cycling world in general if the frivolities of fashion were allowed to sway us in the matter of our uniforms. For a dress uniform I admire a plain black, close-fitting suit, or perhaps some other very dark color, ornamented only by small, dark buttons. Such a suit answers every purpose, and the wheel may be ridden in it with impunity; but the addition — or, may I say, disfiguration?—of bright buttons, or a militaire watch-cord, in my opinion so detracts from the plain beauty of the more sombre colors as to rob this uniform of its chief merit, which is simplicity or neatness. For a riding suit for all ordinary purposes, the more cheerful or lighter colors may be worn to advantage. The uniform is thus relieved of its staid, quiet appearance, and the wheelman given a more hail-fellow-well-met air—striking the spectator at once with the idea which it is advisable to convey, that we are jolly. This is to counteract the eager, almost scared cast of countenance some riders assume when astride their wheels. My preference is for gray, as over blue, but as this article is not to voice my opinions so much as to cry down an anticipated evil, I will magnanimously allow my readers to choose their own colors (as they, in all probability, will do, *volens volens*). For touring, as is well known, the tougher and heavier cloths are more desirable; and here the League suit stands to its best advantage. Corduroy, too, is serviceable.

But I drift from the theme. A sentiment has manifested itself to alter our bicycle uniforms as the fashion plates change. This is probably seconded by the tailors with a hearty good will and a smile of serene satisfaction. I understand the present League uniform was cut with the "Norfolk" jacket, to accord with the then popular idea that that style of coat was "just the thing," and the fact seems deplorable, if true. There certainly is nothing of real advantage gained by adding to a close-fitting coat the plaits possessed by the Norfolk, and, in my opinion, but little of ornament. On the contrary, the plaits are likely to catch and become torn, and the coat is necessarily heavier and warmer on their account. As to the dropped-visor cap, I may as well state at once that I do not like it. It is not as pretty as a straight visor, and its only merit is when used in riding toward the setting sun. In this event it may be pulled down so as to cover and protect the eyes, but the head must be thrown back to look above the ground. At all other times the cap is tilted back on the head, giving a rowdyish appearance, in order that the wearer may have free and unobstructed vision.

Let us adopt a standard plain uniform, one that will meet every demand made upon it, that is not too light nor too heavy, that will not fade or tear, that can be manufactured quickly and economically; and then let us stick to it to the end of time! A change, an alteration, an improvement, made upon the national uniform, necessarily throws hundreds out of fashion. Hence the undesirability of such change. As a remedy, let us perfect the suit in every detail—as far as the present state of improvement, utility, and economy will permit—then let us cling to it despite the protestations of a few or the solicitations of the tailors to try this or that new thing.

I think all will agree with me, after the test to which the League uniform has been put, that it is not just what is wanted, but before a change is made, I trust the officers having the matter in charge will consider how important it is that what is next adopted be something that will not need another revision, either as regards the cut of the suit or the material of which it is made.

These suggestions apply with equal force to club-uniforms, and I think it advisable that the same spirit of conservatism be instilled into us all. I know the protestations of the tailors, and even perhaps of some of the more fashionable of the riders themselves, will be heaped upon us—I know a hue and cry will be raised when the idea is suggested that we must never alter our uniform after having once chosen it, but I submit the wisdom of the suggestion and the spirit of true economy with which it is made to all fair-minded and philosophical wheelmen who may chance to read this article.

This question is a comparatively new one, but I hope it may be agitated and well discussed. My own Club has a constitutional provision which requires a much larger majority to vote for a change in uniform than to amend the Constitution or to admit or expel members, and another whereby it takes three months and two separate notifications to every member before such a change can go into effect. We have considered the matter from all its points, as will be readily seen; and I trust the League of American Wheelmen may do the same.

N. L. COLLAMER.

Official Announcements.

LEAGUE OFFICERS.

OFFICERS OF THE BOARD.

PRESIDENT.—Dr. N. M. Beckwith, 21 W. Thirty-seventh Street, New York.
VICE-PRESIDENT.—T. J. Kirkpatrick, Springfield, Ohio.
TREASURER.—Sanford Lawton, Springfield, Mass.

STANDING COMMITTEES.

EXECUTIVE.—N. M. Beckwith, 21 W. Thirty-seventh Street, New York; T. J. Kirkpatrick, Springfield, Ohio; John C. Gulick, 132 Nassau Street, New York city.

MEMBERSHIP.—E. F. Hill, Chairman, P. O. Box 797, Peekskill, N. Y.; Dr. G. Carlton Brown, 16 Broad Street, Elizabeth, N. J.; J. R. Dunn, Massillon, Ohio.

RACING.—Abbot Bassett, Chairman, 22 School Street, Boston, Mass.; Ewing L. Miller, 124 S. Front Street, Philadelphia, Pa.; W. M. Brewster, 309 Olive Street, St. Louis, Mo.; Chas. H. Potter, Cleveland, Ohio; Gerry Jones, Binghamton, N. Y.

RULES AND REGULATIONS.—W. I. Harris, Chairman, Box 5132, Boston, Mass.; Dr. C. S. Butler, 263 Main Street, Buffalo, N. Y.; Knight L. Clapp, 328 West Sixtieth Street, N. Y.

RIGHTS AND PRIVILEGES.—Charles E. Pratt, 597 Washington Street, Boston, Mass.; John C. Gulick, 132 Nassau Street, N. Y.; A. S. Parsons, Cambridgeport, Mass.

TRANSPORTATION.—Burley B. Ayers, Chairman, 152 S. Hoyne Avenue, Chicago, Ill.; Geo. R. Bidwell, 313 W. 58th Street, New York city; W. S. Bull, 587 Main Street, Buffalo, N. Y.; J. H. Livingston, Editor *The Reformer*, Bennington, Vt.; Fred. T. Sholes, Marsh-Harwood Co., Cleveland, O.; Frank Read, *Record* Building, Philadelphia; Frank A. Elwell, *Transcript* Office, Portland, Maine; Columbus Waterhouse, 16 Beale Street, San Francisco, Cal.; M. E. Graves (at large), Mannheim Building, St. Paul, Minn.

BUREAU OF INFORMATION.—A. B. Barkman, Chairman and Bookmaster, No. 608 Fourth Avenue, Brooklyn, N. Y.

OFFICIAL HANDICAPPER.

N. P. Tyler, M. D., New Rochelle, N. Y.

CALIFORNIA CHAMPIONSHIPS, 1887.

SAN FRANCISCO, January 10th, 1887.

By a unanimous vote of the Division Racing Board the following State championships for 1887 have been established: One half mile, one mile, two mile, five mile, and ten mile.

Applications will be received from Clubs for assignment of any of the above, excepting the one mile, which is reserved for the Division meet.

The Board has decided that the championship medals must be of uniform design. Messrs. Wagner & Ott, of 13 Trinity Place, San Francisco, have the contract to furnish same at $25 per set of two, gold and silver.

FRED RUSS COOK,
Chairman Div. Racing Board.

CALIFORNIA APPOINTMENTS.

On recommendation of Representative Smith, I take great pleasnre in appointing Mr. George H. Frost Consul at Pasadena.

On recommendation of Consul Simon, the Union is appointed the L. A. W. hotel at Oroville. Rates, $2 per day. To L. A. W. members, $1.50 per day.

ROBERT M. WELCH, *Chief Consul.*

ASSIGNMENT OF TWO MILE STATE CHAMPIONSHIP, CALIFORNIA DIVISION, L. A. W.

SAN FRANCISCO, January 10th, 1887.

By a unanimous vote of the Division Racing Board the two mile State championship for 1887 has been located with the Los Angeles Wheelmen, and will be contested at Los Angeles on Tuesday, February 22d proximo.

FRED RUSS COOK,
Chairman Div. Racing Board.

MASSACHUSETTS DIVISION.

SPRINGFIELD, MASS., January 27th, 1887.

TO THE BOARD OF OFFICERS, MASSACHUSETTS DIVISION, L. A. W:

There will be a business meeting of the Board on Saturday evening, February 12th, 8:30 P. M., at Young's Hotel, Boston.

The Committee on Rules and Regulations will present a new Constitution and By-Laws.

Apportionment of the State for the coming election of Representatives and other matters of importance will be presented for discussion at this time.

Previous to the business meeting the usual dinner will be held at 6 o'clock. Members of the Board are at liberty to invite any member of the Division to join us. Kindly advise the Chief Consul the number of plates desirable to engage at as early a date as possible. Preparation will be made only for those so applying. A full attendance at both meeting and dinner is desired. Fraternally,

SANFORD LAWTON, *Secretary-Treasurer.*

TO TENNESSEE MEMBERS.

At a recent meeting the Memphis Cycle Club nominated the following gentlemen for the officers of the Tennessee Division, and respectfully request the support of all Tennessee members for their election:

Representative—J. S. Miller, Clarksville.
Chief Consul—W. L. Surprise, Memphis.
Secretary-Treasurer—A. Friedman, Memphis.

S. W. HAMPTON, JR.,
Secretary M. C. C.

MEMPHIS, TENN., January 29th, 1887.

We, the undersigned members of the L. A. W., nominate Captain O. C. White, of Memphis, as a candidate for the office of Chief Consul, and Dr. C. J. Scherer, of Memphis, as a candidate for the office of Secretary-Treasurer, for the State of Tennessee:

R. W. SLUSSER,
DAVID MAY,
H. I. MORGAN,
F. BYRD,
F. B. SCHABEL,
J. L. HABERLING,
CHARLES FEUCHT,
CHARLES H. KARR,
ERASTUS UNDERWOOD,
JOS. SPECHT, JR.

W. L. SURPRISE WITHDRAWS.

[By telegraph.]

Publish my withdrawal as candidate for Chief Consul of Tennessee Division, L. A. W.

W. L. SURPRISE.

NEW JERSEY APPOINTMENTS.

Mr. John Bickley is this day appointed Local Consul of Dover, N. J.

Hotel "The Rockingham," Absecon, N. J., is hereby appointed an L. A. W. Hotel. Regular rates, $2.00 per day; League rates, $1.50.

ELLIOTT W. JOHNSON,
Chief Consul New Jersey State Division.
JERSEY CITY, February 1st, 1887.

INVITATION FROM NEW ORLEANS.

JERSEY CITY, February 1st, 1887.

TO THE MEMBERS OF THE NEW JERSEY STATE DIVISION:

I am requested by Mr. H. H. Hodgson, Representative L. A. W. Louisiana Division at New Orleans, to extend a general invitation to all L. A. W. riders of the New Jersey Division to participate in a grand night-parade, which is to occur on the night of February 21st. This parade is to be one of the features of the Mardi Gras at New Orleans.

ELLIOTT W. JOHNSON,
Chief Consul New Jersey State Division.

INDIANA CHIEF CONSUL.

EDITOR L. A. W. BULLETIN:

Whom should we elect as Chief Consul of the Indiana Division for the ensuing year?

The undersigned thought it to be a foregone conclusion among all the members, that the present incumbent should be re-elected to another term. This supposition was, however, dispelled by reading the announcement of another aspirant's name, put forth by some of his admirers.

The writer wishes to state here, that he is a "pronounced non-believer" in the practice of continuing one and the same person in office for a consecutive number of times.

Under the existing circumstances, however, it is also his "positive" belief, that it would retard the progress of the Division should the members fail to re-elect an official to whose "tireless energy" is due in a great measure the present prosperity of our Division.

Take, as an instance, the amount of labor and perseverance required in the compiling of the Division's road-maps. Being perfectly aware that good material is not wanting from which to make selection for a competent Chief Consul, we ought, nevertheless, to remember that "true merit" should be rewarded. Can we, therefore, conscientiously nullify the above maxim by displacing the present efficient Consul, when his labors in behalf of our Division are but partially completed.

Let the well-thinking members take it into consideration, and the writer doubts not in the least but that they will concur in his views, that A. B. Irvin "should" be the next Chief Consul of the Indiana Division.

J. FRED. PROBST.
TERRE HAUTE, IND., January 31st, 1886.

TOURING DEPARTMENT.

Wheelmen intending to tour through Indiana this summer will do well to look over the road-map compiled by A. B. Irvin, Chief Consul of Indiana. This map is now being engraved and shows all the celebrated routes in that touring district, including the Crawfordsville record-breaking roads. The Indiana Division have this map for sale through Mr. Irvin, whose address is Rushville.

B. B. AYERS, *Tourmaster.*

THOMAS STEVENS' PLANS.

The Editor of *Outing* has received the following communication from the returned wheelman, which will explain to his friends his movements after reaching Chicago:

"SAN FRANCISCO, January 18th, 1887.

"I shall leave here Saturday, January 23d, traveling east via Portland, St. Paul, and Minneapolis to Chicago. Upon my arrival at Chicago I want everybody to consider me as blotted out of existence for the brief space of a week, while I scurry off down into the backwoods of Missouri to pay my respects to a certain old lady who has shed silent tears on the pages of the *Outing* magazine as she has read there of dangers and difficulties about my path; and who has prayed as regularly for my safe return as ever faithful Musselman prostrates himself toward Mecca. After that I shall take pleasure in endeavoring to show my great appreciation of the kindly welcome I hear awaits me at the hands of my fellow-wheelmen. Fraternally and sincerely yours,

(Signed) "THOMAS STEVENS."

INVITATION FROM NEW ORLEANS.

The L. A. W. Louisiana Division desire to extend to all members of the L. A. W. throughout the United States an invitation to visit New Orleans during the Carnival week, from February 16th to 22d inclusive, and to participate in the Lantern Parade to be given by the L. A. W. Louisiana Division on the night of February 21st, the night before Mardi Gras. Those wheelmen who anticipate visiting our city during the Carnival are earnestly requested to bring their wheels with them and to notify me of their intention to participate not later than February 17th, stating size of wheel, so as to be properly assigned to place in line of parade. The route of march is along St. Charles Avenue, all asphalt, and after the parade those participating will be entertained by the New Orleans Bicycle Club at their new Club-Rooms. With best wishes, and hoping to see a large number of L. A. W. members present, I am,

Fraternally yours,
HARRY H. HODGSON,
Representative L. A. W. Louisiana Division,
13 Carondelet Street, New Orleans, La.

CURRENT NOTES AND COMMENTS.

Have you renewed? If not, why not? Your renewal should be attended to at once.

Tickets for members will be sent out this week. We had to change a single name on them, hence the delay.

Wood and James send word that they are having a royal time in Australia.

The Canadian Snow-Shoe Club will visit Boston, and the Bostonese wheelmen will open their club-houses to receive them.

The members of the A. C. U. are voting for officers. The announcement of the balloting is the first official utterance that we have seen regarding the membership of the Union. It now appears that the members of the Boston, Lynn, Nonantum, Springfield, and Connecticut Clubs and the Lynn Cycle Track Association constitute the Union.

In the course of our journalistic career we have had to say to correspondents no less than 4,000,000 times: "Write only on one side of the paper." Our experience in the BULLETIN office tells us that we must start on the next million, and therefore we commence: "Correspondents will aid us materially and perhaps save their communications from the w. p. b. if they will write only on one side of the sheet."

If you have never done anything for the League, do it now. Send in your renewal and help along the work in this office. Don't drive the clerks to insanity by sending in your name with the grand rush at the final.

Mr. H. D. Corey, of Boston, has been elected Secretary of the Wheel Board of Trade in that city.

The Massachusetts Division will meet at Young's Hotel February 12th. A dinner will precede the business meeting, and the members in the glow of the post-prandial moment will attend to very much important business.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date and published in accordance with Article III of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their ticket to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication you may look for your ticket.

It is expected, and it is the duty, of all members to examine the list of applications for their respective States and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

No. 72—Total, 54.

PHILADELPHIA, PA., January 31st, 1887.

ARKANSAS—2.

Champaign Cy. Club—1.
13397 Norton, Fred E., Champaign, Ill.
Unattached—1.
13396 Baltzell, Charles, Knobel.

CALIFORNIA DIVISION—4.

Bay City Wheelmen—2.
13409 Howard Clarence A., 12 Albion Ave, San Francisco.
13408 Parsons, James A., 645 Market St., "
San Francisco Bi. Club—1
13428 Lawton, Aug. F., 213 Sansome St., "
Unattached—1
13429 Woodworth, Mrs. R. C., 318 S. Main St., Los Angeles.

CONNECTICUT DIVISION—3.

Waterbury Wheel Club—1.
13442 McKinnon, J. H., Waterbury.
Unattached—2.
13443 Dorn, Arthur A., Lime Rock.
13410 Gladding, H. H., Room 18, City Hall, New Haven.

DAKOTA—5.

Unattached—5.
13434 Gilbert, J. E., Mitchell.
13433 Kilbee, H. R., "
13432 Layton, Wm., "
13431 Montelius, Frank A., Mitchell.
13430 Winegar, Ed. F., "

ILLINOIS DIVISION—5.

Champaign Cy. Club—1.
13411 Eichberg, Louis R., Champaign.
Unattached—4.
13412 Ackerman, A. J., Ottawa.
13413 Nash, W. W., "
13414 Strawn, H. L., "
13435 Douglass, Leonard, 185 Wabash Ave., Chicago.

INDIANA DIVISION—2.

Unattached—2.
13444 Hild, Wm. F., 601 S 8th St., Terre Haute.
13445 Stark, J. F., 206 S. 9th St., "

KENTUCKY DIVISION—1.

Louisville Wheel Club—1.
13446 Thomson, H. H., 728 2d St., Louisville.

MARYLAND DIVISION—3.

Ramblers' Cy. Club—3.
13439 Boyd, Wm. A., Jr., 33 South St., Baltimore.
13440 Boyd, Saml. R., " "
13441 Day, Ira, Jr., 224 Druid Hill Ave., "

MASSACHUSETTS DIVISION—1.

Unattached—1.
13447 Carr, Frank H., North Easton.

MISSOURI DIVISION—1.

Unattached—1.
13436 Sergeant, W., Joplin.

NEW JERSEY DIVISION—4.

Daretown Bi. Club—4.
13418 Afflerbach, George, Daretown.
13415 Foster, Jeremiah W., "
13417 Franklin, Benjamin, "
13416 Knowles, Adam, "

NEW YORK DIVISION—6.

Kings County Wheelmen—1.
13419 Wellding, A. S., 68 N. 1st St., Brooklyn.
Unattached—5.
13437 Hauxhurst, William S., 189 Quincy St., Brooklyn.
13438 Lewis, C. S. E., Little Genesee.
13398 Marshall, Curier R., Clifton Springs.
13420 Wilcox, Frank E., Hudson.
13421 Wells, George M., Monticello.

OHIO DIVISION—2.

Unattached—2.
13423 Hendrixson, W. S., Yellow Springs.
13422 Wells, Amos R., "

PENNSYLVANIA DIVISION—10.

Echo Bi. Club—8.
13406 Carey, Dr. C. S., Avoca.
13405 Flock, F. A., "
13401 Graham, T. W., "
13402 Graham, John M., "
13400 Manners, W. R., "
13407 McMillan, W., "
13403 Snyder, E., "
13404 Wilson, J. G., "
Pittston Bi. Club—1.
13399 Bevan, J. L., Pittston.
Unattached—1.
13424 Hoey, R. W., Brockwayville.

RHODE ISLAND DIVISION—3.

Unattached—3.
13425 Campbell, Henry F., 99 Orange St., Providence.
13426 Grant, W. B., 230 Prairie Ave., "
13427 Leland, Wm. H., 91 Westminster St., "

TENNESSEE DIVISION—1.

Clarksville Cy. Club—1.
13395 Nicholossen, G. F., Clarksville.

TEXAS—1.

Unattached—1.
13394 Bolton, R. B., Whitesboro.



RUDGE TELEPHONE MAN.

Hello!

Before you make up your mind for 1887, see the Rudge Bicycles, Tricycles, and Safeties.

Catalogue ready very soon.

Cast your eye on page 88.

YOU CAN HELP THE LEAGUE!

If you renew now, it will not be necessary to send you a delinquent's notice.

You can help the League, by saving this office the expense and labor of this notice. Send all letters to

ABBOT BASSETT,

Box 1184. Philadelphia, Pa.

RENEWALS.

No. 8.—Total, 412.

PHILADELPHIA, PA., January 31st, 1887.

ALABAMA—1.

8637 Goodwin, W. L. D.

CALIFORNIA DIVISION—11.

8601 Alley, B.
9520 Barnich, I.
11318 Chapman, R. J.
12919 Hartman, C.
12745 Hatch, H.
11820 Parsons, E.
10177 Radke, E. N.
10178 Stevens, F.
13029 Stow, H. P.
10545 Woodman, E. D.
12696 Woodworth, E. P.

CANADA—1.

10145 Orr, G. H.

CONNECTICUT DIVISION—13.

393 Acheson, H. M.
2877 Bird, R. R.
8652 Brown, C. H.
5565 Hurlbutt, H. W.
7170 Knox, C. D.
4168 Manville, E. L.
13014 Peck, H. F.
6851 Upson, Dr. C. R.
7061 Upson, Mrs. Dr. C. R.
5564 Walsh, E. S.
4022 White, L. A.
9356 White, L. S.
164 Wyman, H. C.

DAKOTA—2.

7401 Colvin, W. G.
3933 Smith, F. S.

DISTRICT OF COLUMBIA DIVISION—5.

7065 Graves, B. S.
1783 Morrison, J. G.
397 Putnam, T. J.
5019 Solyom, L.
2528 Stewart, H.

ILLINOIS DIVISION—11.

9534 Crane, C. F.
4827 Forrest, T. L.
3724 Fuller, H. F.
12293 Hosford, M. A.
2489 Kellogg, P. V.
11836 Madden, O. B.
11268 Moore, O. W.
6617 Morison, C. A.
12044 Pratt, G. H.
7974 Ross, H. K.
11263 Staudt, A. J.

INDIANA DIVISION—14.

8305 Bartlett, O.
6383 Baur, C.
12441 Beemer, C. D.
12841 Deibert, W. C.
8307 Fisbeck, F. C.
7779 Hall, C. E.
7778 Hulman, A.
8308 Hulman, H.
11658 Hulman, E.
8309 Kern, G.
357 Powell, G. A.
8311 Probst, J. F.
11504 Wilson, J. H.
9549 Winship, J.

KENTUCKY DIVISION—1.

6715 Goodin, J. W.

KANSAS DIVISION—9.

12046 Bates, W. L.
12374 Curdy, A. E.
10960 Hall, D. L.
375 Irwin, W. R.
3433 Kidder, H. S.
12375 Morison, W.
12377 Patterson, F.
113 Reed, C. E.
12074 Taylor, W.

LOUISIANA DIVISION—4.

11821 Boullemet, W. W.
12612 Hobson, W. E.
11738 Kells, C. E., Jr.
12112 Mugnier, G. F.

MAINE DIVISION—10.

8295 Ayer, W. L.
11762 Cobb, C. H.
8296 Cummings, A. L. T.
8297 Dennett, J. V.
8298 Eichells, J. E.
24 Fairfield, R. A.
8299 Girouard, E.
8301 Henchey, D.
371 Merrill, E. R.
4259 Read, G. T.

MARYLAND DIVISION—30.

7785 Audoun, F. P.
5863 Bishop, W. G.
12938 Bokel, J. A.
13036 Cassard, S. S.
11522 Cassard, D.
5720 Chesney, J. M.
12939 Cole, E. H.
12153 Denmead, E.
7791 Diggs, H.
12988 Dryden, R. W.
2336 Eberman, J. W.
5864 Frisli, S. M.
12396 Gavin, Dr. F. D.
5703 Hayden, J. M.
12806 Hoover, F. H.
10016 Jones, E. B.
11523 Loane, E. D., Jr.
7786 Orem, D. T.
12941 Pitts, J.
10370 Shaw, W. C.
13025 Slothower, F.
5724 Smith, C. C.
10144 Sutton, J. S.
6987 Sutton, J. H.
11520 Taylor, G. W.
7788 Toland, J. C.
6991 Townsend, F. W.
11867 Turner, J. C.
12560 Wingo, C. E.
6990 Zerckle, C. W.

MASSACHUSETTS DIVISION—33.

9379 Ames, H. E.
9380 Bascom, R. S.
12732 Benson, A. B.
3310 Butler, B. F.
1519 Burley, F. G.
10387 Corliss, C. B.
10028 Craft, C. E.
10041 Dutton, F.
1393 Eldred, F. A.
1359 Field, C. H.
10587 Fisher, H. S.
5199 Forbes, F. P.
5194 Gaines, F. O.
7663 Gaines, F. L.
11340 Gillett, G. W.
3312 Hollister, F. R.
962 Holland, L.
12733 Howland, E. A.
441 Marsh, W. C.
3745 Maynard, J. F.
9426 Norcross, W. E.
7540 Peel, G. W.
1607 Robson, R. H.
4473 Sawtelle, E. E.
8326 Scott, W.
7665 Smith, F. A.
1423 Speirs, J. C.
9439 Sprague, C. L.
6055 Stursburg, H., Jr.
6842 Wengren, E. L.
5197 Wright, G. H.
7668 Wright, W. C.
11780 Wyman, W. H.

MICHIGAN DIVISION—12.

8118 Blodgett, F. C.
11154 Grant, J. W.
5619 Huse, T.
10241 Isham, A. F.
10832 Miller, B. H.
10242 Prall, D. E.
2331 Richardson, F. T.
3713 Seyffardt, W.
11156 Smith, G. W.
10244 Ten Eyck, C. D.
10245 Treanor, P. F.
6916 Watrous, C. A.

MISSOURI DIVISION—11.

7293 Allison, G. E.
10054 Bohn, J. V.
9741 Chauvenet, L.
7190 DeCamp, A. P.
6921 Hall, F. W.
7209 Hilber, J.
12117 Hulburt, O. L.
10845 Paillou, E. R.
8025 Pasqueth, W. C.
8940 Pasqueth, G. S.
8226 Pope, C. H.

NEBRASKA DIVISION—1.

11610 Dort, F. O

NEW JERSEY DIVISION—15

8034 Adams, J. Q., Jr.
7106 Barnes, J. W.
9636 Broome, W. T.
7692 Crane, W. F. D.
11358 Fuller, H. W.
5862 Hutchinson, R. G.
9248 Janvier, H. A.
10253 Johnson, L. M.
213 Knight, C.
6646 McDermott, J.
7099 Osmun, A. B.
8732 Osmun, W. L.
10905 Parisen, G. W.
11547 Sheppard, J. E.
9751 Watkins, S. C. G.

NEW YORK DIVISION—143.

3885 Abrams, E. H.
7035 Adams, E. L.
6932 Amerman, W. H.
10937 Anderson, A. E.
4378 Austin, E. K.
1271 Austin, W. H.
13055 Barnaby, F.
5674 Bawden, G.
7936 Beecher, Rev. T. K.
11362 Benham, F. I.
13056 Beasley, L. W.
6316 Blauvelt H. E.
1276 Bloodgood, W.
310 Bowdish, I. S.
9456 Boyd, I. P.
9281 Brainard, E. F.
3663 LeVino, M.
11441 Lewis, F.
4384 Locke, W. A.
5179 Locke, H. E.
1309 Long, J. H.
5880 Long, C. I.
10990 Long, O. C.
1307 Loucks, A. C. D.
4398 Loucks, F.
11741 Lovejoy, F. W.
10941 Marion, W. C.
427 Mason, E.
4133 Mason, Mrs. E.
3597 Meeker, F. H.
5881 Miller, J. D.
7907 Mooney, H. W.
1283 Bridgman, M. L.
3561 Britton, G.
1282 Brown, C. R.
10939 Brown, F. G.
10938 Brown, A. S.
11907 Budd, E. W.
1285 Candidus, Dr. E. W.
6570 Carpenter, H. K.
8559 Case, J. C.
4385 Chapman, V. W.
3348 Clapp, K. L.
10260 Clemishire, T. H.
5879 Comes, A. N.
10940 Courtney, G. L.
10102 Cox, F. S.
3417 Coykendall, J. B.
10646 Creuzbaur, R. W.
4295 Crichton, T. C.
1555 Danelson, J. E.
3570 Dennis, A. J.
12190 Dockstader, O.
4430 Don, P. C., Jr.
7034 Doolittle, F. E.
1286 Douglass, F. N.
9123 Dunn, A. P.
3412 Ellis, S.
1288 Fenstermaker, F. N.
1287 Fisk, E. F.
11797 Fisk, A. G.
6127 Fraser, A. C.
12774 Froehlich, L.
11363 Garretson, C. A.
4740 Giffin, J. H., Jr.
11771 Green, M. P.
9645 Groat, L. W.
5877 Grosch, Dr. A.
6654 Hale, W. A.
1302 Hall, T. J., Jr.
3446 Hall, H. J., Jr.
3583 Hall, Mrs. H. J.
1393 Hegeman, T. B.
11749 Hegeman, C.
3513 Hersey, H. C.
8036 Hickon, W. C.
1290 Hibson, R. F.
12400 Jenkins, J. G., Jr.
1304 Johnson, E.
3687 Judson, A. L.
2566 Klots, W. J.
7726 Knight C. S.
6300 Knox, R. J.
3585 Knox, J. H.
9938 Knothe, F.
5878 Koehler, G.
7013 Lantaff, C.
326 Leighton, M. H.
11784 Moore, H.
117 Moore, H. C.
7026 Morehouse, C.
3550 Mostert, E. T.
7728 Mums, R.
7727 Mums, C. A.
5521 McDougal, C.
11566 McKee, J.
11364 Neppert, J. D.
11365 Neville, G. R.
7028 Nichols, C. L.
5522 Otis, C.
4100 Pabst, E. E.
1314 Pettus, E.
3001 Purdy, F.
12918 Rahmer, L.
11219 Raisbeck, A.
10665 Raisbeck, T. A.
1482 Rich, A. B.
7729 Robins, H. W.
1315 Rogers, F. W.
1319 Schwalbach, C.
6299 Seibert, E. S.
3411 Shoemaker, G. W.
3887 Smith, F. I.
12401 Smith, A. H.
12402 Smith, H. M.
11742 Snyder, T. S.
1322 Sorzano, J. M., Jr.
9644 Spear, C. A.
10942 Steeves, W. R.
11367 Sillwell, W. B.
1554 Stratton, T. C.
1794 Stratton, A. E.
4380 Stults, H. H.
9764 Tagliabul, G.
2028 Thomas, F. C.
8939 Thomas, H.
3901 Todd, W. G.
9194 Travis, J. C.
8222 Truslow, J. K.
10447 Upson, W. F.
11619 Van Buren, C. H.
8131 Vanderbilt, W. W.
2179 Walters, W. J.
4383 Watson, H.
3514 Weber, L. P.
12575 Welch, A. M.
11864 Wemple, H. Y.
12220 Wills, J.
11798 Willcox, H. P.
1327 Williams, R. V.
12219 Woodruff, W. H.
1269 Wright, J. J.
3416 Zimmerman, J. C.

OHIO DIVISION—39.

5233 Antibus, R.
5139 Austin, W. C.
6602 Austin, W. E.
3156 Balliett, B. J.
9302 Bissman, W. H.
10111 Bonar, J. G.
6573 Bushnell, C. B.
1185 Campbell, P. F.
8385 Campbell, W. F.
7737 Chubb, W. H.
4235 Crane, G. E.
6656 Day, W. F.
8342 De Camp, B. C.
3625 Dunn, E. F.
8994 Eiwell, C. E.
4243 Foos, P.
8996 Gadsby, F. D.
2507 Goldsmith, L.
5902 Grove, I.
2512 Hammond, M. W.
9185 Harbeson, W. A.
8997 Henry, J. P.
10113 Hott, J. L.
5851 Jacobs, E.
5123 Johnson, C. E.
4238 Knest, J. A.
6577 Krause, J. H.
2572 Lindenberg, L. B.
4269 Manning, W. B.
11003 Mathews, J. F.
10114 O'Neil, W. E.
6578 Porch, D. L.
5378 Sawin, W. E., Jr.
4236 Schultz, B. F.
3095 Seiler, A. P.
7342 Thompson, C. L.
5377 Tracy, D. L.
10115 Wagner, C. C.
6582 Wright, J. M.

PENNSYLVANIA DIVISION—33.

7598 Aylsworth, Rev. R. M.
11234 Banman, J. A.
2072 Berry, W. M.
8164 Bryden, J. H.
8168 Burchfield, J. N.
2065 Cole, H. M.
2101 Foster, W. L.
11088 Griffin, A. La M.
978 Haberbush, C. E.
11586 Hoskins, G. W.
2070 Howitz, C.
11230 Hubbard, W. H.
1674 Kern, L. S.
8281 King, C. W.
2087 King, C. C.
2563 Klinker, F. J.
3420 Maris, F.
11042 Morgan, E. R.
11464 McCurdy, I. P.
2088 Notman, W. B.
11638 Raser, H. A.
2080 Reed, F.
2079 Reed, S.
9962 Rice, C. A.
2061 Sacks, M. F.
11382 Schoch, H. A.
9966 Simons, G. W., Jr.
2067 Snyder, F.
2063 Staley, W. F.
8067 Staver, J. M.
3895 Taylor, J. H.
2085 Underwood, S. L.
2091 Waters, C.

SOUTH CAROLINA—1.

3644 Bateman, J. M.

TEXAS—1.

299 Smith, C. F.

TENNESSEE DIVISION—2.

7477 Petre, T. C.
13016 Sparks, J. W., Jr.

VERMONT DIVISION—4.

10300 Brown, J. G.
6969 Livingston, J. H.
11581 Silsby, E. A.
7394 Tiffany, L. L.

VIRGINIA DIVISION—3.

9980 Emmerson, J. C.
13028 Mathews, W.
9982 White, W. N.

WEST VIRGINIA DIVISION—1.

11112 Loftus, J. B.

WISCONSIN—1.

926 Hathaway, A. A.

LEAGUE CLUB RENEWALS.

The following League Clubs have renewed, through the proper officers, the number of members given below:

Jan. 3d,	Everett Wheel Club, Everett, Mass.,	16
" 5th,	Williamsport Wheel Club, Williamsport, Pa.,	23
" 6th,	Union Co. Wheelmen, Westfield, N. J.	14
" "	Ariel Wheel Club, Poughkeepsie, N. Y.	23
" 7th,	Pequonnock Wheel Club, Bridgeport, Conn.,	25
" "	New Castle Bi. Club, New Castle, Pa.	23
" 17th,	Chicago Bi. Club, Chicago, Ill.,	45
" "	Chelsea Cy. Club, Chelsea, Mass.,	14
" "	Buffalo Bi. Club, Buffalo, N. Y.,	85
" "	Mountain Wheel Club, Philipsburg, Pa.	14
" "	New York Bi. Club, New York City,	27
" "	St. Louis Ramblers, St. Louis, Mo.,	20
" 18th,	Holyoke Bi. Club, Holyoke, Mass,	12
" "	Yonkers Bi. Club, Yonkers, N. Y.,	17
" 19th,	Baltimore Cy. Club, Baltimore, Md.,	37
" 21st,	Pottsville Bi. Club, Pottsville, Pa.,	13
" 22d,	Akron Bi. Club, Akron, Ohio,	10
" "	Hoosac Wheelmen, Hoosick Falls, N. Y.,	12
" "	Ramblers Bi. Club, Buffalo, N. Y.,	17
" 26th,	Greenfield Wheel Club, Greenfield, Mass.,	14
" 27th,	Kings Co. Wheelmen, Brooklyn, N. Y.	83
" 28th,	Richland Ramblers, Mansfield, Ohio,	18
" 29th,	Alert Bi. Club, Baltimore, Md.,	8
" "	Elmira Bi. Club, Elmira, N. Y.,	12
" "	Waterbury Wheel Club, Waterbury, Ct.	10

TRADE ITEMS.

Schwalbach & Willdigg will open a store for the sale of cyles on Prospect Park Plaza, Brooklyn, N. Y., on or about the 15th. They will also do repairing and keep a full line of sundries.

R. Howell, the English champion, intends to do considerable racing on the Rudge Bicyclette the coming year. He believes it to be faster than the ordinary.

"In a word, a cycle bearing must be in that apparently paradoxical condition, at the same time *very tight* and *very loose;* that is, perfectly free to spin, and entirely rigid, allowing no shake in the parts."—Victor Catalog.

IT BEATS THE WORLD,

AND THE WORLD IS HARD TO BEAT.

1405 Miles in 142 Hours!!

Ridden by ALBERT SCHOCK, at Minneapolis, in competition with most of the great American professionals.

Mr. Schock writes:—"I am pleased with the Victor in every respect. I soon found it a vast improvement on all other wheels ridden by me."

Victor Wheels are built to ride. Bicycles, Tricycles, Safeties. Catalog free.

OVERMAN WHEEL CO., - - 182 Columbus Avenue, Boston.

Mr. G. R. Bidwell, of 313 West 58th Street, New York city, recently sold Mr. Cornelius Vanderbilt a 54-inch Rudge Light Roadster.

The Captains of the Massachusetts, Newton, and Brookline Bicycle Clubs have already pinned their faith to the 1887 pattern Rudge Light Roadster.

The Coventry Machinist Company will bring out a new bicycle this year called the "King of Clubs." It is a light roadster with tangent spokes, hollow handle-bars and felloes. It is a high-grade machine in every respect. Also the same firm are to introduce a new three-wheeled tandem, and it will be known as the new Marlboro tandem. The lines will be very similar to the present racing tandem of that firm's make.

One of the most marvelous performances of last year was the 10,002 miles ridden by Emerson Burt, a 15 year old lad, of Westfield, Mass., in competition for the gold cyclometer offered by J. A. Lakin & Co. His mount was a 42-inch American Ideal Bicycle, 1885 pattern, and a valuable testimonial to the enduring qualities, as well as its capacity, was this wonderful ride. Its manufacturers, the Gormully & Jeffery Manufacturing Company, presented the little fellow with a 46-inch Ideal, 1887 pattern, with ball bearings all over, as soon as they heard of the performance, and as this was entirely unexpected, the petite long distancer naturally swears by them.

The American Ideal is the oldest high-grade machine of its class and is regarded as the standard boys' bicycle all over the world. In Canada the dealers will handle nothing else, and its riders are to be found in Continental Europe; even makers of inferior machines have for the past two years been copying the finish of the Ideal, that they might the more readily impose their wheels upon the market, and Gormully & Jeffery Manufacturing Company in consequence will finish the Ideal in black hereafter, beautifully striped in gold and with nickel trimmings.

English papers say that the American agent of the St. George Engineering Company has placed an order with that concern for 500 machines. Evidently Mr. Clark expects to do a driving business the coming year.

America will have a new wheel. Wm. Read & Son, of Boston, for many years importers of the Royal Mail Cycles, will put a new wheel upon the market the coming season which will be made for them by the Ames Manufacturing Company, of Chicopee, Mass.

BINDERS FOR THE BULLETIN.

To all who wish to preserve their Copies of the **Bulletin** in good shape, we can offer a "Common Sense" Binder, like the above cut, for **One Dollar,** post free.

E. M. AARON,

Don't send Checks. Box 916, Philad'a, Pa.

BROWNING, KING & CO.,

406, 408, 410, and 412 BROOME STREET, NEW YORK.

THE ONLY OFFICIAL CONTRACTORS FOR THE

LEAGUE UNIFORM.

LIST OF PRICES:

Plaited Blouse, $9.50; KneeBreeches, $6.00; Suit, $15.50. Regulation League Cloth, made by the Middlesex Mills, cost $2.00 per yard. League Buttons, large size, 5 cents each; Small size, 2½ cents each. Full set for suit, 55 cents.

TERMS:

All uniforms or parts of uniforms sent C. O. D., with privilege of examination. All orders for cloth or buttons must be accompanied by Money Order. Blank forms for self-measurement furnished on application. Orders for L. A. W. Goods will be received at any of our branch stores, as follows:

136 and 138 Madison St., } CHICAGO, ILL. | 210 and 212 N. Broadway, St. Louis, Mo.
144 to 148 Clark Street, | Wisconsin and E. Water Street, Milwaukee, Wis.
76 and 78 West Fourth St., Cincinnati, Ohio; 910 and 912 Chestnut Street, Phila., Pa.

All orders must be accompanied by League number

Any bicycle is good enough

If it has compressed cushioned tires;
Bown's adjustable ball bearings all round;
is every ounce forged steel;
has a detachable saddle;
and has square rubber pedals.

If you do not know of such a machine, send to the Overman Wheel Company for a suggestion.

IMPORTANT.

The *Grand Union Hotel*, opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

PATENTS secured on reasonable terms. Work reliable. Papers carefully and *legally* drawn. Special attention given to inventions in cycling by an experienced wheelman and League member. Write for particulars.
N. L. COLLAMER,
Patent Attorney and Mechanical Engineer,
Room 47, St. Cloud Building, Washington, D. C.

FOR SALE.—Club Tandem, new June, 1886; run less 250 miles; fine order, balls all round, safe and very fast. A highly satisfactory machine. Price, $175.00. Address, TANDEM, P. O. Box 1071, Pittsburgh, Pa. tf.*

FOR SALE.—54-inch Spalding, enamel finish, practically new—only run about 100 miles. Cheap.
G. M. ELLSWORTH, Altoona, Pa.
21*.

DEALERS!

We manufacture TOOL BAGS, equal to **English,** and cheaper. Write to us.

McCOY & WILLIAMS, Orange, N. J.



ARE THE **BEST**

BECAUSE They contain everything essential to Accurate Time Keeping found in any watch, and in addition have the following important improvements, for which we have patents:
The PATENT DUST PROOF protects perfectly the balance and hair spring (the most delicate and vital parts) from damage, dirt and dampness.
Our Patent Compound Regulator has absolutely no lost motion.
Our PATENT STEM WIND is the strongest and simplest made.
Our Patent Dust-proof movements are free from all variations caused by dirt or dampness, an advantage which no other maker does or dare claim.
We are the only Factory using only Genuine Ruby Jewels in every grade, and all our Watches are made of the best material, and are accurate time keepers, under our own guarantee.

ATKINSON BROS., 9236 Chestnut St., PHILADELPHIA, Pa
General Agents for the Keystone Standard Watch Co.
☞ASK YOUR JEWELER FOR THEM.☜

FOR SALE.—Spalding 52-inch bicycle, nickeled, used only one month; price, $125, cost $147.50; reason for selling, owner hard up. Address CASH, Box 14, 932 Eighth Avenue, New York City.

A. A. C., L. A. W.

Benefit at the Chestnut Street Theatre, Philadelphia, Wednesday, March 2d, 1887.

Attraction, MISS KATE FORSYTH, *in a Powerful Comedy.*

On this occasion the orchestra will play the

L. A. W. WALTZ.

All those wishing to aid the Association for the Advancement of Cycling in the good work it has undertaken, can obtain tickets for the above from ***Thos. E. Cookman, 7 South Third St., Philadelphia.***



THEOPHILUS WOBBLE'S Trip Around the World ON A BICYCLE,

ILLUSTRATED,
Commenced in

TEXAS SIFTINGS,

July 3d, 1886.

FOR SALE BY ALL NEWSDEALERS.

Back numbers can be obtained from **Texas Siftings Publishing Co., 240 Broadway, N. Y.**

STEEL BALLS For Anti-Friction Bearings.
OF BEST CAST STEEL.
Hardened, Ground, and Burnished
3-16" to 2" diam. Samples and Prices on application.
Simonds Rolling-Machine Co., Fitchburg, Mass.



If you want to come out in the Spring with your Bicycle or Tricycle looking like new, before putting your machine away use a bottle of

ARDILL'S LIQUID ENAMEL

For touching up or entirely re-enamelling
BICYCLES AND TRICYCLES



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold, or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A suitable Brush given with each bottle.**
Price, 75 cents a bottle. Cannot be sent by mail.
For sale by all Agents, and by
STODDARD, LOVERING & CO.,
152 to 158 Congress St., Boston.
Special terms to the trade.

Mr. Alfred A. McCurdy made the accompanying remarkable record on a 48-inch **STAR** Bicycle over the Boston Cycle Club's 50 mile course, under A. C. U. Rules, breaking all previous records above 100 miles.

305 Miles in

The following are the new records accepted by the A. C. U.:

150	Miles,	10	hours	24	minutes	30	seconds.
200	"	14	"	35	"		
250	"	18	"	58	"		
300	"	23	"	38	"		
302 3/16	"	23	"	48	"	50	"
304 1/4	"	23	"	57	"	45	"

The eight trips to and from his hotel to the point of starting carries the distance up to fully 305 miles.

★ WORLD'S RECORDS ★

This record proves most conclusively the superiority of the **STAR** over all crank action bicycles. This is McCurdy's fourth attempt at the 24 hour record, the first two trials being made on crank machines.

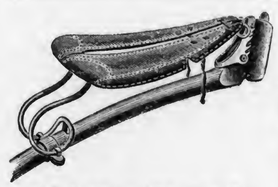
His present performance **EXCELS BY 50 MILES** his best effort on a crank bicycle weighing about 15 pounds less than his present mount.

24 hours

The STAR is the only bicycle that combines in the highest degree the qualities of safety, speed, and hill-climbing.

H. B. SMITH MACHINE CO.,
SMITHVILLE, N. J.


Adjustment in height in front.


Adjustment in height in rear.


Adjustment in width.

When you buy, buy the best.
When you order your new mount, order it with only the old reliable

Lillibridge Saddle.

FOR SALE EVERYWHERE.

Price, Nickeled, - - $5.00

Adapted to all makes of machines.
Special styles for the Safeties and Star.

FREEMAN LILLIBRIDGE,
ROCKFORD, ILL.


Adjustment in length.


A Bifurcated Seat.


A Comfortable Coasting Plate.

Before purchasing your mount for this year, see the celebrated

"ROVER" BICYCLE.

FITTED WITH EVERY POSSIBLE IMPROVEMENT.

Faster than a Bicycle.

Safer than a Tricycle.



The "ROVER" BICYCLE as ridden by the Right Honorable Viscount Bury, President of the National Cyclists' Union.

No Skidding or Side-Slipping on Greasy Roads

And no Fear of Falls.

Starley's new Patent Spring Fork is now ready, whereby entire insulation from shocks is obtained in handles, pedals, and seat.

This Fork can also be applied to any tricycle.

Price-lists, testimonials, etc. (including one from Viscount Bury, which every rider should read), post free.

Complete catalogue of all our machines, 2 stamps.

STARLEY & SUTTON, Meteor Works, - Coventry, England.



Ira Perego

128 and 130 FULTON ST., 87 NASSAU ST.,
NEW YORK.

The only Official Outfitter to the L. A. W.

L. A. W. REGULATION CAP,	-	$1 75
" " HELMET,	-	1 75
" " SHIRT,	-	2 25
" " HOSE,	-	1 50
" " SILK BELTS,		1 00

All orders must be accompanied by money order for the amount, also name and League number.

English C. T. C. Cloth, double width, $4.00 per yard.

Patented 1881.



L. A. W. BADGES.

For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,
177 Middle St., Portland, Me.,
The Designer and Sole Authorized Maker.

Prices for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. *Diamond Badges*, $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.

Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.



New Style H.

TOBOGGANING!!

THE POPULAR TOBOGGAN.



SEND FOR CIRCULAR. DISCOUNTS TO CLUBS.

The most fascinating of winter sports.
Headquarters for Tobogganing Outfits.
Agents for the celebrated "PROCTOR" Toboggan, which for STRENGTH and SPEED excels all others.

NEW YORK BICYCLE CO.
38 Park Place.



BEFORE ◆ YOU ◆ BUY ◆ A ◆ BICYCLE

of any kind, send stamp to

A. W. GUMP, - Dayton, Ohio,

for Large Illustrated Price-List of New and Second-Hand Machines. Second-Hand Bicycles taken in Exchange and Bought for Cash.

Largest Stock of Second-Hand Bicycles in America.

BICYCLES REPAIRED and NICKEL-PLATED.

A. W. Gump, Dayton, Ohio.

SECOND-HAND GUNS TAKEN IN EXCHANGE FOR BICYCLES.

BARGAINS!

Now is the time to buy Second-Hand Bicycles. Send size and price you wish to pay. Prices low. Send for Catalogue of the New Rapid.

WM. M. FRISBIE & CO.,
P. O. Drawer 64. New Haven, Conn.

★ NO PATENT! ★

THE STAR HOME TRAINER

Riding day or night, rain or shine. You can make it yourself. Cost, $3.00. Send 25 cents for cabinet photo. of it. Address

WILL H. LEIGH, Lock Box 24, BEAVER FALLS, PA.

BEST GOODS. LOWEST PRICES.

L. A. W. SUITS, - - -	$12.00
JERSEY CLOTH SUITS, - -	13.00
CYCLISTS' TOURING CLUB SUITS,	13.00

All garments custom made.
Send for circulars and measure blanks.

Punnett, Tailor and Outfitter, - Rochester, N. Y.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

Springfield Bicycle Manufacturing Co.

(Yost & McCune Patents),

19 PEARL STREET, BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest.
Do not buy a wheel before you see the Springfield Roadster.
Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, - $75.00.

JOHN P. LOVELL'S SONS, 147 Washington St., Boston, Sole Agents for New England.

THE "NEW AMERICAN" TRICYCLE.

639 Arch Street, Philadelphia.

We make but one style of machine, and that the *best.* There are *no extras.*

NO DEAD CENTRES. **FULL POWER UTILIZED.** **CLIMBS ANY HILL.**

The best machine for ladies, as there are no revolving pedals to catch the skirts. The only Tricycle that can be ridden equally well by lady or gentleman, grown person or child.

EITHER RIDER CAN STEER.

May be Ridden by Two Ladies.

HAS AUTOMATIC STEERING.

Reduces in Width to 27 inches.

Has Folding Handle Bar, for Easy Access to Front Seat.

Is the Most Unique Machine of its Class.



THE CUNARD CONVERTIBLE TANDEM.

CUNARD

Bicycles,
Tricycles,
Tandems,
Safeties.

D. Rogers & Co.,
SOLE U. S. AGENTS,
75 Clinton Avenue,
NEWARK, N. J.

☞CATALOGUES FREE.

Copy of Testimonial from T. J. Kirkpatrick, Esq., Vice-President of the L. A. W.

SPRINGFIELD, O., January 11th, 1887.

D. ROGERS & CO.

GENTLEMEN:—Respecting the Cunard Tandem, I have to say that it is *beyond question the best tandem* yet produced. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leave nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine *a pleasure.* I have owned other tandems, but this is *the only one that was worth house-room* as a convertible machine. I find it a *perfect machine*, in perfect balance, either as a single or a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day to suggest an improvement in the design and arrangement of the Cunard, I would be free to say that *it is as nearly perfect as this type of machine ever will be.*

Yours truly, [Signed] T. J. KIRKPATRICK.

SEND YOUR ORDERS AT ONCE FOR SPRING DELIVERY, AND DON'T GET LEFT.

☞ACTIVE AND RESPONSIBLE AGENTS WANTED.

Send for list of shopworn machines, which must be sold to make room for spring stock.

ROYAL MAIL!

The Most Complete and Improved Bicycle Ever Offered!

Best Road Record of 1885, 5,056 Miles on One Wheel, Won by ROYAL MAIL!



With the Greatest of Modern Improvement,

Trigwell's Ball-Bearing Head.

1,000 Miles Without Oiling or Adjustment.

Perfect Rigidity and Ease of Steering.

In Use Over Three Years, With Great Approval.

Wheelmen are aware that ordinarily constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the balls ***smoothly,*** without wear, and ***one adjustment*** serves for a very long time—for months, in fact—and no loosening nor setting up is necessary. There being no friction, ***oiling is rarely needed.*** These Heads are made by the finest machinery, all perfectly alike and beautifully finished, every part mathematically true, and

ALL PARTS INTERCHANGEABLE.

Detachable Handle Bars and Lillibridge Saddle.

Best Warwick Rim and Cemented Tyre.

True Tangent Spokes, tied and wound SEVEN times, giving great rigidity and strength.

The Royal Mail is too well known to need minute description. It has, as a Light Roadster, for the past four years been in the front rank; gained the prize for the greatest amount of road work in 1885, with 5,056 miles to the credit of one wheel, and has increased in popularity each year. We claim no other in the market is of such first-class workmanship, and we think it is conceded to be the handsomest wheel in the market. Having a small lot which came from the factory last fall, too late for sale, and hence carried through the winter, we offer these few, and these only, before the regular season opens and new lots arrive,

TO EXCHANGE FOR OTHER WHEELS

on very low terms—in fact, at such terms as we would not entertain after the season opens, in another month. This is the opportunity of the season to wheelmen desiring to exchange their old mounts for a ***Superb Light Roadster.***

Also a very few in second-hand state, but perfect as new.

Write at once, giving full particulars of your wheel. We have but a few.

WILLIAM READ & SONS, 107 Washington St., Boston, Mass.

HOW TO JOIN

THE

L. A. W.

Fill up the blank in the adjoining column and, together with **TWO DOLLARS,** send it to the Secretary of the League,

ABBOT BASSETT,

Box 1184, Philadelphia, Pa.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name IN FULL.

Write very plainly.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,
Box 1184 Philadelphia, Pa.

Dear Sir:

Inclosed you will find **$2.00** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed below. I refer to the persons named below.*

Signed,..... .....

Club,..... *Residence,* .....

City and State,..... *Date,*.....

ARTICLE IV, SECTION 4, of the L. A. W. By-Laws, contains the following *Definition of an Amateur*:—"An amateur is one who has never engaged in, nor assisted in, nor taught any recognized athletic exercise for money or other remuneration, nor knowingly competed with or against a professional for a prize of any description. To prevent misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist forfeits his right to compete as an amateur, and thereby becomes a professional, by engaging in cycling or any other recognized athletic exercise, or personally teaching, training, or coaching any other person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or for gate money, competing with, pace-making for, or having the pace made by, a professional, in public or for a prize; selling, realizing upon, or otherwise turning into cash any prize won by him. This rule does not apply to teaching the elements of bicycling solely for the purpose of effecting the sale of a bicycle. The League recognizes as athletic exercises all those sports under the jurisdiction of the National Association of Amateur Athletes of America, including running, walking, jumping, pole-leaping, putting the shot, throwing the hammer, throwing the weights, tug of war, and rowing, boxing, sparring, Lacrosse, polo, roller and ice skating."

TO L. A. W. MEMBERS.

Read the Letter in the adjoining columns, and AT ONCE fill out the blank at the bottom and send it with ONE DOLLAR to

Abbot Bassett, Box 1184, Philadelphia, Pa.,

and thus secure for another year your membership in the largest and most popular athletic organization in the country.

OFFICE OF THE SECRETARY-EDITOR, LEAGUE OF AMERICAN WHEELMEN,
PHILADELPHIA, PA., December 6th, 1886.

TO ALL LEAGUE MEMBERS:

THE ADVANTAGES OF MEMBERSHIP in the L. A. W. are so well known and understood that to most of you anything that I might say on the subject would seem superfluous. But to those who, either from the brief duration of their association with our organization or from the fact that they have not availed themselves of their privileges in the League, are not so assured of its great influence for the general good and their individual good in particular, we offer the following brief summary for their careful attention:

The L. A. W. publishes a first-class weekly newspaper, the L. A. W. BULLETIN, which is in itself full return for the annual dues. It will furnish to each member, on application, during 1887, at a nominal price, a HAND-BOOK of useful information, including the Constitution and By-Laws, Racing Rules, Transportation Rates, Rights and Privileges, etc. The L. A. W. affords the privilege of obtaining an excellent UNIFORM at very moderate cost. The L. A. W. stands ready to protect its members in their legal rights, and to sustain them in their efforts to repeal unfavorable legislation. This it has frequently done in the past.

In addition to the above general advantages, most of the State Divisions are striving to outdo the parent body in granting direct benefits to their members, such as Road-Books, maps, Hand-Books, and reduced hotel rates, to say nothing of meets, parades, tours, and entertainments.

The item of the bond of fellowship which exists between League members throughout the length and breadth of our land is admitted by many hundreds to be worth much more than the price of the annual dues.

Believing that all who intend to continue as cyclers will also continue as members of the League, and that most of those who either temporarily or permanently give up active participation in cycling will remain with us for the sake of the past and of the future companionship, I feel that I have but to call your attention to the League's claims on you for 1887 to insure the return of the blank printed below with your signature affixed and accompanied by your annual dues.

Fraternally,
ABBOT BASSETT *Secretary-Editor, L. A. W.*

ABBOT BASSETT, Secretary-Editor, L. A. W.,
Box 1184, Philadelphia, Pa.

Inclosed herewith you will find ***ONE DOLLAR*** *for the Annual Dues for 1887, in the League of American Wheelmen, for the undersigned.*

Name,..... .....

League No...... *Address,* .....

Club, ...

It would seem to be fate.

It is, however, a fact that the riders of

The American Champion

Have made the most phenomenal long distance and road times of the season.

HERE IS ANOTHER MARVELOUS RECORD

BY JOHN S. PRINCE, AT OMAHA,

On a carefully surveyed indoor and ten lap track, in **48** hours.

767 and 3/10 MILES.

A WORLD RECORD BY 27 MILES.

They all say the same thing, viz.: "the easy running qualities of the G. & J. Bearings."

Then there is the

10	miles in	29	minutes	1¾	seconds.
20	"	59	"	35¼	"
50	" 2 hours	55	"	46½	"
100	" 6 "	1½	"		

All of these world records made by a roadster on a country road.
Facts of this sort talk.

BY the way, gentlemen, if you want your machine overhauled or repaired, don't wait until the busy spring, and then expect the work to be promptly done. Send your machine to us now and have it ready for the first bit of good riding weather. It stands to reason that it will be more thoroughly done, and at a much more reasonable price.

Since we have completed our manufactory, we can devote a good deal more space to this branch of the business.

Respectfully submitted,

GORMULLY & JEFFERY, Chicago, Ill.

THE L. A. W. BULLETIN.

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN.

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED WEEKLY.

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From Manitoba to the Gulf of Mexico, from Eastport to the Golden Gate, the Majority of Wheelmen

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WE SHALL GIVE A DETAILED DESCRIPTION OF THE

RUDGE LIGHT ROADSTER

FOR 1887.

Stoddard, Lovering & Co.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

For the Executive Committee of the League of American Wheelmen.

AT THE L. A. W. OFFICE,

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TO LEAGUE MEMBERS.

Until further notice address all letters to the Secretary-Editor, Abbot Bassett, Box 1184, Philadelphia, Pa.

Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list; failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

Personal controversy, fault-finding, and allusions to manufactures and manufacturers will not be admitted to the columns devoted to reading matter.

The EDITOR must in all cases have the full name and address of the authors of contributed articles as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

ADVERTISING RATES ON APPLICATION.

Our Circulation this Week is

11,950 Copies.

No. 6. FEBRUARY 11, 1887. VOL. IV.

The stenographer's report of the meeting at New York can no longer be withheld. In justice to the officials of the L. A. W. and the majority party in that meeting all the facts must now come out. The Executive Committee were of the opinion that the minority party would accept the issues of the meeting, and allow what was done and said there to pass into history with no further publicity than that which it gained at the time. But the minority does not accept the issue. It comes forward as an aggrieved party, claiming that its just rights have been invaded. By hint, innuendo, and direct statements, it charges the officials of the League with trickery, deceit, and bad faith. It demands all the facts in the case. It makes good men and true who appeared as spokesmen for the majority party to pose as persecutors and double dealers. It uses every epithet at its command to denounce the work of the New York meeting and those who were responsible for it. The trusted officers and the workers of the League must no longer rest under these imputations. The truth must be known, and known entire. For reasons which can be deduced from these facts, emphasized by the demand of members of the Pennsylvania Division—in the shape of resolutions unanimously passed at a mass meeting—we have commenced this week the publication of the stenographer's report. The report of the first day's proceedings will be followed by that of the second day in our next issue, and then will come a report of the meeting held by the Pennsylvania Division, and a reply to the statements and charges there brought out. The Executive Committee would gladly have spared the League members the expense of publishing this large amount of matter, and what many will consider the annoyance of reading it; but all their efforts for peace, harmony, and economy have been misunderstood and condemned, and they must now lay aside the moss and take up the stones.

* * * * *

Correspondents and reporters will oblige us by withholding all but items and notices which demand instant notice. We shall have little room for anything but the stenographer's notes for several weeks.

A CYCLING DICTIONARY.

The *Bicycling News* has been asking its readers for definitions of things cycling. The following list was the one selected as the best of all those sent in. It is concise and complete. It was contributed by W. C. Goulding:

Axle.—The rod passing through a single wheel, or connecting the drivers of a tricycle.

Amateur.—One who rides for honor!

Ball.—A steel sphere used in ball bearings.

Bearing.—The part of a machine with which friction is caused by the revolution of wheels, pedals, etc.

Bike, *Bicyle* —A two-wheeled machine.

Boneshaker.—One of the first type of bicycles.

Backbone.—The tube which carries the rear wheel of a bicycle.

Brake.—An attachment to a cycle used to stop it when in motion.

Buckle.—To bend up (of a wheel).

Chain.—A series of links used as driving gear.

Coast.—To fly a hill.

Crack.—A first-class rider.

Crank.—The lever driven by the foot.

Cropper.—A fall from a cycle.

Cyclometer.—An instrument to measure distance covered.

Danger-board.—A warning-board erected at the summit of a dangerous hill.

Dress-guard.—A cover to a driving-chain to prevent the dress being caught.

Felloe.—The rim of a wheel.

Foot-rest.—A part of a machine on which to rest the feet when going down-hill.

Fork.—That part of a machine which holds the wheel.

Gate.—Admission fees to a race-meeting.

Gear.—Driving or steering tackle.

Gravel-rash.—A complaint caused by a fall.

Handicap.—A race in which starts are allotted.

Handicapper.—An allotter of starts.

Head.—The pivot on which the guiding-wheel turns.

Header.—A dive over the handles.

Hub.—The centre of a wheel.

"*Jigger.*"—A bicyle.

Limit.—The greatest start allotted in a handicap.

Maker's Amateur.—A riding advertisement.

Neck.—The part which joins the backbone to the head.

Novice.—One who has never won an open race.

Nut.—A small block of metal containing a female screw.

Odometer.—See cyclometer.

Pacemaker.—One who sets the rate of motion in racing.

Pedal.—The part on which the foot is placed when driving a cycle.

Professional.—One who makes cycling his means of livelihood.

Promateur.—By professional out of amateur.

Pot-hunter.—A racing-man who attends many small meetings or belongs to a number of clubs for the sake of winning prizes.

Pots.—Prizes in racing.

Racer.—A machine built for work on a track.

Rat-trap.—A toothed pedal.

Record.—The best time for a given distance, or *vice-versa*.

Rim.—The outside circle of the wheel through which the spokes pass.

Roadster.—A machine for riding on the road.

Roller.—A bearing used before balls were in fashion.

Rope.—To race unfairly.

Safety.—A dwarf bicycle.

Scorcher.—One who races on the road.

Scratch.—The starting point where no start is given.

Sociable.—A double tricycle where the riders sit abreast.

Spanner.—A tool for tightening nuts, etc.

Spoke.—The radius of a wheel.

Spoke-tightener.—A tool for taking up a spoke.

Sprint.—A short distance race.

Spurt.—A sudden increase of speed.

Suspends.—The riders prohibited from racing as amateurs.

Tandem.—A double tricycle on which the riders are seated one behind the other.

Track.—A racing path.

Train.—To prepare for a race.

Trainer.—One who prepares men for racing.

Trike, *Tricycle* —A three-wheeled machine.

Tyre.—The band surrounding the wheel and fixed in the rim.

Wrench.—A spanner.

WASHINGTON CYCLE CLUB NOTES.

On the 17th instant "The Cyclers" took advantage of the perfectly clean condition of the streets and inaugurated the riding season by a grand parade around the capital. Leaving the Club-House at 2.30 P. M., they started off at a lively pace via Massachusetts Avenue—which is three miles long and asphalt all the way—and P Street, through that ancient burgh, Georgetown (so named after the Father of our country), to the Georgetown College, through the grounds of which they intended riding. Finding the grounds unrideable, they were forced to forego this pleasure, and returned to Washington.

Rolling along Pennsylvania Avenue, the finest highway in the world (extending from Georgetown, on one side of the city, to Uniontown, on the other), they glided along in single file, attracting much attention and admiration. It is thought that while passing the White House the President (of the United States) was attracted to the window by the glitter of the wheels and the beauty of the scene.

Continuing on to the Navy Yard, wheels were stacked, and the United States Revenue steamer Dale visited. After inspecting the Navy Yard and everything worth seeing, they turned again toward the central portion of the city. Having reached the Peace Monument at the foot of the hill on which the Capitol is built, a triangle was formed and not broken until the Treasury was reached. At this point they turned down Fifteenth Street to Babcock Lake, where they amused themselves riding on the ice.

The next feature of the day's ride was a drill and parade on the broad space in front of the Arlington Hotel. Much fancy riding was done here, many of our members being proficient in that art.

A move was then made out Sixteenth Street toward Standpipe Hill, where it was determined to try the mettle of the boys in hill-climbing. Owing to the very poor condition of the hill, Lieutenant Muchleisen was the only one to reach the top.

This finished the parade, and the boys returned to the Club-House very well satisfied with their day's work. CHRONICLER.

SALIENT POINTS FROM SALT LAKE.

Would a few words from "Zion's Centre Stake," as Salt Lake is termed in the phraseology of the dominant Church here, be welcomed by you? You are so far away—or we are so far away from the vast army of cycling brothers of the East—that as the reports of the gatherings in all parts of the country are read by us in the BULLETIN, a feeling of solitary loneliness steals o'er us.

We have a Club here or at least had. At present it appears to exist only in name. "Apathy" is a slow word to express our Club status, and with the end

of the year there will be a proposition to disband and reorganize doubtless made. A year ago a vote was affirmatively taken on the question of joining the League in a body, but an old and respected member "sat down" upon it, and rather than wish him to resign, the Club tabled the business.

Six of our riders joined the League ranks afterward, and as far as this one of said six is concerned, he will "stay there."

The effeminate "in Howard's place" should live in the West. It is amusing to a Western man who pushes his machine through snow and mud all winter, simply from a determination to conquer the road and still ride, to read that "to my mind it is high time to put the wheels away in vaseline till the flowers that bloom, etc." Ah! ah! We shall frame that and label it Boston.

What a sympathy is there between us, O "Cotton Bug!" We dream here that we shall have good roads before we die, or a single stretch of at least a mile on any of our city or country roads devoid of rocks, mud hole, or a "chuck." "Cotton bug," of Fall River, here is our hand.

Friend Darrow, in his "Hub to Hoosierdom" (in *Wheelmen's Gazette*), has been faithfully followed (in mind) by his brother penning this. The scene of the tramp who had "set from the brevier by the stove" was pathetic, and full of reminiscences of the old printing offices which were trodden by your present correspondent in his race from devildom to superintendency. Friend Darrow, think kindly of that poor tramp. Don't let your mind linger round the sticks and rules which left with him, but think of him as a fellow human being, whose form will in all probability be laid upon the stone, locked up in the cold embrace of death without a friend to plane down and make smooth the memory of the rugged hardships of his life.

And whilst in this strain, the letter from your St. Louis correspondent, in speaking of the locker in the Ramblers' rooms on which is written "C. E. Stone," having been saved from the painter's brush, brings to the mind a feeling of sadness over the fate of poor Cola (for although I never saw him or knew him, I still feel that he was a brother of mine), and it also shows that warm hearts beat in the breasts of the hardy "Ramblers." I want to know the "boys," and when next visiting St. Louis shall certainly make their acquaintance.

We have about 40 wheelmen here, about 20 club members, six League members, and three genuine enthusiasts on wheel matters, who never cease to praise their mounts.

SALT LAKE CITY.

KENTON WHEEL CLUB.

I am afraid Rex, from "across the creek," does not drop into our rural precincts very often, or he would not have said that the Kentons are lying low, as we have been up and hustling during the entire winter. True, there has not been much road riding done, but we have been exceedingly busy in the concoction of schemes for the advancement of cycling during the coming season. We petitioned the Covington and Cincinnati Bridge Company at its annual meeting in January for a reduction of fare for bicycles, and were successful. They reduced the fare from five cents to three, or two coupon punches (which cost one and a half cents apiece). We are very jubilant over the success of our petition, not because the fare is reduced so much, but simply because we are recognized by the Bridge Company, it being a genuine monopolist, the people having to do just as it dictates. We are compelled to trundle our wheels at this price, but expect in our next petition to do away with this order.

In December we gave an entertainment at the Grand Rink and netted a nice little sum for our treasury. It was the only successful entertainment held at the rink this season. We are now raffling off a new 1887 Victor bicycle.

We have the largest membership of any club in this section and, I can truly say, the most active. Our Club-House, which is situated in the centre of our city, is handsomely fitted up for the convenience of wheelmen. On the first floor we have a repair shop, gymnasium, and a large room for the storage of wheels, while on the second floor is our reception-room and a bed room fitted up for the convenience of out-of-town members. If Rex will call at our Club-House we will make him acquainted with our schemes and doings, and I am sure that he will then admit that the Kentons are not sleeping.

ORC.

COVINGTON, KY., January 23d, 1887.

DR. BLACKHAM'S MAIL VOTE.

I have to report the following as the result of the mail vote taken in Board of Officers on the resolutions offered by Representative George E. Blackham, of Dunkirk, New York. The resolutions are as follows:

WHEREAS, The L. A. W. requires pure amateurship as a qualification for membership, and, therefore, should have full control of the question of amateurship,

Resolved, That the L. A. W. hereby asserts its supreme and sole jurisdiction over legitimate amateur cycling athletics in the United States of America.

Resolved, That it refuses to acknowledge any division of this jurisdiction.

Resolved, That the Racing Board and Membership Committee be instructed to ignore any action or pretended action on the part of any other organization claiming to affect the amateur standing of any wheelman for acts done, or omitted to be done, in connection with cycling in the United States of America. Nor shall the record of such action be admitted even as collateral evidence in cases before the Racing Board or Membership Committee.

Resolved, That if any wheelman has been suspended or expelled by our Racing Board or Membership Committee on account of said pretended action of any other organization, they are hereby restored to full and unblemished amateur standing.

The polls closed on February 1st, at noon. The vote was as follows:

Whole number of votes,	111
In favor of the resolution,	80
Against the resolution,	30
Unsigned,	1
	111

Respectfully submitted,
ABBOT BASSETT, *Scrutineer.*

ST. LOUIS NOTES.

A quiet week. Continued fine weather has turned the attention of wheelmen from politics to roads and wheels, and there is every indication of an early opening of the regular riding season. The boys are putting away their old "duds," and sprouting out with new wheels and uniforms. However much the League cloth may be improved this year, it will not be worn as generally as last season, especially by the Missouri Club, whose new color of dark blue, with black stripes, is taking greatly.

Cycling life will be very interesting next week. The applications of several more Ramblers, among them Secretary Holm, will be acted upon by the Missouri Club. The Ramblers' differences are not quieted by any means, but the factions seem to have decided their courses, and the question of disbandment will very probably be decided by a final vote and without further trouble, though the disposition of the Club name may cause a hitch.

A visit from Mr. Kirkpatrick has been expected, but he has not turned up. I learn from very good authority that Mr. Kirkpatrick will consent to run for the League Presidency after all, and that Burley Ayers will strongly support him. This ought to be happy news regardless of sectional feeling, and the League should be proud to get a leader who has done so much practical work for his own Division and the League as well.

All sorts of rumors are afloat as to the ways and means which are to be used in reducing the expense of the BULLETIN. The matter of increased dues is discussed in this connection, and quite a number of League members have expressed the opinion that the BULLETIN, as the chief proselyting medium, should be maintained at its present standard by all means, even by raising the annual dues to $2 00. There is not a member in this city whom I have met who would not willingly pay this amount for the BULLETIN alone.

A. K. Stewart, who has in charge the programme of the coming meet, is in the East putting in some good strokes on his work. Regarding the championship races, which are called for by the rules, it seems Chief Consul Rogers sent on some 16 proxies to Mr. Huntington, of Connecticut, to be voted against the holding of the races, at the Board meeting. The proxies were not voted, and the races will have to be run, probably on the Union Grounds cinder track. Aside from bad corners, there is nothing to prevent some interesting races at a 2.55 gait, and the seating arrangements are first class. [The Racing Board has the power to decide whether races shall be run or not, and it is not likely they will have them if St. Louis doesn't want them.—ED.]

T. W. Eck, Shock, and Mlle. Armaindo have been giving some races at the Globe Rink. Without any apparent cause these races, do not seem to take well with the wheelmen.

PHŒNIX.

January 29th, 1887.

DAVENPORT, IOWA.

We have looked for "Bike" news from Davenport for some time past, but as yet have been unsuccessful in even finding the smallest scrap. We thought (with your permission) that probably a few laconic notes from here might be of interest, and, at the same time, afford an opportunity to inform the bicycle world that Davenport is not entirely dead to the virtues of the silent "steed"—but, to the contrary, not one week has passed this winter without one or more having been seen on our streets. Although our city, which it might seem when you cast your eye up one of the principal streets, but located on "seven times seven," yet, with all these natural disadvantages, there has been quite a stir in cycling circles this winter, and prospects for the coming spring are very encouraging. Several new wheels have come to town, and, consequently, as many riders have been made during the "off" part of the season, and we are consequently looking forward to a very busy year.

While passing one of our numerous coasting hills, for which our city is famous, I noticed a "bob" having the rear "pew" finely upholstered and padded. I wondered to myself why so much attention was paid that particular seat while the rest were bare, but finally came to the conclusion that it was the "seat of honor" (probably the owner's place). But after perusing "Cycle's" lucid description of how he succeeded in "getting even" with his friend by giving him the "tail end of the bob," I fully comprehended the necessity for such a padded seat.

LEE.

THE WHEEL BOARD OF TRADE.

The above body have organized and are now practically in working order, says the *Bicycling World*. The officers elected are: John Read (of William Read & Sons), President; H. D. Corey (of Stoddard, Lovering & Co.), Secretary. Members: Pope Manufacturing Company, Overman Wheel Company, W. B. Everett & Co., A. G. Spaulding & Bros., Coventry Machinists' Company, W. Read & Sons, Stoddard, Lovering & Co. The prime objects of the organization will be to protect themselves against imposition at the hands of agents, a "black list" of whom has already been started, and the names of those individuals who, in their business dealings with any member of the Board have not been on the square, do, and will be placed on this roll of "crooks." Again, the Board will establish a price on different machines and the extras that may be added, and the agents representing the members of the Board will be compelled to maintain these prices. The prices will be substantially as they are now. Woe be to the agent hereafter who does not keep his agreement. The trade will know him no more. Then, again, the members of the Board of Trade have their eyes and minds on certain amateurs and promateurs and professionals, whose methods heretofore have not been above reproach or suspicion. To such the B. of T. will be as an iceberg, very cool. Of course, we are not in possession of names, but the B. of T. is, and we would therefore suggest to agents and riders to walk a chalk line or lightning will strike in their vicinity, sure. To sum up, the object seems to be a worthy one; it appears the aim is to purify the cycle business of all leeches, barnacles, and dishonest men. Relentlessly and honestly carried out, the Wheel Board of Trade has a mission that all wheelmen will wish success to.

NEW CLUB-HOUSE OF THE LONG ISLAND WHEELMEN.

In order to meet the demand for larger accommodations the Long Island Wheelmen, of Brooklyn, have been incorporated and are about to build a new Club-House which shall fully meet the most advanced wheelman's conception of comfort, adaptability, and pleasure. This elegant and commodious building will be located on Bedford Avenue, between Fulton and Atlantic Avenues. It is to be built of brick with terra-cotta trimmings, and ornamented with large bay-windows on the second and third stories. There will be two entrances at the first floor, which is nearly level with the sidewalk, and the general decorative work on the front elevation will be of a character consistent with the objects for which the Club-House will be used. The interior arrangement of the building will be as follows:

The first floor clear will be 100 feet in depth. This is for the purpose of affording ample room for the bicycles and tricycles of the members. In the rear of this hall a complete repair shop will be set up, with all facilities for the numerous small repairs and adjustments that wheels require. On this floor, too, closet room for lamps, oil, etc., will be supplied.

From the wheel-hall an elaborate staircase will lead to the reception parlors and assembly rooms on the second floor. Here the depth of the building is 70 feet, and the arrangement provides for a room 40 feet in depth, separated by arch and portières from a central room, which will be used either as a reading-room or thrown into the reception-room at pleasure. At the rear two rooms, each 15 feet in depth, open into the central room, affording accommodations for committees and for chess, checker, or card parties.

On the third floor, the entire central part of the building, lighted by side windows and roof skylight, is occupied by lockers and dressing-rooms, lavatories, closets, and gymnasium. In front is the billiard-room, with two tables, and in the rear the janitor's quarters are placed.

The elaboration of details is in the hands of the trustees and the architect, and the matter of interior decoration has not yet progressed so far that a full description can be given.

When completed this will be the finest wheeling Club-House in the country, and will present facilities and accommodations to wheelmen superior to any ever offered before. The cost of the structure will be about $15,000, but the members of the Club, understanding the advantages of being their own landlord, have carried the cost within the Club and, therefore, own the quarters themselves.

On account of the delay in building, consequent upon the prevailing weather at this season of the year, the exact time when the new Club-House will be completed cannot be stated, but it is the intention of the Long Islanders to celebrate the event by a house-warming in keeping with the magnificence of their new quarters.

Captain C. H. Luscomb is a lawyer located in the Stewart Building, New York, and is now upon his second term as Captain. He is also Representative to the League, Chairman of the State Division Committee on Rules and Regulations, and a member of the Executive Committee of the New York and New Jersey Team Road Racing Association, of which the Long Island Wheelmen was one of the organizing clubs.

At present constituted the Club is officered as follows: William W. Share, President; Edward A. Bradford, Vice-President; Michael Furst, Secretary; Joseph D. Huggins, Treasurer; William W. Share, Edward A. Bradford, Charles H. Luscomb, George W. Mabie, William H. Hoole, Leonard G. Wilder, and Alphens L. Brown, Trustees.

The Road Officers of the Club are: Charles H. Luscomb, Captain; R. N. Chichester, First Lieutenant; George G. Teller, Second Lieutenant; Charles E. Jayne, Lieutenant of Tricycles; Henry F. Donaldson and Charles A. Pray, Color-Bearers; E. H. Fisher and Ira M. Clapp, Buglers; Dr. Hudnut, Surgeon.

Mr. Share is an electrical expert and a professor in Columbia College. He is now upon his fourth term as President, and was one of the charter members of the Club. He is an enthusiastic wheelman and particularly delights in leading his less nervy fellow-members along the narrow side-paths and under the low-growing trees between Brooklyn and Patchogue. Mr. Share is also a Representative to the League, and a member of the State Division Committee on Rules and Regulations.

The Club as a Club has been for years a member of the national body of the League, and has taken considerable part in its affairs. It has been represented in the many important questions upon the wheeling interests that have engrossed the attention of that large association, which numbers about twelve thousand men, and has ever exercised its influence for the advancement of the cause of wheeling.

In connection with the old Board of Park Commissioners, this Club drew up and secured the observance of a series of park rules for the better supervision of bicycle and tricycle riding in Prospect Park, and on the parkways and the boulevard, and it was also successful with the present Park Commissioners in securing such concessions to the wheelmen as they are entitled to under the well established law—that the bicycle is a vehicle. Its members have at present under consideration in the Park Commission certain amendments to the park rules, looking toward such extension of riders' privileges as may be had consistent with proper protection to the rights of pedestrians, and the Club Representatives and the Commissioners are in full accord upon the questions that have been raised for discussion upon this subject between them.

Although the Long Island Wheelmen is not now and never has been a racing club, it lends its influence, countenance, and aid to the encouragement of wheeling in all its phases, whether on the track, on the road, or in touring.

The Club uniform is of gray cloth—Norfolk jacket, knee breeches, and cap, and black stockings. The emblem or badge is a wreath in bronze, inclosing the letters "L. I. W.," in silver, superimposed upon a topographical representation of Long Island, with the rising sun in gold at the upper border of the island. Official rank is designated by suitable emblems placed upon the collar of the coat.

It is the intention of the Club at the opening of the riding season to make strenuous efforts to secure the repair of the street leading from Beaford avenue to the Eastern Parkway. This long-neglected piece of road is an annoyance and a menace to wheelmen and horsemen alike, and an improvement in its condition would be most advantageous to all kinds of wheels passing over it.—*New York World.*

STAMFORD, CONNECTICUT-INGS.

It seems as if when a cycling scribe begins this pun-y business, 'Egan not get enough!

According to one of the cycling papers, the League's affairs are pretty well "muggled up," but instead of "going out in a body," our Club voted to hol' on a bit and see what the outcome will be. While regretting to lose Mr. Aaron, we hope that his successor will prove as popular with the members at large as we believe he was. Few will doubt that the BULLETIN "is a power in the land," and we hope it will be kept up to as near the top as circumstances and the Powers will permit, and that whatever happens, the road improvement and touring interests may have the prominence and earnest attention of League workers that they so much deserve. Thus saith the ninety-and-nine.

The loose and festive cobbles on our streets cause the street railway companies much trouble, and will make paving their track necessary, which will give us cyclers "cars" for rejoicing.

It is a pleasure to welcome into the L. A. W. fold such a gentleman as Robert D. Lockwood, and he may imagine some 10,000 or 12,000 right hands held out to him, among them that of the Secretary-Editor and (by your leave) that of "our entire Club!"

One of our enthusiasts is already planning a tour to Washington, D. C., and wants to tangle ye scribe up in it somehow.

One bloomin' would-be road scorcher has got things down so fine that his diet between now and July will consist largely of ketchups, to which should be added beef lozenges *ad lib.*, if he expects to ride with "our Club."

What gives us joy, among other things, is the possible removal here from Elizabeth, N. J., of three gentlemanly cyclers and League members.

"There," said the lad who is lean and whose fine nickeled machine is done up in vaseline, as he rushed into our den, "the backbone is broken!"

"To your wheel?" we asked.

"No, to winter, of course; isn't this the last month of it, and—" But we hustled him out with little ceremony.

And now we have a toboggan slide, and Cyclist Lewis has spells of joyousness that vary as the amount of snow and ice does.

Two new wheels have already been sold here in readiness for the spring opening of wheelings.

We have put on a pair of spade handles, and, especially for winter riding, they are miles ahead of any other.

THE SOLITARY CLUB.

CURRENT NOTES AND COMMENTS.

Woodside, Morgan, and Friedberg will sail for Europe by the Anchor Line steamer Belgravia next Saturday.

Mr. W. C. Herring, of the Ixion Club, of New York, will start for Japan in April or May. He will make an extensive tour over the beautiful roads of that country, enjoying its scenery and studying its quaint inhabitants.

The Kansas City Wheelmen held their third annual banquet at their Club-Rooms Saturday evening, January 22d. Owing to the extremely bad weather, only 25 cyclers were present. At 10 o'clock the folding doors were thrown open, showing a long table laden with everything that a cycler could wish for. The speech of the evening was by Dr. G. L. Henderson, who gave a general outline of wheeling as it was and as it is. Several original poems were read. After supper guitars and mandolines were brought forth, and the evening, or rather morning, given up to song and general merrymaking. So closed one of the most enjoyable suppers this Club has ever given.

A correspondent from Covington, Ky., writes: "The Kenton Wheel Club has been quite active lately. We have succeeded in obtaining a reduction of toll for bicycles upon the Covington and Cincinnati Bridge, which for years has been an extra charge for the wheel and a positive prohibition of riding. We obtained instead a reduction of the toll to that of a foot-passenger, though we must be content, for the present, with walking across it. The roadway is, however, extremely rough, and riding possible only to good riders, so that the foot-path is the more preferable. A few days ago our headquarters were entered by a burglar, but though things were ransacked pretty thoroughly only a few articles of value were taken. The thief is now serving 90 days on the rock-pile for his exploits."

Actual experience of tandem-riding on ice has disabused our mind of many erroneous ideas we had formed with respect to this experiment. (Item.) Ice of the smoothest is not faster than a thoroughly good stretch of flint road. (Item.) The machine will steer well, neither the steering nor driving-wheels skidding as long as the sweep taken is not too small. (Item.) The brake on the steering-wheel (the machine experimented with was a "Premier" Cripper type tandem), when applied with all possible force, only caused the wheel to skid, and scarcely arrested the progress of the machine, but the band brake on the main axle was as efficacious as usual. (Item.) The average skater could not hold the tandem for more than 30 or 40 yards.—*Cyclist.*

PROCEEDINGS OF THE BOARD OF OFFICERS OF THE L. A. W.

AT A MEETING HELD IN PARLOR A, OF THE GRAND UNION HOTEL, NEW YORK, JANUARY 17TH AND 18TH, 1887.

FIRST DAY'S SESSION.

At 11 A. M., President Beckwith, in the chair, said:

The President.—Gentlemen, come to order, please. It may seem a little strange, gentlemen, that the meeting, being called for 9.30 o'clock, should not be called to order until 11; but, as most of you are aware, there are certain preliminaries which have to be gone through with, especially where gentlemen hail from all parts of the country, that are unavoidable, and in consequence of this we meet with a delay. There is a great deal of business to come before the meeting, and I wish only to caution the gentlemen that, in making arguments on the various questions which may arise, they say all please be as explicit as possible and speak directly to the point, as we shall need all the time we have to transact the business. A great many gentlemen hail from distant parts and are no doubt anxious to take the early evening trains home, so that each and all of you will observe the wish which is expressed by the Chair.

The first order of business to come before the meeting will be the appointing of a Committee on Credentials, and the gentlemen whom I shall select to compose that Committee will be Mr. Pratt, of Boston, Mass.; Mr. Luscomb, of New York, and Mr. Dunn, of Ohio. Those gentlemen will proceed to the duties of their appointment, and report to the meeting at the earliest moment.

The Committee will put themselves in position to receive the proxies. As there is no further business to be transacted until the report of the Committee has been received, the gentlemen will be at liberty to converse, if they choose, until the meeting is again called. I trust, however, that no gentleman will leave the room. We would like to have them all present.

Mr. Kirkpatrick (in the chair).—The Chairman of the Committee on Credentials has a statement which he wishes to make and to which I invite your attention.

Mr. Pratt.—I have only to repeat the suggestion just made to you that the Committee think it will facilitate matters if they sit here at the table, and each member of the Board in the room comes up and gives his name and the names of the proxies he intends to use—different proxies—so that we may make a list of those present and of the proxies represented.

Mr. Kirkpatrick.—Gentlemen, you have heard the request of the Chairman of the Committee and you will govern yourselves accordingly. The matter will be done with as little delay as possible.

Mr. Harris.—Mr. Chairman, I have a suggestion to make. Considering the large number of gentlemen present and the smallness of the room, I move that no smoking be allowed in the room.

Mr. Butler.—I second the motion.

The motion was thereupon put and declared carried.

Mr. Pratt.—Mr. President, we find there is a little slackening of those coming up with proxies, and we suggest that it does not seem to be understood that those who have no proxies should also come up and give their individual names, so that the Committee can report how many are present.

Mr. Kirkpatrick.—Gentlemen, you have heard the request of the Chairman of the Committee. Will you comply with that request as promptly as possible?

Mr. Pratt.—Of course, we have in the list the names of those who have presented proxies, but not the names of those who have not presented proxies.

Mr. Pratt.—Mr. Chairman, the Committee would like me to ask instruction, as they are through with those coming up for registry, as to whether there are any others to be registered, or whether the Committee shall retire and report?

Mr. Kirkpatrick (in the chair).—We will wait just a moment for any others who are not registered. There seems to be no others, and the Committee will prepare their report.

Mr. Harris.—Mr. President, I move that this meeting of the Board of Officers be held with closed doors, and that all persons, not members of the Board, be requested to retire from the room.

The President.—Gentlemen, you hear the motion. Is that motion seconded?

Mr. Egan.—I second the motion.

The President.—Gentlemen, you hear the motion made by Mr. Harris, that those gentlemen present who are not members of the Board be requested to retire, and the meeting be held with closed doors. Is there any argument?

Mr. Gulick.—Mr. President, I would just like to make one exception, and that would be made in favor of Mr. Vesey, the expert employed by the Committee.

Mr. Prial.—Mr. President, I am here to report for New York. I see Mr. Egan, of the *Bicycling World;* Mr. Bassett, of the *Cycle* and Mr. Howard, of the *Globe*. They are all Representatives, and we will all give our word of honor that the transactions shall not be made public, if not authorized. I am the only newspaper man present who is not a Representative, and I do not see why I should be forced from the room. I believe the League has never done this thing before, and I think it would hurt it more to do so now than to sit with open doors. I do not see why I, as the New York man (I am also a member of the League, and we represent the League at large), should be put out of the room because I am not a Representative, but am a newspaper man.

Mr. Harris.—If the gentleman will furnish me his name I will be happy to add his name to the exception, with the understanding that nothing shall be printed except what the Board authorizes to be printed. Will the gentleman give me that assurance?

Mr. Prial.—Yes, sir.

Mr. Prial's name was included in the exceptions mentioned in the motion, and the motion was then put and carried.

The President.—The gentlemen mentioned in the motion will please retire.

Mr. Pratt.—Mr. President, we have been delayed in complying with your instructions on account of several gentlemen coming in. As there appears to be no more, we ask for instructions.

The President.—I did not hear the last remark.

Mr. Pratt.—There appear to be no more to register. We ask for instructions as to whether we shall now retire and count the vote.

The President.—I so instruct you, Mr. Pratt.

Mr. Frisbie.—Mr. President, one year ago at this time, we, in the course of business, had the interruption of a question in regard to dinner. I think that perhaps it would be well to have that thing settled now before we get to business, and then when the time comes for dinner we will be ready to go down, knowing the number that want to go. I don't know if any arrangement has been made. We had a pleasant time last year; we all went down together, and perhaps we might do the same thing this year. I think that matter might be settled now, when we are practically doing nothing, and at the same time find out how many want to go down to dinner.

The President.—I will say, in regard to that point, that the matter was mentioned to me by one of the proprietors, and I remarked to him that, owing to the lateness of the hour in starting the meeting, it would be somewhat uncertain as to what time we could be ready, and whether we should be ready at all or not, to take lunch, and under the circumstances I thought he had not better make any arrangements, except to accommodate those who saw fit to take a lunch, and to make it such as they should see fit to order. So that there has been no regular dinner provided.

Dr. Butler.—Mr. President, it strikes me that most of us will want some dinner between now and bedtime in the way of lunch. I am beginning to feel that way already. [Laughter.] I move you, sir, that we take a recess at 1.30 for lunch.

Mr. Read.—I second that motion.

The President.—The gentleman will give a time limit as to what time will be consumed.

Dr. Butler.—How long do you want? Thirty minutes will satisfy me.

Mr. Harris.—Mr. President, I ask the gentleman to amend that by making it 2.30. We will just get to business about 1 o'clock.

Mr. Gulick.—Why not make it now?

Mr. Bull.—Mr. President, if the gentleman will permit me, I would like to suggest that we have lunch now while this Committee are out, so that we shall not retard business at all. We will have lunch, and that will be over, and we will get to business.

Dr. Butler.—I was about to make the suggestion that we take recess until 1 o'clock.

Mr. Davol.—Wouldn't that be hard on the Committee?

Mr. Harris.—I would suggest that the list of appointees—of these gentlemen that were recently appointed, and those appointed during the year—be read, and confirmation made, before we go to lunch, so that every gentleman will be fully qualified.

The President.—I will say that that point will occupy several minutes, and if we are to adjourn for lunch, we had better be about it, it strikes me. However, I will do as the gentlemen wish.

Dr. Butler.—It will save time.

The President.—Will Dr. Butler incorporate the amendment which Mr. Bull suggests?

Dr. Butler.—I will be very glad to.

Dr. Johnson.—I suggest that the landlord be notified immediately, so he can prepare for us, if it be necessary.

The President.—It is not necessary. I believe the cooks are all on guard, and ready for us. [Laughter.]

The motion was then put, and the meeting declared adjourned until 1 o'clock P. M.

At 1.30 P. M. the meeting was called to order by the President, who said:

The President.—Gentlemen, I have to announce, after a visit to the Committee on Credentials, that owing to the excessive labors before that committee, they will be unable to report before 3 o'clock. That is an unfortunate condition of things, but there seems to be no way out of it, and we will accordingly take a recess, and be called together at 3 o'clock sharp.

Mr. Vaughn.—Mr. President, cannot we proceed with other business?

The President.—No, sir, there cannot be any business done until the report of the Committee on Credentials. If I were to open the meeting formally, and a motion should be made in which a vote by proxy should be called for, we would be at sea—we could not do a thing. Consequently you see the necessity of having the credentials in before any business can be transacted at all.

Mr. Hayes.—Mr. President, if there be no objection, may I ask that the appointments made by the Chair be confirmed without a formal proxy vote. We might get that done and out of the way.

The President.—That is a matter of a very few minutes. It will only take perhaps two or three minutes. The list can be read off, and the appointments confirmed. I will say further, gentlemen, that it is positively necessary that the gentlemen should not leave this vicinity, for the reason that the Committee on Credentials probably will want to see some of the gentlemen present, and we want them all within reach, so they can be found at a moment's notice. This matter is very important. The meeting stands adjourned until 3 o'clock.

AFTERNOON SESSION.

At 4.30 o'clock P. M., the members being present, Mr. Kirkbrown addressed the Chair.

Mr. Kirkbrown.—Mr. President, was not this meeting adjourned to be called to order at 3 o'clock?

The President.—Yes, sir.

Mr. Kirkbrown.—Should it not have been called to order at that hour, then? You did not make another adjournment, I believe. Under those circumstances that motion is in order.

The President.—Just as the gentlemen say. I can call it to order.

Mr. Kirkbrown.—I think under the circumstances it should be called to order, if only that a motion could be made.

The President.—I have no objection to calling the meeting to order. The meeting will come to order, please. Any motion that is desired to be made can be made now, and will be heard.

Dr. Cooley.—Mr. President, I move that the Committee be called before the Board.

Dr. Wright.—I second the motion.

The motion was put and carried.

The President.—Dr. Butler, will you proceed to the committee-room with Mr. Kirkpatrick (No. 83, I think it is), and notify them of the action taken by the meeting?

Mr. Bull.—I have to report that they have the Committee looked in their room, and they are ready to report as soon as the Pennsylvania delegation make it an object for me to unlock the room and let them out. [Laughter.] In other words, they will be here in just a moment; they have their report prepared.

Mr. Bidwell.—I move that a committee be appointed to wait upon the Committee that were appointed to wait upon the question to be raised as to the telegrams; you will all see they would not be admitted anywhere as a proxy) includes the names of Mr. G. N. Osborne (it purports to be), of some place, Philadelphia, perhaps; and one is from Mr. Freeman Lillibridge, of Rockford, Ill. Mr. C. R. Zacharias is not a member of the Board. Mr. H. S. Wood is not a member of the Board—I believe the proxy is in the bunch.

Of those included in the other list, numbering 15, are: Mr. W. L. Wright, of Wheeling, W. Va.; Mr. S. F. Heath, of Minneapolis, Minn.; Mr. C. H. Porter, of Winona, Minn.; Mr. George A. Gorgas, of Harrisburg, Pa.; Mr. William E. Stone, of Franklin, N. H.; Mr. John S. Miller, of the Tennessee Division; Mr. E. A. Shields, of the Louisiana Division; Mr. C. W. Abbott, of Baltimore, Md.; Mr. W. L. Surprise, of Memphis, Tenn.

In regard to this, Mr. President, I have nothing further to say in explanation of the report of the Committee, except to say that it is within the power of this Board to move that those names and proxies be added to the list, by a ballot, and that it is also in the power of the Board, as it seems to me, to direct as to how those proxies shall be distributed.

I may perhaps be permitted to add a word. The present is an interesting moment. The minds of this meeting are very much agitated as to one or two questions that are likely to come up in this meeting, and these are questions that affect very particularly and personally the interests and the personal wishes of him who was until yesterday the Secretary-Editor of the League. It would seem to the Committee that under those circumstances, when he had solicited votes officially from the members, as a matter of routine, and their sending them directly through official channels, and without instructions, he should have placed them at least disinterestedly before the Board, and it seems to the Committee that the way to place them before the Board is to place them before the President and the meeting, when it is called to order, and let the meeting itself direct how they shall be distributed. We may be in error in regard to this, and I do not mean to report from the Committee, or to say now personally, that I think that the Secretary-Editor distributed the ballots with wrong intent—the proxies with wrong intent—or that he intended to use them in any different way from what he had always understood that such proxies might or could be used. But I do mean to say this: that, generally speaking, without reference to any personal allusion in the matter, it is a loose, unsatisfactory manner of sending proxies, and that it is not authorized by the rules of the League, since there is nothing in the rules requiring the members to send their proxies through the Secretary-Editor; that it gives an opportunity, as you will readily see, were there anything which it were the desire of the Secretary-Editor to carry through the Board of Officers by the force of proxy vote, against the majority vote of the officers present; and if he could, by this official method, at the expense of the League, and with the official backing and prestige, collect from the members all the proxies in his hands, and without personal instructions, for the use of the League, and then could place such of them as he could with his trusty lieutenants, and destroy or suppress the rest, he could carry the meeting for any measure which he chose. Understand, I do not say that that has been practiced. I am only pointing out now that the course of the Committee seems to be justified to us on that ground—that it is the only consistent application of the present rule in regard to proxies, and the only one that is not fraught with danger to the interests of the League.

Mr. Aaron.—Mr. President, Mr. Pratt's conversion is a recent one. Mr. Pratt here a year ago voted proxies which I gave him, which came to me as first choice, with perfect freedom. Mr. Pratt has been a member of this Board off and on during most of the history of the League, and he seems to have just waked up to the idea that this thing is all wrong, and, in fact, as he expresses it, is not warranted by the By-Laws. Mr. President, this is a matter that is established on precedent. These proxy blanks and instructions are exact *fac similes*, with the exception of a change in the date and the place of meeting, of those that have been issued for several years past. There is no change. It does not say that these proxy blanks must be in my hands or that they must come directly to me, but that they should be in my hands at a certain time in Philadelphia or at a certain time here; and there is nothing there to indicate that they should not come thr ugh half a dozen channels. There is nothing to indicate that they should be mailed to me directly. There is nothing to indicate that the Chief Consul should not receive all those proxies of his division and transmit them to me. It has been the custom of the League for years past—in fact, before I had a voice in this Board—to receive proxies in this way, and it has certainly been their custom to have the matter sent to the Secretary. I never have known of any other ruling.

Now, as to the use these cases as they arise, I wish to offer, if you permit me, Mr. President, the following:

Mr. Zacharias wrote me a personal letter. He may not be a lawyer—

Dr. Butler.—I rise to a point of order. I do not understand that there has been a motion made yet to receive this report, and until such motion is made I cannot understand how it is debatable. I move you, therefore, that this report be received.

Dr. Emery.—I second the motion.

Mr. Aaron.—I thought, perhaps, Mr. President, that I had the floor on a question of privilege. It seemed to me that I had been personally attacked in rather an unpleasant manner, and I thought I would be allowed the privilege of explaining exactly how I stood.

Dr. Emery.—Afterward.

The President.—The motion is open for a seconder.

Dr. Emery.—I seconded it.

Mr. Aaron.—Then I have the floor?

Mr. President.—Yes, sir: the motion is before the house.

Mr. Aaron.—I was not aware that Mr. Zacharias had resigned from this Board, Mr. President. Were you?

The President.—No, sir.

Mr. Aaron.—I am, of course, open to instruction. I don't know what constitutes a resignation. Mr. Zacharias did write that he proposed resigning from the Board after this meeting. I saw that in a personal letter. I do not remember that he has resigned. He wrote to me personally on that subject.

I have already told the Committee that Mr. Surprise had written me on the very matter of these votes. The question has never been brought up here before, or I could have come on with a number of letters on this subject; and I have only with me the letters I have shown to the Committee that have come to me here among some thirty or more I have received. I unfortunately did not bring some of those letters. I have received a letter from Mr. Surprise. He understands clearly that I was to act for him. I think that the Chief Consul of Maryland can speak for Mr. Abbott's understanding in the matter. I know that Mr. Shields, as I told the Committee, wrote me another letter—a personal letter—a complimentary letter. I told the Committee I could say nothing of Mr. Miller—that I didn't remember. Mr. Stone I am not positive of, though I think I got a letter from him. Mr. Gorgas has a clear understanding that his proxy is in my hands, to use or to give out to an alternate. Mr. Gorgas is a personal friend of mine—not by correspondence but by meeting. Mr. Porter wrote, as I told the Committee, a slip stating this was for my use in case he was not present. Mr. Heath sent this proxy in my name, and that is his writing—"E. M. Aaron." It is not sent here in blank. It was sent for me to use. That is Mr. Heath's writing. Mr. Wilbur L. Wright wrote me a personal letter regretting he could not be here, and clearly signifying his intention to have me vote for him or select some one as alternate, and indicating that after the Board meeting he would resign, as he was about to go West. Mr. Osborne, of Philadelphia, I know well, and I know a number can vouch for Mr. Osborne here. He telegraphed in reply because Mr. Miller, who was to be his alternate, could not be here at the last moment. And Mr. Lillibridge telegraphed that one in reply to me when I telegraphed to know if he would not be here. There are only two that are uncertain, and I know, if this matter goes on record, it would be very easy for me to prove of the other 13 that it was intended that I should either vote or select some one to act as my alternate.

This is an unusual proceeding, Mr. President. We have never had anything of the sort before. The gentlemen who bring in this report have voted in the same way before, and I know, as I said, that the Chairman has voted that way before, and there has never been any objection; and I reiterate that those proxy blanks are exact *fac similes* of what the League has always sent out, and are therefore established by precedent; and that the call is worded, with very slight exceptions, just as close as possible to the calls that have been sent before. It is simply a statement that those proxies should be in my hands at a certain time. The method of their coming to me was not stated, and the idea simply in my mind, I can assure the gentlemen present, was that they should be here in a certain time, or in Philadelphia at a certain time, so that we might not undergo the hideous delay which has put us back so to-day.

Mr. Bartlett.—I notice that Mr. Abbott's proxy has been thrown out by the Committee. I am fully aware of Mr. Abbott's views and wishes on the important measures to come before this Board; I had a conversation with him a short time before leaving Baltimore, and he informed me that he had sent a proxy to Mr. Aaron, not being sure that he would attend. I don't know whether that was one of the proxies that I was to vote or not; but if not, I certainly think I am capable of voting Mr. Abbott's proxy, as I am aware what he would vote if he was here himself.

Mr. Aaron.—I forgot to say that Mr. H. S. Wood has not resigned from the Board. Mr. Wood is a member of this Board of Officers, and was empowered to send through his Chief Consel, Mr. Wells, his proxy. He has resigned as Bookmaster of the League, but not from the Board.

Mr. Clapp.—I would like to suggest that this report has not yet been received, and consequently the discussion is a little out of order. The motion was made and seconded, but not voted upon. Don't you think it is proper to receive this report before we discuss it?

Mr. Pratt.—Before the vote is put on the reception of the report, I would like to say that I was misunderstood, if Mr. Aaron understood me to say that those two gentlemen had resigned. I simply stated, on the matter of knowledge of the Committee and also by the instruction of the corroboration of the President to that effect, that they had ceased to be members of the Board.

As to the matter of letters in regard to the proxies, I won't go into that. I simply say that if it is the sense of this meeting that these proxies ought to be voted after this report has been received, and there is a duly found list of persons who can vote, then this meeting can vote to authorize these votes to be thrown out or not, just as it chooses. But that seems to be the way to present it. But I will say this, that the matter which the Committee think is involved is not one of intention on the part of the party whom the proxy purports to represent. I may know perfectly well, Mr. President, what your views are in regard to a question coming up at this meeting, and you may have gone out, and I have no right to vote on your views, unless I have a proxy duly made out under the rules of this Board. So we say in regard to those that technically we do not find that they are duly authorized proxy votes to be cast; and having reported that, the Committee has nothing further to do with it.

Mr. Potter.—Mr. President, I think that there are at least some of the members here who do not exactly understand this question. What I would like to know is, what specific rule or provision in the Constitution and By-Laws of this body, or in any of the provisions covering the voting by proxy, has been violated in the making and bringing here of these proxies reported on by the Committee. If there is anything of that sort we can examine it and decide for ourselves before we come to a vote on this question.

Dr. Butler.—I rise to a point of order, and that is that this report is not debatable until it is received. The motion before the house is to receive the report. I call for a vote on that question.

The question on the reception of the report of the Committee on Credentials was here put, and the motion declared carried.

Dr. Brown.—Mr. President, if it is in order now, I would like to know by what authority the Committee threw out Mr. Zacharias. I merely rise for information. I thought he had been elected a member of the New Jersey Division Representatives at least, and has not resigned. Is there any rule throwing him out?

The President.—I think it was on the ground of his taking up a permanent residence somewhere in the Southern States.

Dr. Brown.—Is there any rule in the Constitution or By-Laws which covers that?

The President.—I was under the impression there was, but I am not sure that there is.

Mr. Pratt.—Mr. President, it may save time for the Committee to explain what is the rule requiring that Representatives shall be residents in the States where they are elected. The common law, which does not need to be expressed in any rule, is that when a man removes out of the State in which he is elected he ceases to hold office dependent upon his residence there. Any member of the Legislature who removes out of the State ceases to be a member by the fact of removal. Any member of the city government who moves out of the city ceases to be a member, or even if he removes from one ward to another in that city, and represents a ward, he ceases to be a member of the Common Council by the fact of his removal. And the Committee were informed by the President of this Board that they had ceased to be members because they had removed out of the States which they represented.

Mr. Davol.—I would like to ask if a man removes from one State to another, if he has not lived in the one State long enough to claim a residence there, can he vote in the other?

The President.—I am not posted on that; I am not enough of a lawyer to know. We have legal talent with us.

Dr. Wright.—I believe I represented Mr. Wright at the Boston May meeting, and I think I am competent to represent him here to-day. If he has not resigned from this Board I think he is entitled to a vote, even if he intends, as other men have signified their intention, to resign after this meeting.

Mr. Wells.—I ask Mr. Pratt for his authority for the statement that a Representative must live in the State which he represents.

Dr. Brown.—If a gentleman simply removes from one State to another, and has not lived in the second State long enough to acquire a legal residence there, is he not a citizen of any State?

The President.—It seems to me that this point is a little foreign to the question. Now, whether we have a rule that covers this matter or not, it seems but common justice that when we come to declaring what shall be a man's right in the matter, if a man living in the State of New York moves to South Carolina, he is bound to abide by the rules of New York State—that, whatever questions may arise there of importance, or otherwise, he is incompetent, unless he is depending entirely upon associates which he made formerly, to judge of the merits of the question. I think the most natural interpretation of a man's right in that particular would be, that moving from one State to another would disqualify a man for holding office in the State that he had moved from. That would be my judgment in the matter. I do not see how there can be any other construction put upon it. Supposing I, for instance, should move to California (which is a supposable case), it would not occur to any of you that I, living in California, perhaps for six or eight months, or may be only a month, would be competent to pass on matters of importance that might arise here before this meeting or before the meeting of the New York State Board. Of course, this is a matter of some importance, as it may establish a precedent.

Mr. Clapp.—We have had a committee appointed, two of whom I know are eminent lawyers. They have occupied nearly the whole day in discussing this question. I move, therefore, that their report be adopted as reindered.

Mr. Adriance.—I second the motion.

The President.—You hear the motion as made by Mr. Clapp and seconded by Mr. Adriance. Is there any argument?

Mr. Aaron.—Mr. President, on the subject of establishing a precedent, you have already allowed Mr. Wood to vote since he has lived in Ohio. Mr. Wood lives right over the border of the State of Pennsylvania, in Ohio. He is back and forth in Pennsylvania, and he feels, as we all know, a warm interest in Pennsylvania. He has done, perhaps, as much for that Division as any one who ever belonged to the League from that State, and is proud of his position as Representative on this Board. Mr. Wood was allowed to vote by common consent, or allowed to vote by proxy by common consent, at the Buffalo meeting in September. That thing has happened before in several cases, though I do not think that I can call them to mind just at present. Mr. Wood has not sent in any resignation, nor has he been notified that he was unqualified, nor has there been any attempt made to fill the vacancy, if such existed. It is eminently unjust, it seems to me, to him, to rule Mr. Wood out from representation in this Board at the present time, when he has already been represented in September, and moved over the border line in the early part of June.

As to Mr. Zacharias's case I am not so well posted.

The President.—I will say that personally I have no objection at all to admitting Mr. Wood's vote. In fact, perhaps, under the circumstances, it would be better to do so. But to show you the obvious injustice of the thing, I must cite, now that the matter has been brought before me, and an instance of Mr. Wood's being allowed to vote has been cited, the fact that Mr. Wood has written me letter after letter trying to force upon me his resignation from the office of Bookmaster. I tried to prevail upon him to retain the office, knowing he was a valuable man, but he signified in various letters to me his entire incompetency to fill the office, from the fact that his duties were of such a nature that it would be impossible for him to give any further attention to the League work. Now, if that is the case, how can a man, whose time is completely taken up in other matters, be posted and give proper attention to the affairs which are likely to come before this Board. I only cite this as an instance where, in my opinion, it is hardly a fair thing to allow a man, who changes his residence in that way, to represent another State. As I said before, this is a rather important question, and I think there should be a precedent established; and in this case of Mr. Wood's I am perfectly willing, so far as I am concerned (I don't know how the gentlemen may feel), to admit his proxy here at this time.

Mr. Harris.—Mr. President, I rise to a question of information. I have known Mr. Wood since he was first made a member of this Board. It was by virtue of his office, I understand, of Bookmaster. I would like to ask of the Secretary whether Mr. Wood, in addition to that, was elected a Representative in Pennsylvania?

Mr. Wells.—He was.

Mr. Kirkpatrick.—I rise only to ask information. Supposing that Mr. Wood should now renew his membership for the coming year, will the Ohio Division get the credit for one-half of his membership fee, or will Pennsylvania? As I understand it, the one-half of his membership or renewal fee would come to the Ohio Division. Now, he is a member of the Ohio Division, or he is a member of Pennsylvania, and it all

hinges upon the question of residence—what is meant by the term "residence"—if that is found in our law.

Mr. Dunn.—Mr. President. I have been very glad, indeed, to learn that Mr. Wood does not consider himself a member of the Ohio Division, as I have been attempting for several months to appoint him to one of the vacancies arising there in Ohio as a Representative from that State. I am very glad I have been saved that annoyance.

The question has been raised here and not been definitely denied, does a man lose his residence in the country—I suppose the question is—if he removes from one State to another until such time as he becomes a legal resident or a citizen—a voting citizen, in other words—of the State to which he removes? Now, I am not a lawyer, but I am just about enough of a politician to know that a man, while he is a resident of the United States and a member of the body politic—if you want to say it in that way—while he is a resident of Pennsylvania, for instance—after he removes over the border line and takes up his residence and acknowledges his residence in the State of Ohio, and when he leaves Pennsylvania he becomes a resident of Ohio, and he cannot vote in Pennsylvania after that time, and he cannot vote in Ohio until he has been there long enough to do so. It seems to me that the question of citizenship is what the whole matter of Mr. Wood's and Mr. Zacharias' rights here hinges upon.

I have one little apology to make for this Committee. I am a member of the Committee. I say, with the Chairman, that we have worked just as faithfully and just as hard as if there was money in it; and you know how hard all wheelmen work when there is money in it. We have labored and probably been just as much annoyed as the rest of you have. But while we have given the best energies possible to-day to this Division, we were assailed, when ver it was possible for a rumor to get to us, by such stories as, "It is all around the corridors that you are going to throw out the Pennsylvania vote."

I want it distinctly understood, on my part and on the part of the other members of this Committee, that there was no feeling aroused by any such unkind and unjust rumors which would lead us to do any injustice to Pennsylvania, although, we consider that Pennsylvania has done us an injustice. Whatever men in that Division or any other division started or circulated any such rumor as that to-day did us such an injustice as will take a great deal to atone for.

I want to say further that, for myself, I feel that the proper way to dispose of this report is to adopt or reject that part of it which the Committee recommends. The meeting can act then *seriatim* upon that part of the report which we do not recommend, and let the votes of the members be cast upon such testimony as shall be given as those points are taken up. It seems to me that is the only proper and the only just way.

There are certain matters which the late Secretary-Editor says he gave us certain testimony about. It may be possible that there may be some points which may have come to him since then. I am perfectly willing, if he can prove that in a single instance the Committee has done him or any other member of the Board an injustice, to vote with him.

Dr. Wright.—Mr. President, the gentleman who was elected as United States Senator for New York State has voted for years from Owego. He has not lived there for seven years. He has lived in New York city all the time.

Mr. Frisbie.—Mr. President, I understand the matter in regard to Representatives, a gentleman is elected a Representative for one year, or until his successor is appointed, or until he be expelled by the President for bad conduct, or something of that kind. Now, then, if a gentleman is elected as Representative for one year, isn't he a member of this Board until he has resigned or until his successor has been appointed? Now, it seems to me as though he was. If that is the case, I don't know why any member of this Board has not a right to send a proxy here, whether he lives in New York or Virginia. And so far as discussing this matter any longer is concerned, it seems to me as though we ought to get to business pretty soon; and we will quickly dispose of this, as it is a matter of only one or two votes any way. And it seems to me as though we might dispose of these things without all this talk and get to business. If, for one, would like to get through here some time in the course of a week.

Mr. Aaron.—Mr. President, as I read the Constitution, it says: "Its officers (that is, the League) shall be a President, a Vice-President, a Secretary, a Treasurer, Chief Consuls, one Senator from each State, and each State shall be entitled to one Representative for every fifty members; and these officers shall form a Board of Officers." It does not say that these Representatives shall be selected from that State, and I am not aware that that statement is in any of the By-Laws. It has been common talk in the newspapers for months past, and a source of considerable amusement to the reading public, that one of the Senators from Florida has been on a futile love hunt up in Detroit, and has not been in his State for two years and more. He is entitled to vote. He does not reside in that State now. He has taken up his residence there. I know that one of the Senators of Pennsylvania legally has a residence in Washington. We all know that very many employees of the Government and very many employees in large corporations are sent temporarily, as Mr. Wood is, to another point (a corporation that has its headquarters in Youngstown), keep their voting residence in their old place. I know that Mr. Wood still considers Philadelphia as his residence, and he is renewed by the Germantown Club, a League club, and would be accredited at his special request to Pennsylvania; and I feel very certain we will do Mr. Wood a grievous injustice (and I believe the same is true of Mr. Zacharias) if we remove from him the right to be represented here to-day.

Mr. Clapp.—In order to expedite matters, I move that the portion of the report upon which there is no difference of opinion be adopted, and that we then proceed to take up *seriatim* the proxies which have been thrown out by the Committee, and act upon each one, and settle the point upon each one as presented on its merits.

Mr. Aaron.—Mr. President, do I understand that is the motion? Isn't there a motion before that?

Mr. Clapp.—I made a motion. I move that be substituted; and if the seconder accepts it, it will expedite matters still further.

Mr. Adriance.—Accepted.

The President.—Gentlemen, you have heard the motion. Any argument?

Mr Aaron.—I dislike, Mr. President, to take up so much time, but I am not as clear as I would like to be in my mind about the effect of this. We have here (I will try to sink the personal entirely) a certain number of votes that were sent to a member of this Board, who claims that they were sent to him on account of his individuality as a Representative, and not on account of his holding the office of Secretary-Editor. He naturally has considered that he controlled these votes, and he believes, I assure you, honestly, that he is backed by the senders of those votes in that way. Now, if this motion, substituted by Mr. Clapp, is adopted, as I understand it, it will give at once a vote—a certain proportion of the vote—of the proxy vote—to this meeting, and will temporarily give that portion of the meeting the power to do as they please with the remainder. It seems to me that it is not justice to a considerable number present to treat it in this way. It seems to me that we should have a vote directly upon the recommendations under the report of the Committee; that otherwise it gives a certain proportion of the voters present, and holders of proxies present, an undue advantage.

Mr. Harris.—Mr. President, I wish to offer a substitute for Mr. Clapp's motion, which I will do—that the report of the Committee, together with their recommendations entire, be adopted by the Board of Officers.

The President.—Is that satisfactory?

Mr. Clapp.—Do I understand that that brings the matter back to the original motion as made?

Mr. Harris.—Not the original motion. The original motion was to receive; but this motion of mine obviates the difficulty that Mr. Aaron claims is an injustice. We vote upon the whole thing at once. If we throw out any, we have to take up the whole *seriatim*, if my motion is defeated. Then, if your motion is carried, it will give Mr. Aaron the right to vote for those gentlemen here—to vote on those proxies—as to which he claims an injustice. I do not like to see anybody suffer injustice, and therefore I make the motion.

The President.—Is Mr. Harris' motion seconded?

Mr. Gulick.—I do not see, Mr. President, how we are going to avoid any question of the right to vote by a disposition of the matter on the motion suggested by the gentleman who has just spoken. The votes and the proxies here in regard to which there may be any question whatever, can only be decided by the votes of those in regard to which there is no question. That seems to be the only proper, systematic, and practical way of settling the question—to carry out the amendment as proposed by Mr. Clapp. Otherwise, the whole report may be rejected. We have nothing to go by, none of us may vote.

Mr. Dunn.—Allow me to speak again, Mr. President. I appeal to the members of the Board, all of them, to act upon this report in the way that has been suggested. I ask it in a spirit of perfect fairness, and for the purpose of giving every one his just dues, and all of us our just dues. I do sincerely request that this Board will act upon, and act favorably, if it chooses, upon that part of the report upon which there is no question; and that then Mr. Aaron be heard as speedily as possible, if you are not satisfied with the statements made by your Committee, or even if you are, and choose still to give him an opportunity to make a statement in regard to these matters, and have it out as quickly and as speedily as possible. I am going to vote "yes," if that is brought up in that way, as to some matters; because there are some matters about which the remarks the Secretary has made since I came down here seem to me fuller than were the answers to the questions that were made up-stairs. I ask it not only as a member of the Committee, but as a friend to perfect fairness, that this report be taken up in this manner and disposed of; and I believe this to be the most speedy and most fair and most honorable way to do it.

Mr. Luscomb.—I hope this same course will be pursued. This matter of proxies is a very delicate one indeed. When these very numerous proxies were brought before the Committee a great many of them were in very peculiar form, and it was a serious question whether they could be adopted. The Committee adopted what they thought was a fair course that would not disfranchise any person, any man who came here with a proxy that would properly enable him to vote. It was a very delicate duty, and they only rejected such votes as they thought there was no doubt of the illegality of. I know myself, and I certainly think all my associates on the Committee desire that all these members here should hear the same statement we heard, and exercise their judgment in the same way we exercised ours. If that be done there can be no question of shutting any one out.

The President.—The motion, as I understand, without referring to the minutes, is on the adoption of the report, which is acceptable to the members present, and that part of it which is in question to be acted upon *seriatim*.

Mr. Luscomb.—Mr. President, you say, "That part that is acceptable to the members." By that do you refer to the fact that certain Representatives are entitled to seats and to such and such proxies?

The President.—I mean the part on which there was no question raised.

Mr. Luscomb.—As to their right to vote?

The President.—Yes, sir.

Motion put and carried.

Mr. Bartlett.—Let us take it up *seriatim* as suggested; let every name be brought forward, and if a man's proxy has not come in proper form shut it out. As we are to take these proxies up one by one, suppose we commence at the first of the alphabet. And I would like to ask the Committee for what reason they turned down the proxy of Mr. Abbott, of Maryland?

Mr. Pratt.—Mr. President, our Committee has been over these matters more carefully than this meeting can go over them, unless it stays here for an hour and a half or two hours. Your Committee has come to its conclusions, as each of us three believes in respect to himself and to his associates, without any prejudice against any member whose proxy was rejected or placed on the question list, and content simply to express our opinion thereon. Now, we have examined those 15 proxies—I think it is 15 or 13—and we have examined Mr. Aaron at considerable length, and we have examined one or two other parties, and we have found to our satisfaction that those proxies were not sent to Mr. Aaron personally with instructions to vote them, or with instructions how to fill the space for the alternate; that they were not sent to him as Representative; and that they could not have been, because, if they had been, every man who sent them here would know he could not vote but three as Representative; and we came to the conclusion that those votes ought not to be counted. But we said, "We won't throw them out, we will present the list of them, lay them on the table, state our reasons for not counting them in, and then we will leave it to the meeting." Now, I do not care (for myself, I speak only for myself now) to defend the Committee's report any longer. I simply say that what Mr. Aaron said in here to the Board just now does not correspond in all respects with what he said before the Committee. What he might say now or half an hour later might not correspond in all respects with what he said then, because, you see, he is very indefinite about it, and, of course, he must be. Unless he shall go to his satchel here, or to his office in Philadelphia, and find all his correspondence, he cannot testify as to whether he had letters, or what those letters were.

In the committee-room he told us that he could not remember that he had letters, or, if he had letters, that they did not come at the same time with the ballot, or, if they came at the same time with the ballot, they did not give any instructions in regard to the ballot. The Committee went one step further, and they believe they are justified by the sentiment of the members of this Board, because this matter has been discussed before outside this Board meeting, and that was this: that no officer in this Board, or in the League of American Wheelmen, ought to have it in his power to send out an official circular, an official notice on the proxy, that shall require the members to send their proxies through only one channel, and then have the power to say those are personal to him, and to place them with his friends, or suppress them, so that nobody else can vote on them—unless those votes are sent with express instructions to him personally, so that there can be no doubt about it. So that your Committee, when they come here to receive credentials, can know that *he* is authorized personally, and not as Secretary of the Board, to cast those votes, just the same as you or I are authorized, when we have a proxy handed to us in our own State, or have it sent to us with our name filled in. That is the view the Committee took. Now, if that is not the view of the meeting, let us dispose of that altogether. It is not any use to fritter away the time of this meeting for two hours, making a case, and taking evidence and hearing arguments, on every one of those thirteen names. They are all in a box together, those thirteen. If you say that proxies sent in that way, and without any verification as to which there may be any question whatever, can only be decided by the votes of those in regard to which there is no question. That seems to be the only proper, systematic, and practical way of settling the question—to carry out the amendment as proposed by Mr. Clapp. Otherwise, the whole report may be rejected. We have nothing to go by, none of us may vote.

Mr. Dunn.—Allow me to speak again, Mr. President. I appeal to the members of the Board, all of them, to act upon this report in the way that has been suggested. I ask it in a spirit of perfect fairness, and for the purpose of giving every one his just dues, and all of us our just dues. I do sincerely request that this Board will act upon, and act favorably, if it chooses, upon that part of the report upon which there is no question; and that then Mr. Aaron be heard as speedily as possible, if you are not satisfied with the statements made by your Committee, or even if you are, and choose still to give him an opportunity to make a statement in regard to these matters, and have it out as quickly and as speedily as possible. I am going to vote "yes," if that is brought up in that way, as to some matters; because there are some matters about which the remarks the Secretary has made since I came down here seem to me fuller than were the answers to the questions that were made up-stairs. I ask it not only as a member of the Committee, but as a friend to perfect fairness, that this report be taken up in this manner and disposed of; and I believe this to be the most speedy and most fair and most honorable way to do it.

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Mr. Egan.—There is already a motion before the house.

Mr. Bartlett.—There is a motion already before the house.

The President.—Mr. Harris' motion is out of order until the other is disposed of.

Mr. Bartlett.—I wish to repeat my motion, as gentlemen may not have recollected what it was. There was no reason given why Mr. Abbott's proxy was turned down, and there being no reason given, I made a motion that he be allowed to vote at this meeting.

In Mr. Aaron's remarks a few minutes ago a valid reason was given why he should be allowed to vote. I do not think it is necessary to take up any more time with that question.

Mr. Harris.—Mr. President, I disagree with the gentleman. The Chairman of the Committee has given a valid reason when he says that all those proxies thrown out or laid aside were laid aside because they conflicted with three vital points. I do not see that the Committee are called upon to state which one of the points these proxies conflict with. If this Board of Officers vote that the Committee are not right upon these points, then these proxies stand accepted, without anything further to be done. If they vote that they are right, then it is useless to waste our time in discussing *seriatim* these matters. None of these proxies have the requisite authenticated returns necessary to make them valid, except the bare word of a member, which the Committee very rightly say they cannot take. I hope, gentlemen, the motion will be voted down, and we will decide these points.

Mr. Aaron.—The proxy of Mr. Abbott was not sent in blank. Mr. Abbott wrote the name of Chief Consul Bartlett in it. And, as I said to the Committee, most of the Board members before the meeting have had proxies with them with their names written in that a total blank. I have seen quantities of such proxies here last night and this morning. Such proxies have come before. And I demand, as a Representative of Pennsylvania, to know why I should be cut off from being represented, or should not be allowed to voice the sentiment of these men simply because I have happened to be Secretary-Editor. What right has this Committee to say that they have happened to know or have reason to believe that these men are not to be represented by me?

In the case of Mr. Porter I read them a note which Mr. Porter sent to me. In the case of Mr. Abbott I told them very plainly that Mr. Abbott had sent me the proxy and written me a letter. As to some of the other cases, I do not recollect now. Those men have filled in those names themselves. It is very odd, indeed, if 15 men, men some of whom are to my knowledge (I know them personally) men of calibre, quite the peers of any here to-day, cannot tell who shall vote for them or who shall select their proxies. It is, indeed, odd if these men do not know the difference between sending a proxy to the Representative of Pennsylvania and the Secretary-Editor. The whole standpoint is preposterous.

Mr. Pratt.—I should like to ask Mr. Aaron a question or two, and first I would like to state for his information, if he does not know it, that Mr. Aaron has not been deprived by the Committee of the right to vote as Representative on as many votes as he is entitled to vote upon. So that that question is removed. The proxies which Mr. Aaron represented himself as Representative of Pennsylvania were not found objectionable by the Committee, and are in the part of the report which has been accepted. I would like to ask Mr. Aaron simply if it is not true that that proxy of Mr. Abbott was sent to him without instructions.

Mr. Aaron.—That proxy of Mr. Abbott's, so far as I recollect now (I would not say positively), was sent me without any comments; that is, without any comments requiring me one way or the other to vote. It certainly was sent without instructions. There are a great many proxies to be voted here to-day that have been sent without instructions.

Mr. Pratt.—Allow me to ask one other question. Isn't it true that the proxy blank was not filled as to the name of the alternate when it was sent?

Mr. Aaron.—It certainly is true.

Mr. Pratt.—Is it not true that it was passed around by you to a member of this Board to whom it had not been sent by the one who gave the proxy?

Mr. Aaron.—The present use of the language "passed around" is not expressive. Yes, it is expressive—it is meant to be expressive—of something that I would not accept.

Mr. Gulick.—I rise to a point of privilege. I think the gentleman ought to answer the question, yes or no.

Mr. Aaron.—I would answer that "No."

Mr. Pratt.—I will ask another question. I will ask if it was not handed here to an alternate whose name did not appear in the proxy, and was not known to the person who sent it as being the alternate who would vote for him?

Mr. Aaron.—It certainly was.

Mr. Pratt.—It seems to me that those cover the point. That will be found to be the case with all of the 13 or 15, whichever it is. They were simply proxies; some small number of them had Mr. Aaron's name written in the space for the proxy, in the first blank; some of them did not have that, but were simply sent by the person sending the proxy; they were simply inclosed in the official envelope, printed at the expense of the League, directed to the Secretary of the League, officially, upon a blank official in its character, instructing, officially, the sender to send it to him as Secretary.

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Another point brought before you is that of non-residence—that Senators moving out of a State, or virtually outside of the State, are allowed to represent their political constituency in Congress. What have the rules of Congress to do with the rules of this Board? Haven't we rules that govern us? If by this Constitution these members are not allowed as Representatives, after they have removed out of their jurisdiction, then they are not. If by that book (indicating the Hand-Book) they are allowed to represent a constituency from which they have removed, then they are members of the Board. It seems to me that it is a question for the Board to decide, and not to talk around it and make it ridiculous.

Mr. Potter.—If we can divest this question of any bearing upon what we think may come after it, I think we are more likely to get at a fair decision. Last evening, at a meeting of the New York Division, I gave my proxy to a gentleman now in this room, naming him as the person who was to represent me in the ballot here; and that proxy will not be used, simply for the reason that, with the permission of the body, I expect to do my own voting. But there was no alternate named in that proxy; and I said to my friend that he was to use his judgment in case I was not here.

I believe that to be a perfectly proper and legitimate method of disposition of my vote; I believe it to be the same method that has been used by members of this body in former years, and one that can do no harm in the long run to the administration of the League affairs. Now, upon the action of this Committee, which nobody is disposed to criticise them as to their disposition to do the perfectly fair thing, I would like to call the attention of the members to this fact. I may say first that if instead of inquiring into the legitimacy of the proxies offered by Mr. Aaron, the proxies offered by every member who brought proxies here had been questioned in exactly the same manner—now, I have no personal acquaintance—

Mr. Pratt.—Mr. President, if the gentleman will allow me to make a suggestion I will state, for the Committee, that the proxies of the others were examined in precisely the same way. I will also state that what the gentleman just now stated in regard to the proxy left by himself—that he authorized the person to whom he gave it to fill the alternate space as he chose, and as the Committee would say, in a perfectly proper manner—that wherever the Committee could find that there was any authority given for a man to fill the alternate space, the ballot was counted without question. And Mr. Aaron was asked if he had instructions in regard to the ballots to fill those spaces, and the Committee were unable to find that anybody had authority to write the name in that was there. So I simply say this to ask the gentleman to reach our point—which is, that when the blank is found filled by somebody else without authority, or without an expression of authority from the—

Mr. Potter (interrupting).—The explanation of the gentleman is precisely what I supposed it would be. I believe it to have been the practice (if I am wrong, I desire to be corrected), a very common practice in former years, and in former meetings of this Board, that members who desired to express their opinion upon any matter by proxy, in very many instances would give their proxies to other members of the Board upon whose judgment they alone relied, and allowed them to do very much as they pleased upon that point. I do not understand that this matter has ever been inquired into in the same manner before. It may have been. But here are 15 names of 15 men in good standing in this body. They have received these blanks, have been entirely apart from Mr. Aaron and from anybody else, and have set themselves down deliberately and signed their names to a document which they are just as capable of understanding as we are, and have authorized somebody to vote for them at the meeting. Now, if we throw out these proxies, we have got to assume, to put it in good, plain words, that those men did not know what they were doing, that they did not know the rights of a Secretary-Editor of this body, just as well as we know them—where they commenced and where they ended. These proxies are in form correct, and upon their face show exactly what the other proxies show, it strikes me as rather assuming to impose what might be termed "gag law" if we say that these men shall not vote. Now, what I have said, I say as not indicating in any manner what I think upon the questions that are liable to come before this meeting. I do not wish to be classed with one party or another party on any question. Because, as I understand the sentiments of the gentleman who brings these proxies here, we are diametrically opposed upon most of the important matters that come before this meeting. But, upon the question which ought to be at the foundation of all other questions, the question whether a man is to be allowed to express his own opinion, or to allow a man that is intimately connected with him, or who can in any way assume to express any opinion for him to do it for him—upon that question, whether by fair or unfair means, we shall be deprived of his vote, when in good faith he intends to vote,—that is a question upon which I stand ready to say that I am in favor of these proxies.

Mr. Harris.—On this one point—I did not want to go into personal matters with regard to Mr. Abbott. I don't know the gentleman. It seems to me that the Committee have found that the gentleman who wrote the name in there for that alternate had no instruction of any kind to do it. Unless some evidence is produced that he had the right to do that, I do not see how it could be admitted. There is one point in connection with the question of this official blank sent out. With the blank that I received, I received an official letter from the Secretary-Editor, in which he informed me that unless I was present, or sent a proxy (I have forgotten the exact words, but if I am wrong, the circular will be here in a minute, and it can be found out)—that unless I sent a proxy, or was present in person, I need not hope to be re-elected. Now, Mr. Chairman, the eyes of our constituents are upon us, and he who neglects to represent those who elected him to the important office of a member of the Board cannot go before them for re-election next March with any claim to be re-elected. I do not want to make any reflections upon the gentlemen who sent these ballots; I want simply to state that fact, and you may believe it or not, but I believe it to be true: I know a gentleman that received one of these proxies (I might say more than one, but one I know certainly) who misunderstood it. He supposed that he must write in the name of the Secretary-Editor, and send it to the Secretary-Editor, and when I asked him if he wanted to vote so and so, he said, "No." I said, "Well, you want to give your proxy to somebody who will vote the way you want to vote." He said, "I have given my proxy." I said, "Whom have you given it to?" He refused to tell at first, but finally acknowledged that he had sent it to a man who was going to vote the very opposite he wanted to vote. That is a fact. And I think many of the votes were sent in that peculiar way. And unless these gentlemen show that the intentions of these gentlemen were that Mr. Aaron should be appointed substitute, I do not see how we can accept these votes.

Mr. Read.—Mr. President, it seems to me that the Secretary-Editor of this League, by virtue of his office, is entitled to certain extraordinary powers which are inseparable from his office. He first of all is elected to be Secretary-Editor because he more nearly represents the sentiment of the League than any other man, not excepting the President, by the Board of Officers; and on account of his peculiar fitness to form the sentiment and formulate the views he is put in as Secretary-Editor. Now, if votes or proxies are sent to the Secretary-Editor, they are sent to him with knowledge on the part of the sender that they will be used in accordance with the views of the Secretary-Editor. Now, I wish to disassociate myself from any allusion to Mr. Aaron in this connection. If any other gentleman occupies that position, he will be clothed with the same powers, and he will inflict upon us the same penalties, if penalties there may be, by the use he makes of these proxies. These gentlemen in different parts of the country, being unable to come here to-day, have sent these proxies to Mr. Aaron, because he was Secretary-Editor, with the assumption upon their part that he would use these proxies in this Board of Officers to accomplish the purpose of carrying on the business of this organization; and he hands these proxies around to different Representatives to use in accordance with their judgment. And now, gentlemen, I have had three of these proxies handed to me. I do not claim to be a first-class fool. I would not like anybody else to assume I am. I propose to use the proxies that have been given into my care in a conscientious manner, and with a high regard for the interests of this Board. And I conceive that a great many gentlemen who have had proxies handed to them by Mr. Aaron will make just precisely the same use of them that I intend to make of them. It looks to me as though a large body of Representatives spread over this country are going to be disfranchised by a technicality. I oppose that. I do not believe it would be right for this League to go out on record and let it be known that proxies that have been sent to the Secretary-Editor, with power to distribute them around among the different Representatives, have been thrown out by this Committee having this matter in charge. I think every one of them ought to be used in the way that they have been distributed by Mr. Aaron.

Mr. Harris.—I admire very much the sentiments spoken by the gentleman who has just taken his seat; but there was one objection to his great point, and that is the fact that the Secretary-Editor is not the great I Am of the League of American Wheelmen. He is an officer and servant of the League, and he is under control of the Executive Committee; and if those proxies are sent to him to be used for the best interests of the League, he has no right, I think, and I believe I am right, to use those proxies for any purpose without consulting with the Executive Committee, who have, under our Constitutional laws, perfect and supreme control of his actions, of the actions of the Secretary-Editor.

Mr. Potter.—It strikes me that my friend who last spoke is mistaken on a small point, and I am sure he will be glad to be corrected. He read to us a few remarks from a circular which purports to come from the Secretary-Editor, addressed to different persons—I assume from whom these proxies came, with other persons—in which the Secretary-Editor said to the persons to whom that circular is addressed that if they failed to represent the views of their constituents, they failed to do their duty. That is in substance what the circular did say. Now, there is nothing in that language which, even by implication, tends to fool anybody, or to mislead them. And if that circular was sent to the different members of this body who have chosen to be represented by proxy here, through the hands of the Secretary-Editor, it strikes me that no better evidence can be offered by either side on this question that they knew exactly what they were doing when they sent them. If they had confidence in the Secretary-Editor and his judgment to see that they were properly represented here to-day, they best expressed it by sending him the proxies.

Mr. Harris.—I cannot let the gentleman place me on record in a position which I have not taken. I do not insinuate, nor have I ever insinuated, that these gentlemen do not know what they are about. I simply say that other cases have occurred where gentlemen did not know; and while I do not think and do not know that any of these are such cases, I simply say this to show that under the system such things could occur, and that we must have a rule, and must have a way. And as our Committee, who are all very competent men, have decided that these proxies are not in proper form, if the gentlemen who made them out neglected to protect themselves by putting them in proper form, and the gentlemen who received them have no evidence of what they claim, I do not see how on the face of it we can accept it. I do not wish to make any charges or any insinuations, or say that any one of these gentlemen did not know what he was about, because I know several of them, and I know they are competent men and know what they are doing.

Mr. Luscomb.—If the views presented by my friend on the other side of the room were the facts of the case, I have no doubt that the Committee would have arrived at a different conclusion. My friend says that it was the intention of all these gentlemen in different parts of the States that all of these votes should be cast in a certain way, and therefore they sent them to the Secretary-Editor to have them so cast.

Mr. Reed.—In accordance with the judgment of the Secretary-Editor, that they should be used by the Secretary-Editor, and distributed in such a way as his judgment would dictate.

Mr. Luscomb.—Now, if the Secretary-Editor had been able in any instance of the 15 to inform us that any of these people had given instructions that their vote should be cast in a certain way, the proxy would undoubtedly have been received. In this way, the proxy would undoubtedly have been received. In those cases that he did read from letters the Committee said, "Well, we will give him in this case the benefit of the doubt, and let the proxy go in, because there may be sufficient here to indicate that this man did want Mr. Aaron—Representative Aaron, not Secretary-Editor Aaron—to express such and such views on a certain question at a certain meeting of the Board. But, in case after case, starting with Mr. Abbott, and going down the list, the answer was, "No instructions." Now, if there was no instruction at all given, and the proxy comes down here with Mr. Aaron's name in it, but sent in answer to "Please sign the inclosed proxy and return to E. M. Aaron," what does it mean? You have no more right to go and say that such and such a thing should be done by the Secretary

than you have to say that he had the right to send the official call, "Send down your proxy and it will be represented."

Now, this question, as to Mr. Abbott, while it may be that Mr. Abbott's case possessed certain claim, it all comes down to one underlying principle, and that is the abuse of the proxy system. We have been getting to it for some time. At several meetings the question of proxies has come up. They have been criticised—the manner of distribution has been criticised. Now, we have it pretty well developed, and I think it is time to cry a halt right here now. We have here a plain, clear, flat abuse of the proxy system. It is something we must surround with the greatest possible safeguards. It is all very nice, I have no doubt, it is good-nature, and pleasant and agreeable, to say, "I guess so and so wants to cast that vote. Let him do so; don't shut him out; don't apply the gag law. I am acquainted with him; I had a personal interview with him, and know how he thinks on the matter." That is good-nature, gentlemen; we all like, I myself like, first-rate, to do so; but it is not the straight way to do business. And when this League of American Wheelmen reaches the point that it has reached at the present time, with the importance that it possesses, with the momentous questions that come before it, it is not safe to go along in this pleasant, easy, loose fashion of doing things, and we must draw a line somewhere. And where we ought to draw it is where proxies come in in this way. How does the proxy read? "This is to certify that I, a member of your body, authorize Blank, a member of your body, to vote for me on all questions that come before the Board at the regular spring meeting. In case Mr. So-and-so cannot discharge this duty, I empower M. So-and-so to act." Not *you* empower. I say, "If you cannot act, John Smith must." I do not say, "If you cannot act, please have the kindness to select some gentleman to act for you." That is the condition of those proxies. That is where the proxy hits. I say there is the point to draw this line, and now is the time to prevent this proxy question becoming a greater abuse than it is now.

Mr. Butler.—Mr. President, I move the previous question on this motion.

Mr. Wells.—I second the motion.

Mr. Brown.—I don't know what the previous question is exactly.

Dr. Butler.—I rise to a point of order. The previous question is not debatable.

Mr. Brown.—I do not wish to debate, but I want to know what the previous question is.

Dr. Butler.—The previous question is, "Shall the main question be now put?" If that is voted down, then the question is open for discussion.

The President.—Are you ready for the question? Shall the main question be now put?

Dr. Butler.—I call for the main question.

The President.—The main question is on allowing the proxy of Mr. Abbott to remain in force.

Mr. Bartlett.—I can hardly remember that the main question was that Mr. Abbott be allowed to cast a vote at this meeting. The motion did not embody who should cast that vote for him, but that he should be allowed to cast a vote. He is not here. He has signified his d sire to vote by sending a proxy. I leave it to the meeting as to whom they shall authorize to vote for him.

The President —Those of you who favor the original motion as made by Mr. Bartlett will manifest it by saying Aye; contrary, No.

A Voice.—I call for a division.

The President.—The Chair is unable to decide, and will call for a rising vote.

The result of the vote was declared to be 17 in the affirmative, 25 negative.

Mr. Harris.—I now renew my motion that no proxies which were sent without instructions to the Secretary-Editor officially shall be counted, or, rather, that proxies sent to the Secretary-Editor without instructions shall not be counted.

Mr. Capp —I second the motion.

The President.—You hear the motion. Is there any argument?

Mr. Read.—Before that motion is put I would like to say that the call for this meeting filled me with astonishment. In reading the By-Laws we see that the meeting must be called not l nger than four months and closer than two months to a certain period in May. Now, yesterday was the earliest possible date at which that meeting could have been legally called for the discussion of the important business that comes before this Board. In the first place, this meeting was called—

Mr. Ball.—I call the gentleman to order.

The President.—I th nk the gentleman is right in calling you to order. You are not speaking to the question at all.

Mr. Read.—Mr President, a motion is about to be put by which a large number of gentleman are going to be disfranchised.

The President.—C nfine yourself to the question.

Mr. Read.—Coming events cast their shadows before, and some gentlemen from Pennsylvania are not satisfied with the way in which this meeting has been called. There are going to be very imp rtant matters for discussion and decision, and it looks as though this meeting has been called in a corner.

The President.—I must call the gentleman to order. The meeting was called as prescribed by the By-Laws and in the regular order. We shall not admit any criticism on the method of calling this meeting at this time.

Dr. Butler.—I wish to offer a slight amendment to the gentleman's motion, and that is, that all proxies sent to the Secretary-Edit r which are not—

Mr. Harris.—The motion was that all proxies sent to the Secretary-Editor officially without instructions shall not be counted.

Dr. Butler.—I should like to have included in that—"To any other member of the Board," without instructions, shall not be counted.

Mr. Harris.—I ask if, in such a case, when proxies be sent to anybody with a statement in the letter that the man should be at liberty to use his judgment, and should the name be positively filled in by the Representative—

Dr. Butler.—My idea would be that it should be accompanied by his instructi ns, which should be necessary to admit the proxies already reported favorably by the Committee

Mr. Harris.—Perhaps the gentleman has misunderstood my motion. While I am in accord with the spirit of his motion, yet I want to say this: My motion is that proxies sent without instructions to the Secretary officially shall not be counted. Now, no other member can receive proxies *officially*. My motion is that it be sent to the Secretary-Editor *officially*. If the gentleman wants to make another addition when we have settled that point, I have no objection.

Mr. Davol.—I come from the small State of Rhode Island, and I called personally on my Chief Consul and received instructions verbally. I had no letter, and I did not get written instructions to cast the vote. I did not think that was necessary. I called at his office and had a talk with him, and I know what he wants, but I have no letter of instructions to cast the vote. It is a small State that I can run around almost any time in the day.

Mr. Harris.—I cannot accept the amendment.

Mr. Dunn.—It seems to me that the amendment is entirely out of order, and that part of our report has been already adopted which covers all but these cases, and all those members are now entitled to vote in this body in this meeting today who have been favorably reported upon by the Committee. I sincerely wish that it might be possible for us to get at this matter in the one way which I consider to be, in view of the personal feeling and the little matters of political feeling and animosity which have cropped out here, that it might be possible, I say, to get at this thing in a perfectly fair, honest, just, legal, legitimate way. Let us make legal such actions as seem to us based upon a correct principle, if no other way will satisfy the gentlemen who claim to be badly treated, and who claim that this meeting has been called in a corner, and who claim all such things as that—amongst other things the remark I spoke of some time ago, which lacerated the feelings of some of the members of this Board. I wish that it might be possible for me, and in perfect order, to ask the Secretary-Editor just a few questions, and ask him to answer those questions here, and then let us vote intelligent y upon these matters. I have stated myself that, as a member of this Committee, I am now prepared, if he answers things in a fuller or more specific way than he did to us up-stairs, which I am quite sure he will do from some remarks he made down here on some of these cases which will be admitted, and I am very positive that there are some which will not be admitted by the most candid of the gentlemen here to-day a right to vote—if I be permitted to ask the Secretary Editor [addressing Mr. Aaron]:—Did you send out this circular as Secretary-Editor or as a pers nal member of the League—the circular which accompanied this [indicating paper]?

Mr. Aaron.—I am not Secretary-Editor. I am "Ex"-Secretary-Editor.

Mr. Dunn.—I beg your pardon. "Ex"-Secretary-Editor.

Mr. Aaron.—Yes, sir.

Mr. Dunn.—And the envelope accompanying, was that also sent in an official way?

Mr. Aaron.—Why, certainly; I cannot say in every case. I cannot answer in every single case. Are you asking in reference to a specific case?

Mr. Dunn.—Where it accompanied an official circular which you sent, with an official proxy blank, was the envelope considered an official matter?

Mr. Aaron.—Not always. I don't catch the drift of the question at all.

Mr. Dunn.—In what cases was not this envelope, which is addressed "Eugene M. Aaron, Box 916, Philadelphia, Pa," which accompanied these circulars, in the nature of an official document?

Mr. Aaron.—That envelope was not returned to me [alluding to the one in Mr. Dunn's hand]. A number of these came to me in another envelope which I have for my own use, printed in a different way, that was sent out. Some were sent to the Pennsylvania Division members with certain remarks.

Mr. Dunn.—Was not that official circular sent to all the members of the League?

Mr. Aaron.—No, sir; to every member of the Board.

Mr. Dunn.—I mean to every member of the Board. And that envelope was sent with every circular?

Mr. Aaron —I did not say that. I said that some were sent out. S me proxy blanks were sent in another envelope.

Mr. Dunn.—They were sent in duplicate?

Mr. Aaron.—I am not asked that question.

Mr. Dunn.—I won't ask that question now. I will waive that question. Did you send out the proxy blanks with the circular which was forwarded, and did you send with them this envelope also addressed to you as an official document?

Mr. Aaron —Certainly I did, sir.

Mr. Dunn.—Can you give us any idea of the number of these 15 men, whom we recommend be not admitted to vote here—the number of those men who sent their proxies to you in that official envelope?

Mr. Aaron.—I cannot now, sir; no. sir. You understand, if you will allow me to reply a little fuller—you understand, Mr. Dunn and gentlemen, that this is entirely a new procedure; that such scrutiny has never been gone through with before; that every one has been allowed to vote proxies as they brought them in, and as they were given to them; and if I had known that such an unusual thing as five or six hours' scrutiny, by a specially selected committee, was to be the order of the day, I certainly would have had the letters, as I told the Committee. It is out of the question, with the other matters I have on my mind, for me to remember all these cases specially, but I have it very clear in my mind that most, if not all, these cases are from persons with whom I have an acquaintance, who are friends of mine, who I believe sincerely sent these here for me to vote not because I have been Secretary-Editor, but because I am a Representative, and they trusted to my opinion and my go d judgment to vote for them.

The President.—I wish to correct Mr. Aaron's statement that this was a "specially selected Committee," unless he means by that that they were especially fitted for the position.

Mr. Aaron.—Mr. President, that is not exactly the way I meant to express it, if you understood it so; but I meant simply that it was a special committee. It is not a standing committee. We have no law for such a committee, and there was not, as I know, any motion for that committee; but it was a special committee.

Mr. Potter.—I believe the day will come, if not to-day, when every thinking member in this body will consider that we have undertaken now a most extraordinary proceeding. I do not understand by what rule of equity or fairness the ex-Secretary-Editor is subject to cross-examination upon this point.

Mr. Dunn.—Mr. President, may I answer the gentleman? I meant in no possible way for my remarks to be taken or construed as a cross-examination of the ex-Secretary-Editor. We asked the ex-Secretary-Editor when he came before us, as we did other members of the Board of whom we had questions to ask, and I have before me the statements made by him before that Committee, which, if they were called for, or desirable, I would read in each case, and I would be very grateful to the members if they would permit Mr. Aaron to make such a statement as he desires to make in regard to these cases.

Mr. Potter.—Allow me, Mr. Dunn, to see the envelope which you just had. [Receiving the envelope, Mr. Potter continues:] This envelope is addressed to Eugene M. Aaron, Box 916, Philadelphia, Pa. It is printed with a printing press, but I suppose the same press does lots of other printing, and there is nothing about this envelope to show it was official, or intended to be official. There is nothing to show but it is the same envelope which was used in his private correspondence in cases in which he desired an answer.

Mr. Dunn.—Mr. Aaron says it was.

Mr. Potter.—I did not understand him so. There is nothing so far before this meeting that would not show that every member who obtained a proxy here obtained it in exactly the same way. Now, these proxies are here for something. They mean just exactly as much as any proxies mean that are here before this Board; and if we throw them out, look at it in any view you like, it operates with no other effect than to just tear out from the voice of this body as a whole the votes of a certain number of Representatives who are entitled to just as much respect and consideration as any member who sits here to-day: and the question as to how they were obtained is not, I submit, a fair question to be submitted to anybody. If we call any member who has a proxy in this Board before us, and say, "How did you obtain this proxy? Where did you get it? Under what circumstance? Where was the correspondence? What was it? What was the conversation?"—we are going into matters which impute to him something which is not exactly right.

These proxies are brought here exactly as other proxies have been brought, as I understand, to former meetings. They are good on their face. There is nothing, so far as the face of the proxy is concerned, which shows it to be anything but entirely straight and regular; but it appears that there has been a circular sent out by the ex-Secretary-Editor, and that has disturbed the Committee to such an extent that they have inquired particularly into these proxies. If there is anything in the action of the ex-Secretary-Editor in sending out that circular which would bring upon him any blame, that is entirely another matter; but there is nothing in that circular which would deceive any man here in saying—and I say, sir, there is no man here who would stand up and say—that there is anything in the circular which would mislead him as to the powers of the ex-Secret ry-Editor and the Board of Officers, or which would mislead him to send a proxy to him only rather than to somebody else. The proxies are here. They are here regularly. They stand the test that has been applied in every other case that has ever been presented, as I understand it. They stand exactly the same test that has been applied, or might be applied, to some of the proxies that we have admitted here to-day impliedly. Because when I gave my proxy last night, I left it entirely to the option of another man as to who should be the alternate, not only as to who should be the alternate, but as to how the alternate should vote upon that proxy. There could not be, by any possibility, a wider proxy given to any Representative or alternate. I say there is nothing in these proxies of these 15 gentlemen which would disclose any difference in their cases—nothing in the proxy or in the manner that they were presented—which militates against them, or by which we should say that they should be rejected.

The President.—If you will allow me just a word. I discover that the time is being frittered away the whole evening without accomplishing anything of the vast amount of business we have before us. I believe actually that every man has his mind made up just how he will vote, or he certainly ought to have by this time, and I, for one, have become somewhat satisfied with this argument. I think that that is the mind o every one here.

Mr. Harris —I move the previous question.

Mr. Bidwell.—I would like to say that the gentleman who has just taken his seat has stated that he had a proxy made out to a friend, and that when he handed it to him he did not know whether he should be here at this meeting or whether his friend to whom the proxy was made would be here, but he instructed his friend to make that proxy, according to his own judgment, to any gentleman whom he should think best. Now, I think it is a point which the Committee has tried to make plain that Mr. Aaron has not stated that he was instructed by gentlemen who had given him a proxy as principal as to whom he should appoint as his alternate, or to use his judgment as to appointing an alternate.

A Voice.—Question.

The President.—Gentlemen, are you ready for the question? Those of you who favor the question as offered by Mr. Harris and seconded. The motion is on the throwing out of the—

Mr. Harris.—I will repeat the motion. The motion is that the proxies sent without instruction to the Secretary-Editor officially shall not be counted.

The motion was hereupon put to the house, and declared carried.

Mr. Harris.—I will now take up the second point of Mr. Pratt's statement, and that is the question, shall Mr. Wood and Mr. Zacharias be considered members of this Board, notwithstanding that they have removed from their respective States? I move that they be not considered members of this Board.

Dr. Butler —I second that motion.

The President —Is there any argument?

Dr. Brown —Mr. President, I would like again to know on what authority or rule these gentlemen are thrown out. There is nothing, I think, in the Constitution or By-Laws that affects it. And, as the gentleman said just before, the rule as to the Senate of the United States or any Legislature, may not affect the question at all. Then what does affect it? On what grounds do we throw them out? Mr. Zacharias was elected a Representative of New Jersey; he has not resigned; there is nothing to show that Mr. Zacharias' moving from the State would disfranchise him. He has sent in his proxy. And I, as a Representative of New Jersey, would like to know how it is that this body can throw out Mr. Zacharias in this way.

Mr. Harris.—The gentleman is from New Jersey and is my friend, and perhaps he can give me a little information; and if he will give it in one way, I will be willing to withdraw my motion. Before asking this question I will state one thing, and that is; it will be found that every Representative in Congress, every Senator in Congress, every clerk in the Government departments or in corporations who may remove from his State temporarily and who goes home and votes, expressly says that is his home, and that he has not lost his residence; and the law provides particularly that employees whose work is in Washington shall not lose their residence. And I ask the gentleman if he knows or can produce any evidence that Mr. Zacharias said that he still lives in New Jersey and claims New Jersey as his home.

Dr. Brown.—Mr. President, I do not think that Mr. Zacharias does live in New Jersey or claims New Jersey as his home now. He was elected from New Jersey; he has not resigned from the League; he has not had a successor appointed; and, according to Mr. Zacharias' understanding of the case, he is a Representative of New Jersey. If you throw out Mr. Zacharias, we come here to-day without our proper representation. And I think any State is entitled to consideration in that matter. If it is going to have its Representative thrown out, it should have a chance to have another appointed in his place. I bring up this question merely as a point of precedent. If it is established now, we will have to keep it up.

Mr. Harris.—Mr. President, I would like to ask the Secretary if it is a fact that Mr. Zacharias has renewed his membership for the State of Alabama.

Mr. Wells.—I am not able to inform Mr. Harris on this question.

Mr. Harris.—Mr. President, I want to say that I don't know Mr. Zacharias. I have no personal animosity against Mr. Zacharias or Mr. Wood, but we have appointed a Committee, who have given six hours' deliberation to this question and to the questions involved in the subject of the motions I have made and intend to make. That Committee was composed of three gentlemen, one of whom, I am proud to say, is a very eminent lawyer, and who hails from the State of Massachusetts; and I have every confidence in that gentleman's judgment (I do not profess to be able to judge of that question), and I believe he knows what he talks about, and if he did not, he would not do it, and I believe that we ought to support him; and I vote to support him because I do not want to fritter away any more time, and that is the only way not to do it.

Mr. Wells.—Mr. President, I would like to place against this six hours' labor of the Committee just spoken of a paragraph in our By-Laws which seems to me as explicit and straight to the point as anything can well be. I refer to Article IV, section 5, subdivision "b": "All Officers of the Board shall hold office until their successors are elected or appointed." Mr. Wood and Mr. Zacharias were elected officers of the Board, and the successor of neither of them has been elected or appointed.

A Voice.—Question.

Mr. Williams.—Mr. President, I will ask the gentleman to take and read the whole of that section. I will ask for information as to whether 50 members in the State of Pennsylvania cannot choose for their Representative a man who lives in the State of Ohio? Is there anything in the By-Laws which prevents those 50 members from doing that?

The President.—I do not know that there is any rule that applies directly to that case.

Mr. Luscomb.—Section 7 of Article I of the By-Laws seems to bear on that: "Representatives shall recommend to their Chief Consuls names of members of the League to serve as Consuls, and shall recommend hotels for appointment as League headquarters. They shall, in connection with their Chief Consul have power to decide all local matters in their States, as provided for in these Rules, and shall have a general oversight over the affairs of the League in their immediate district." That does not mean some other district.

The motion was hereupon put and carried.

Mr Harris.—Mr. President, the third question which Mr. Pratt presented was, shall telegrams be received as duly authenticated proxies? I move, Mr. President, that telegrams shall not be received as duly authenticated proxies.

Mr. Hayes.—I second the motion.

The motion was hereupon put and carried.

Mr. Harris.—Mr. President, I move we proceed to other business.

The President.—The regular order of business, I believe, will be the election of a Secretary-Editor, as at this time we are without an officer of that kind.

Mr. Bidwell.—Mr. President, I move you, sir, that the regular order of business be varied, and that the report of the Executive Committee be taken up, read, and considered.

Mr. Harris.—I second that motion.

I think it is a point which the Committee has tried to make plain that Mr. Aaron has not stated that he was instructed by gentlemen who had given him a proxy as principal as to whom he should appoint as his alternate, or to use his judgment as to appointing an alternate.

A Voice.—Question.

The President.—Gentlemen, are you ready for the question? Those of you who favor the question as offered by Mr. Harris and seconded. The motion is on the throwing out of the—

Mr. Harris.—I will repeat the motion. The motion is that the proxies sent without instruction to the Secretary-Editor officially shall not be counted.

The motion was hereupon put to the house, and declared carried.

Mr. Harris.—I will now take up the second point of Mr. Pratt's statement, and that is the question, shall Mr. Wood and Mr. Zacharias be considered members of this Board, notwithstanding that they have removed from their respective States? I move that they be not considered members of this Board.

Dr. Butler —I second that motion.

The President —Is there any argument?

Dr. Brown —Mr. President, I would like again to know on what authority or rule these gentlemen are thrown out. There is nothing, I think, in the Constitution or By-Laws that affects it. And, as the gentleman said just before, the rule as to the Senate of the United States or any Legislature, may not affect the question at all. Then what does affect it? On what grounds do we throw them out? Mr. Zacharias was elected a Representative of New Jersey; he has not resigned; there is nothing to show that Mr. Zacharias' moving from the State would disfranchise him. He has sent in his proxy. And I, as a Representative of New Jersey, would like to know how it is that this body can throw out Mr. Zacharias in this way.

Mr. Harris.—The gentleman is from New Jersey and is my friend, and perhaps he can give me a little information; and if he will give it in one way, I will be willing to withdraw my motion. Before asking this question I will state one thing, and that is; it will be found that every Representative in Congress, every Senator in Congress, every clerk in the Government departments or in corporations who may remove from his State temporarily and who goes home and votes, expressly says that is his home, and that he has not lost his residence; and the

law provides particularly that employees whose work is in Washington shall not lose their residence. And I ask the gentleman if he knows or can produce any evidence that Mr. Zacharias said that he still lives in New Jersey and claims New Jersey as his home.

Dr. Brown.—Mr. President, I do not think that Mr. Zacharias does live in New Jersey or claims New Jersey as his home now. He was elected from New Jersey; he has not resigned from the League; he has not had a successor appointed; and, according to Mr. Zacharias' understanding of the case, he is a Representative of New Jersey. If you throw out Mr. Zacharias, we come here to-day without our proper representation. And I think any State is entitled to consideration in that matter. If it is going to have its Representative thrown out, it should have a chance to have another appointed in his place. I bring up this question merely as a point of precedent. If it is established now, we will have to keep it up.

Mr. Harris.—Mr. President, I would like to ask the Secretary if it is a fact that Mr. Zacharias has renewed his membership for the State of Alabama.

Mr. Wells.—I am not able to inform Mr. Harris on this question.

Mr. Harris.—Mr. President, I want to say that I don't know Mr. Zacharias. I have no personal animosity against Mr. Zacharias or Mr. Wood, but we have appointed a Committee, who have given six hours' deliberation to this question and to the questions involved in the subject of the motions I have made and intend to make. That Committee was composed of three gentlemen, one of whom, I am proud to say, is a very eminent lawyer, and who hails from the State of Massachusetts; and I have every confidence in that gentleman's judgment (I do not profess to be able to judge of that question), and I believe he knows what he talks about, and if he did not, he would not do it, and I believe that we ought to support him; and I vote to support him because I do not want to fritter away any more time, and that is the only way not to do it.

Mr. Wells.—Mr. President, I would like to place against this six hours' labor of the Committee just spoken of a paragraph in our By-Laws which seems to me as explicit and straight to the point as anything can well be. I refer to Article IV, section 5, subdivision "b": "All Officers of the Board shall hold office until their successors are elected or appointed." Mr. Wood and Mr. Zacharias were elected officers of the Board, and the successor of neither of them has been elected or appointed.

A Voice.—Question.

Mr. Williams.—Mr. President, I will ask the gentleman to take and read the whole of that section. I will ask for information as to whether 50 members in the State of Pennsylvania cannot choose for their Representative a man who lives in the State of Ohio? Is there anything in the By-Laws which prevents those 50 members from doing that?

The President.—I do not know that there is any rule that applies directly to that case.

Mr. Luscomb.—Section 7 of Article I of the By-Laws seems to bear on that: "Representatives shall recommend to their Chief Consuls names of members of the League to serve as Consuls, and shall recommend hotels for appointment as League headquarters. They shall, in connection with their Chief Consul have power to decide all local matters in their States, as provided for in these Rules, and shall have a general oversight over the affairs of the League in their immediate district." That does not mean some other district.

The motion was hereupon put and carried.

Mr Harris.—Mr. President, the third question which Mr. Pratt presented was, shall telegrams be received as duly authenticated proxies? I move, Mr. President, that telegrams shall not be received as duly authenticated proxies.

Mr. Hayes.—I second the motion.

The motion was hereupon put and carried.

Mr. Harris.—Mr. President, I move we proceed to other business.

The President.—The regular order of business, I believe, will be the election of a Secretary-Editor, as at this time we are without an officer of that kind.

Mr. Bidwell.—Mr. President, I move you, sir, that the regular order of business be varied, and that the report of the Executive Committee be taken up, read, and considered.

Mr. Harris.—I second that motion.

I think it is a point which the Committee has tried to make plain that Mr. Aaron has not stated that he was instructed by gentlemen who had given him a proxy as principal as to whom he should appoint as his alternate, or to use his judgment as to appointing an alternate.

A Voice.—Question.

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Mr. Harris.—The gentleman is from New Jersey and is my friend, and perhaps he can give me a little information; and if he will give it in one way, I will be willing to withdraw my motion. Before asking this question I will state one thing, and that is; it will be found that every Representative in Congress, every Senator in Congress, every clerk in the Government departments or in corporations who may remove from his State temporarily and who goes home and votes, expressly says that is his home, and that he has not lost his residence; and the

us the amount now standing in the bank—the balance that belongs to the League?

"Mr. Wells.—I would state here that the Secretary has two bank accounts—one, the Secretary's account of membership, and the other the BULLETIN account. The balance on hand in the National Bank of the Republic to the credit of the Secretary is $602 73, as is shown in the balance-sheet here. The balance on hand in the Provident Life and Trust Company is $3,835.50."

Now, Mr. President, I would like to ask the Executive Committee to tell me, or to read to us, the report of the accountant that was made in June, which ought to give us some idea as to whether that answer was correct. I do not intend to say here that it was not. But I ask the Committee if they can satisfy my curiosity, and tell me whether that report made in June shows whether or not that answer was correct.

Mr. Aaron.—Mr. President, as I understand it, the Executive Committee have handed in their report as they intended to make it. The order of business has been reversed. My report naturally comes before, and I have it ready for you, and my report will answer those questions, perhaps.

Mr. Harris.—I rise to a point of order—that we are considering the report of the Executive Committee. That was the motion that was made. I did not ask the gentleman for information; I asked the Executive Committee. If I had wanted any information from the ex-Secretary-Editor, I should have asked him for it.

Mr. Aaron.—I rise, Mr. President, to a point of order—that Mr. Gulick stated that that was the Executive Committee's report, and that therefore any other report to be read, a later or an earlier report, would come under this motion calling for that report. The motion called for the report of the Executive Committee. Mr. Gulick has stated that he has read that report; and I say that Mr. Gulick, in reading the report of the Executive Committee, has called attention to certain losses of the BULLETIN and certain other matters. My report explains those, as I think, and my report answers the very questions of Mr. Harris so exactly the way he wants it answered, and in exactly the way that the Executive Committee wants it answered. And I claim, on the point of privileg-, and as a point of order, that I should have a right to read my report.

Mr. Harris.—I have no desire, Mr. President, to stop the gentleman from reading his report. But in their report the Committee state that Mr. Veysey has submitted a certain document. In that document he refers to previous documents. Those previous documents the Board has never heard read. And it seems to me that it is perfectly proper to ask the Committee for a little further explanation of their report. If there is anything the gentleman desires to explain, he shall have ample opportunity to do so. I promise him that, for my part, if I have anything to say about it. But we are at present dealing with the report of the Executive Committee. If there are any questions or omissions there, the Committee have said they would give us the fullest information. The gentleman proposes to tell us as to the loss on the BULLETIN. I am not inquiring as to the loss on the BULLETIN; I am inquiring whether that Committee knows, through the report of Mr. Veysey, whether or not the statements made at that time in Boston by Mr. Wells were correct. I do not see that there is any other question at this moment before the Committee.

Mr. Potter.—I rise to a point of order. My point of order is that until some motion is made with reference to the report of the Executive Committee we have no right to consider or act upon it.

Mr. Harris.—Mr. President, I rise to a point of order, that there is a motion that the report of the Executive Committee be read, received, and considered.

The President.—That was the case.

Mr. Gulick.—I understand that there is required from the Executive Committee the previous reports made by their expert. The Committee have those previous reports, and they are three in number—one dated June 30th, 1886, one dated August 11th, 1886, and the third August 31st, 1886. They are as follows:

REPORT NO. 1.

Dr. N. Malon Beckwith, President; T. J. Kirkpatrick, Vice-President; John C. Gulick, Esq., Executive Committee, L. A. W.

DEAR SIRS:—Mr. Walter H. P. Veysey, of our firm, having at your request met you at the Colonnade Hotel, Philadelphia, on Saturday, June 26th, and proceeded with you to the office of Mr. Eugene M. Aaron, Secretary-Editor of the League of American Wheelmen, and after some general conversation commenced, as desired by you, an examination to ascertain in what manner he had kept the books of the League, for the purpose of certifying the accounts as rendered by him, we have to report in regard to the books kept.

First. As to the cash book. He has not got one.

Second. As to the bank account. He has at present one bank account, with the "National Bank of the Republic."

As to check books. In his check books he enters the amounts deposited, but in so doing he has failed to give information as to what is deposited, *i. e.*, as to whether or not the deposit consists of checks, or currency, or both, and from whom received, and, above all (in view of the fact that he has kept no cash book), to give information as to whether the money so deposited belongs to the League, or to himself personally, or to both, thus: Moneys received for dues and initiation fees, and moneys received for advertisements, should have been kept separate from moneys deposited for himself from his private means.

All the information the check book gives, is (say):

Deposited April 28th, $570.00.
Deposited April 29th, $205.05.
Deposited April 30th, $198.14.

And so on without specification, and as Mr. Aaron says he cannot tell how much, either in any one deposit, or in the aggregate, he has deposited of his own money, and as there is no cash book, the only way that at present seems possible to trace the ownership of the money so deposited would be to get from the bank the deposit slips and examine them, but that would be a long, tedious, and uncertain matter.

As to checks. His manner of keeping record of checks drawn is nearly as vague, as he draws some checks to "Bearer" for "Sundries," part of which are for expense of the League and part for himself.

Mr. Aaron has also kept an account with the "Provident Life and Trust Co.," which he informs us he closed in the early part of May this year, but as he is unable to recollect where he has put the check books, pass books, and canceled checks, we were (with the exception of a short time in about June, 1885,) unable to see them, although anxious, as was your Committee, as we both informed Mr. Aaron, to have them for examination. Mr. Aaron stated that as soon as he finds them he will express same to Mr. Gulick's office. We therefore suggest to the Committee that it might be well for them to urge Mr. Aaron to get same, so that when they wish to examine the books they would be on hand.

We have altered the manner of keeping his check book so as to enable him at a glance to tell exactly how his bank account stands. We would suggest that you insist that he should keep a separate bank account for the moneys of the League only, and not mix up his own money with it; at the same time would further suggest that for his own protection he should have some other officer countersign all L. A. W. checks; by so doing he would have an additional voucher for each disbursement and would lessen the labor of the Auditing Committee. We would note here that on June 26th his bank account appears to be overdrawn some $56.93.

Third. Ledger. Contains the Secretary's account with the Treasurer, crediting him with the share of dues, etc., and charging him with cash remitted, etc., and also contains the accounts of the various divisions, but it does not give, except to the bookkeeper who knows the different books kept, the *necessary reference* to other books containing the details.

Fourth. Membership ledgers. Containing list of members and addresses, with the numbers, are very well kept.

Fifth. L. A. W. BULLETINS. The amounts charged for advertisements are entered in a day book for this purpose, giving details of same, etc., and posted to the

BULLETIN Ledger, but this ledger does not give any reference to the folio of the day book, and when any cash is paid by advertisers for amounts due by them, the amount is placed to the credit of the party direct, but, of course, as there is no cash book, there is no reference to it, and the money so paid is in many cases credited without date, so that tracing same would be a somewhat difficult task. This also contains the account with the publishers in about the same manner.

Sixth. He has also a rough book in which he places each day the amount of cash received from *members*, according to the division they belonged to, and which he erroneously calls a "cash book," but, as a matter of fact, it is nothing but a "memorandum blotter," performing the purpose of keeping each division separate, as far as receipts are concerned, and does not contain any account of payments to the divisions, or of any other disbursements, and has no footings.

We have not, as yet, attempted to v rify the accounts as presented by Mr. Aaron, which, as we explained to you on Saturday, would necessarily take considerable time, but for the present have, as then instructed by you, simply looked over his books with the view of organizing a new set, the plan of which we will present to the Committee for their approval.

Commending this report to your considerate attention, we remain, Faithfully yours,

VEYSEY & VEYSEY,
Accountants.

REPORT NO. 2.

Dr. N. Malon Beckwith, President; T. J. Kirkpatrick, Vice-President; John C. Gulick, Esq., Executive Committee L. A. W.

DEAR SIRS:—Mr. Walter H. P. Veysey, of our firm, having made an examination of the books, subsequent to our first report, we would state:

1st. That we have organized and put in successful operation a new set of books, which will give instant information on any point, and we cheerfully give Mr. Aaron, and Mr. Aaron, Sr., credit for the courtesy shown us during the examination, and for the pains he took to become personally familiar with the working of same.

2d. We find that at the beginning of the present fiscal year, January 1st, 1886, there was due L. A. W. Treasurer, as shown by Ledger, folio 115, as on October 6th, 1885, $1,593.51, with memorandum:

"By written order of Executive Committee this balance was changed to simplify accounts,		$1,575 51
December 27th, 1885, L. A. W. Treasurer, Cr. By cash as additional capital,		500 00
Making due Treasurer,		$2,075 51
To be held by Mr. Aaron as Working Capital. At the same date there was due in addition to "Working Capital," as above,		$2,075 51
To Pennsylvania Division,	$107 50	
" District of Columbia Division,	21 50	
" Iowa Division,	2 00	
		131 00
" E. Stanley Hart & Co.,		1,258 38
" L. A. W. Treasurer (paper sold November and December),		50
And owing By L. A. W. Treasurer (expenses November and December),	$ 87 90	
By Advertisers,	1,073 96	
Add Loss on BULLETIN to December 31st,	523 02	
Leaving a balance to be accounted for as cash on hand,	1,782 51	
	$3,467 39	$3,467 39

TREASURER'S ACCOUNT (NEW).

To end of Second Quarter, 1886.

1885.		Cr.	
Nov. 9th.	Paper sold,		$1 25
Dec. 9th.	"		1 25
1886.			
Feb. 23d.	"		1 25
May 11th.	Stencils sold,		8 00
June 30th.	Electros sold,		4 12
" "	Fees and dues (see detailed statement),	6,722 12	
" "	Subscriptions to BULLETIN,	12 15	
		6,750 14	

1885.		Dr.	
Dec. 31st.	Expenses, etc. (November and December), ...	$ 87 90	
1886.			
Jan. 31st.	Expenses, etc. (including salary of Secretary-Editor, October, November, and December, 1885), .	742 31	
Feb. 16th.	Cash paid Treasurer (*quasi* settlement to Jan. 31st),	672 29	
" 28th.	Expenses, etc., February,	232 44	
Mar. 31st.	" " March, . .	452 89	
April 30th.	" " April, . . .	190 90	
May 31st.	" " May (including salary, 1884-5, $250) .	859 72	
June 30th.	Expenses, etc., June, . . .	388 47	
" "	" at meetings, $113 61		
" "	" Renton case, 371 70	485 31	
" "	" Loss on BULLETIN, 1,416 90		
		$5,529 13	
" "	Balance due Treasurer . .	1,221 01	
		$6,750 14	

3d. On July 1st, 1886, or end of Second Quarter of fiscal year we find:

Due to L. A. W. Treasurer		$1,221 01
" " for "Working Capital,"		2,075 51
Divisions, ...		1,910 80
To E. Stanley Hart & Co., ...		3,593 81
And owing by Advertisers, ...	$3,178 34	
Leaving balance to be accounted for as cash on hand, ...	5,532 79	
	$8,711 13	8,711 13

On June 26th his bank account appears to be overdrawn some $56.93.

The L. A. W. BULLETIN shows cost to July 1st, 1886:

Amount of E. Stanley Hart & Co.'s bill for 52 numbers of BULLETIN, . . .	$9,713 14	
Discounts (net), ...	15 63	
Commissions to advertising ag'ts, Rowley,	11 75	
Sundry expenses and receipts, balance, .	2 69	
Proceeds, ...		$9,743 21
Advertisements charged, ...		8,326 31
Making loss on BULLETIN, ...		$1,416 90

STATEMENT TO JULY 1ST, 1886.

1886.			
Jan. 1st.	To balance	$1,782 51	
June 30th.	To fees and dues received, acct. Treasurer, $6,722 12		
"	" subscriptions, 3,950 89	10,673 01	
	Including over-credit, . .	5 01	
"	Paper, etc., sold, ...	13 37	
"	Subscriptions to BULLETIN,	12 15	
"	Cash from advertisers, . .	2,894 85	
	Cr.		
June 30th.	By paid Treasurer to date,		$4,024 33
"	" divi-ions "		2,171 09
"	" E. S. Hart & Co. to date, . . .		3,647 68
"	Balance to be accounted for as cash on hand, ...		5,532 79
		$15,375 89	$15,375 89

4th. The amount to be accounted for July 1st, or at end of Second Quarter, as shown in foregoing statements, is $5,532 79
And in reduction of same Mr. Aaron, on July 8th, deposited in bank 1,700 00

Leaving yet to be accounted for, ... $3 832 79

subject to some smaller payments and receipts since, there being no assets on hand to represent said amount.

Mr. Wells, of E. Stanley Hart & Co., informed us that his firm had received Mr. Aaron's note for $2,000 (in addition to $1,350 paid them since in cash from receipts, leaving a balance of $153.81 due then to July 1st, 1886).

If Mr. Aaron, personally, pays these notes at maturity it will reduce the amount to be accounted for to $1,832 79. Not having been able to get access to Mr. Aaron's check and bank pass books, with the Provident Life and Trust Co., we could not find at what time or in what amounts the money to be accounted for has accrued.

Commending the above to your considerate attention, we remain,

Faithfully yours,
VEYSEY & VEYSEY, *Accountants.*

REPORT NO. 3.

Dr. N. Malon Beckwith, President; T. J. Kirkpatrick, Vice-President; John T. Gulick, Esq., Executive Committee L. A. W.:

DEAR SIRS:—Referring you to our previous reports and to trial balance of August 21st, which shows that at that date Mr. Aaron was accountable to the League for $3,747.85, we have now the pleasure of stating that Messrs. E. Stanley Hart & Co. have given their receipt to Mr. Aaron for his notes to them of

July 19, at 2 months for	$1,000
July 28, at 60 days for	1,000
	$2,000

in part settlement of their account for printing the "L. A. W. BULLETIN," which they accept "without recourse to the League of American Wheelmen or its officers," and that Mr. Aaron has further deposited in bank 2,000

Together $4,000

thereby making good said $3,747.85, and leaving a balance to his credit of $76.41 on August 30th, as shown in trial balance of that date.

Faithfully yours,
VEYSEY & VEYSEY, *Accountants.*

Office, 31 Nassau Street, New York, August 31st, 1886.

L. A. W. TRIAL BALANCE.

AUGUST 21ST, 1886.

		Dr.	Cr.
1	Cash, ...	$ 455 50	
2	E. M. Aaron, Special Account, . . .	3,747 85	
4	" Salary, ...	287 24	
7	L. A. W. Bulletin, ...	291 52	
10	Expense, ...	507 37	
16	E. S. Hart & Co., ...		$3,000 00
24	L. A. W Treasurer, ...		1,196 87
48	"Working Capital,"		2,075 51
	Due divisions, ...		1,144 18
40	For Sale, etc., account, ...		18 55
50	C. E. Aaron, ...	30 00	
	Advertisers' accounts, ...	2,152 43	36 80
		$7,471 91	$7,471 91

E. & O. E., New York, August 24th, 1886.
VEYSEY & VEYSEY,
No. 31 Nassau Street. *Accountants.*

L. A. W. TRIAL BALANCE.

AUGUST 30TH, 1886.

		Dr.	Cr.
1	Cash, ...	$ 682 65	
4	E. M. Aaron, Salary Account, . . .		76 41
6	L. A. W. Bulletin Account, . . .	386 68	
9	Overpaid Account, ...	50	
16	E. S. Hart & Co., ...		1,214 26
24	L. A. W. Transfer Account (new), .	77 96	
25	" (old), ...		403 67
43	Working Capital, ...		2,075 51
50	C. E. Aaron, ...		10 00
	Due divisions, ...		1,303 68
10	Expense, ... $707 37		
	" . . . . . 70 92 —	778 29	
	Advertisers' accounts	3,160 85	3 40
		$5,086 93	$5,086 93

N. B.—The amounts to the credit of the divisions are for the total receipts, and the sum due to the Treasurer from membership receipts is credited each quarter.

E. & O. E., New York, August 31st, 1886.
VEYSEY & VEYSEY, *Accountants.*

Mr. Harris.—It appears, then, Mr. President, from the report of the accountant, that the statement made in Boston by Mr. Wells—the unqualified statement—was not correct. Perhaps, no doubt, the gentleman will fully explain that matter when we get to it. It also appears by this report that there is been a discrepancy which has been made good. I would like to ask the Committee if they can tell me what at any time the largest amount of that discrepancy was?—the largest amount that discrepancy ever reached?

Mr. Gulick.—The largest amount was $5,600 and odd—say in round numbers $5,700.

Dr. Butler.—Mr. President, I would like to inquire if these reports are all the documentary evidence which the Committee have of this shortage in the Secretary-Editor's office? Are there any other matters or any other facts which could be brought out in this matter to enlighten the Board of Officers? I have understood indirectly that the Secretary-Editor informed the Executive Committee by letter; and if that letter is in the hands of the Executive Committee, or a copy of it, I would be very glad if it might be read, that we might know precisely the condition of affairs as stated by the Secretary-Editor himself?

Mr. Gulick.—Mr. President, I desire to say, in answer to the inquiry of the gentleman who last spoke, that there was a letter of a semi-official character, addressed to Dr. Beckwith, the original of which is not in the possession of the Committee, but of which they have an accurate and verified copy. This letter was directed to the Doctor by the Secretary-Editor.

Dr. Butler.—Mr. President, would the Committee be kind enough to read that? If it is official, I think it should come before the Board.

Mr. Aaron.—Mr. President, I would like to say on that subject that my report contains all this information, as I shall read you.

Dr. Butler.—Mr. President, I call the gentleman to order till we have finished with this matter of the Executive Committee's report. I would like to have the Executive Committee either read that letter, or state that it will not be proper for the Board to hear it.

Mr. Aaron.—Mr. President, I was simply going to say that that letter as you know, was addressed to you privately, calling your attention to this discrepancy, which Mr. Wells first called my attention to as soon as I returned from a trip which was the result of my ill health. You know that I wrote you a personal letter on that subject, requesting an interview.

Mr. Harris.—I rise to a point of order—that the gentleman is talking on a subject we are not discussing.

Mr. Aaron.—Mr. President, I want to make the point that the Committee have no such letter; that that letter was sent to you personally; that that letter has been returned to me; that that letter is in my possession, and is marked "personal;" and that the Executive Committee have no such letter, and never received such a letter.

The President.—Mr. Aaron, the facts are that you did request that that letter should be made personal. But the contents of that letter were of such a nature that I, as an executive officer of this organization, could not hold to that understanding—to that construction which you placed on it. That I, in my office as Chairman of the Executive Committee, was compelled to place that letter in the hands of the Executive Committee; and that if I had not done so, I should have violated the trust which was placed in me. It became the property of the Executive Committee and, of course, it is out of my individual hands.

Mr. Harris.—I call for the reading of that letter.

Mr. Aaron.—Do I understand, Dr. Beckwith, that that letter has become the property of the Executive Committee?

The President.—Yes, if you so construe it. A letter which is addressed to me, no matter whether it is official or of a private nature, that deals with affairs which I am interested in, I take it, it is my privilege to place in the hands of the Committee who are associated with me in that capacity.

Mr. Aaron.—Is that letter now in the possession of the Executive Committee?

The President.—That letter is not in the hands of the Executive Committee, but a copy of that letter, made and sworn to by a member of the Executive Committee, is in their possession at this time. I believe the letter, copied by a member of the Executive Committee, or by any party who holds it, and sworn to before a notary public, is evidence in law. I so understand it. I think that answers the question.

Mr. Harris.—I ask again for the reading of that letter—I ask the Executive Committee to read it.

The President.—I had hoped, gentlemen, that this matter could be arranged without calling for the reading of that letter; but, of course, if it is insisted upon, the Executive Committee will be compelled to produce the letter. The Executive Committee have been disposed to treat kindly in every way the matter which has come under their jurisdiction; and it is with a great deal of regret on my part individually, and I presume I echo the sentiments of the Committee, that we are compelled to read this letter before you. But, inasmuch as it is called for, and urged, I see no other way for the Committee to do but to produce it. Certainly, the Committee cannot be expected to shoulder the responsibility attached to what may be disclosed in that letter.

Mr. Pratt.—I rise, Mr. President, merely to interpose a suggestion—that the reports which have been read by the Executive Committee, and the statements made by the Executive Committee and the President and Mr. Aaron, would seem to me to leave little doubt that they disclose to this meeting far enough the nature of the contents of that letter, without imposing upon the Executive Committee the burden of reading it, or upon Mr. Aaron the burden of hearing it. I would suggest that the gentlemen who pursue the inquiry be satisfied to let the matter rest.

Mr. Read.—Mr. President, I want to make an amendment—that the Secretary-Editor be permitted to read the report which he a few moments ago intimated he had for the information of this body; and if it then seems to be proper or right that the letter should be read, it will then be for this body to decide whether such course would be in order. It would seem to be a matter of good sense and good fellowship for Mr. Aaron to be permitted to take the floor and make that report, and we can make our own deductions from it as it is read.

Mr. Wells.—I second the motion.

Mr. Harris.—Mr. President, I don't know but what Mr. Pratt is entirely right; and his counsel is in the nature of saving a gentleman whom I once had a very high regard for from much humiliation; and I have no desire to press my inquiries upon the subject. But we are now considering a report of the Executive Committee, and there are a few more questions I would like to ask in regard to that report before I shall move that the report be accepted. Then, Mr. President, I hope and believe that Mr. Aaron will have ample and full opportunity to read his report, and have an opportunity to say anything he desires to say. But I hold that at present we are considering that report, and I think we ought to finish it. I would like to ask the Executive Committee whether or not at the time this discrepancy was discovered Mr. John A. Wells, of Pennsylvania, was employed in the office of the Secretary-Editor, and if so, whether or not, to their knowledge and belief, Mr. Wells was aware of the discrepancy, and was aware of the discrepancy at the time he made the statement in Boston that the accounts were all right, and that the money was deposited in bank—which has been shown was not deposited at that time.

Mr. Wells.—I rise to a point of order.

The President.—What is your point of order?

Mr. Wells.—My point of order is that no member of this Board has any right to villify me in public.

Mr. Harris.—I do not villify the gentleman. I ask a question of the Executive Committee.

Mr. Wells.—Will you allow me to answer the question for the Executive Committee?

Mr. Harris.—I prefer to take my answer from the Executive Committee. You can have your say afterward.

Mr. Wells.—Will the President allow me to answer the question?

The President.—As it perhaps directly affects your standing in that matter, I will allow you to make an explanation previous to the Executive Committee.

Mr. Wells.—Mr. President, in the first place, I would state for Mr. Harris' information—

Mr. Harris.—I rise to a point of order. I do not ask this information for myself—I ask it for the League of American Wheelmen. I have no interest in this matter at all. Personally, I don't care anything about it. I come here as a Representative, or a supposed Representative, at any rate, although Mr. Aaron says I do not represent, the members of the Massachusetts Division; but I come, I suppose, to represent the Massachusetts Division; and I deem it my duty to find out the exact standing of these matters. I hope the gentleman will not refer to me, because I am not desiring to ascertain for myself, but for the League, and the League only.

Mr. Wells.—Then, Mr. President, I would desire to make a statement to correct the impression given to the Board by the last speaker in regard to the quotations he made from the minutes. I would say, in spite of the stenographic report, and my statement will be borne out by the President, that I did not state that the balance in the Provident Life and Trust Company was the amount of money, but *should be*. As the President and Mr. Aaron can both testify, when Mr. Aaron went on his vacation, I, after taking charge of the books of his office, very soon found that they were not in a condition in which a model bookkeeper would keep them; and he had left with me his bank book of the National Bank of the Republic, but had not left the bank book nor check book of the Provident Life and Trust Company, in which he had up to a short time previous kept all his accounts. I telegraphed him down in North Carolina, where he was at the time, asking him what his balance was in the Provident Life and Trust Company, as it was imperative that I should know this in order to incorporate it in my report for the meeting in Boston. Mr. Aaron was up in the mountains of North Carolina at the time, and did not receive or answer my telegram until after the Boston meeting.

And so I informed the President at that meeting that I could only conjecture the balance Mr. Aaron had in the Provident Life and Trust Company.

Mr. Harris.—Mr. President, the gentleman has started to answer my question, which he has not done. I asked the Executive Committee if they had any reason to believe if he knew at that time that there was any discrepancy. The gentleman undertook to answer that himself, and he has not done so. He has said nothing about it. The gentleman, as reported by the stenographic report, said that the balance in the National Bank and in the Trust Company, whatever it is, *is* so much money. That is, of course, the stenographic report, edited by himself or Mr. Aaron, and which went into the official minutes, and which, if it were not correct, they should have corrected them; but we won't go back.

If the Executive Committee cannot answer the question, or if the gentleman does not choose to answer it, I will go on.

Mr. Wells.—I refer to the President in regard to my statement as to the balance in the Provident Life and Trust Company.

Mr. Harris.—It was not my question in regard to that balance; it was as to whether Mr. Wells was aware at that time that there was a discrepancy in the office of the Secretary-Treasurer, in which he acted as a clerk?

Mr. Wells.—As I directly informed the gentleman, I telegraphed to Mr. Aaron to find out what the balance was in the Provident Life and Trust Company, as I had no means whatever at my disposal of finding out what that balance was, and the telegram did not reach him in time to be answered until after the Boston meeting. I think I have answered the question.

Mr. Harris.—That does not answer my question. I do not want to know about the Provident Life and Trust Company, I want to know, if the gentleman undertakes to answer the question, whether, at that time, he knew there was a discrepancy in the office of the Secretary-Treasurer, for whom, at that time, he was working as a clerk? If the gentleman does not want to answer the question, I will ask it again of the Executive Committee.

Mr. Wells.—I am perfectly willing to answer the question, and I think I have answered it; but I will endeavor to be a little more explicit. I made a thorough investigation of the books, as far as it was in my power, in order to make a report to the general meeting at Boston in May; and I found, in making that report, that the amount which I informed our President should be in the Provident Life and Trust Company was to be accounted for by the Secretary-Editor. That was as far as my knowledge went.

Mr. Harris.—I again ask the gentleman, and if he cannot answer it I will repeat the question again to the Executive Committee, to answer me, yes or no, whether at that time he knew there was a discrepancy in the office of the Secretary-Editor? That is a plain, unequivocal question.

Mr. Wells.—I will answer the gentleman plainly. I did not know there was any discrepancy in the office of the Secretary-Editor.

Mr. Harris.—The gentleman at that time was engaged as his clerk.

Mr. Aaron.—I would like to say here, and I think I might be permitted to, that he was not engaged as my clerk. Mr. Wells very kindly gave me help. He was nothing of the kind—he was an assistant editor. He had very little time to go through my books very thoroughly. He found I was guilty, if you wish to use that term, of keeping a very wretched set of books, and he found I had not left him the balance book, or cash book, or whatever you call it, of the Provident Life and Trust Company; and he could not go further than that. And I feel very sure in my mind that Mr. Wells did not know at that time the state of affairs; and I assure the gentlemen present that I did not know anything about it at all; and it is not at all likely that Mr. Wells, in the few days he had to look into it, with all the other things he had to do, would know anything about it at all. He was not my clerk. He was there as a volunteer assistant.

Mr. Harris.—On the 28th of May, in explanation of his explanation made on that day, Mr. Wells now says that was made on the authority of a telegram from Mr. Aaron at that time that he had $3,800 on deposit in that bank. Mr. Aaron told you a short time ago, as I understand the report of Mr. Veysey, that some time in May he had drawn all that money out of the bank; he had no money at all there. Mr. Aaron says he did not know there was a discrepancy at that time; and yet, not knowing there was a discrepancy, he telegraphed to the gentleman whom he had left in charge that his balance was $3,800. I simply want to know, for the information of the Board, whether Mr. Wells, who was acting as Mr. Aaron's amanuensis, his friend, his clerk, or whatever you may call it, at that time, knew whether there was any deficiency in the office of the Secretary-Editor. The gentleman says he did not. Now, I will ask the gentleman if, upon the 15th day of June, he knew there was a discrepancy in that office?

Mr. Gulick.—Will the gentleman allow me, for the Committee, to make a statement?

Mr. Harris.—Yes, sir; with pleasure.

Mr. Gulick.—When the Executive Committee proceeded to Philadelphia with their expert they found that Mr. Wells had been acting or was acting—they found him in the office acting—as Mr. Aaron's assistant. As to what his relations were to the office, the Executive Committee had no knowledge. As to whether Mr. Wells knew about this condition of the accounts, the Executive Committee had no knowledge. I think that answers the question.

Mr. Harris.—Mr. President, I have no further inquiries on that point to make, and I move that the reports of the Executive Committee be accepted.

The motion, being seconded, was duly put and carried.

Mr. Harris.—Mr. President, a motion was made by which the gentlemen of the press were permitted to remain as press representatives, under the agreement that they would not print anything except such as was approved by the Executive Committee. I now move that the Executive Committee be directed, or asked, or requested, to instruct those gentlemen that nothing that has been said in regard to the report of the Executive Committee or any of the figures given be printed. I do this because I think it is for the best interests of the League.

Motion seconded.

Mr. Egan.—I do not see how you can avoid printing the full minutes of this meeting in your BULLETIN. As I understand it, this is part of the minutes of your meeting. I do not see how you are going to keep that part out. Any matters that you are going to print in your BULLETIN I do not see how you are going to keep other people from printing them just the same.

Dr. Brown.—I think, Mr. President, that other matters have come before this Board that we have refrained from printing. I think that the precedent has been established.

Mr. Harris.—Mr. President, the reason I did not add that to the motion was because the Executive Committee assured me they would examine the report, and see that nothing that would be to the detriment of the League would be printed. I think we can trust them to do it. I think that we owe them a great deal that this money has all been recovered without any trouble.

Mr. Read.—Mr. President, some men are born bookkeepers, others are not. My confidential bookkeeper said to me the other day, "Mr. Read, have you any idea how much money you have drawn since the first of the month?" I said, "No; I have not at all."

Dr. Emery.—I rise to a point of order—that there is no motion before the house. I do not think we have got any time to waste.

The President.—There is a motion before the house. The motion is on the acceptance of the report of the Executive Committee.

Mr. Harris.—That we carried.

The President.—I should say, the printing and the matter which has been brought before the meeting.

Mr. Read.—If I understand the matter, Mr. President, everything that this man owes the League has been paid to them, and it is entirely within the province of this body not to wash our dirty linen, if you please to call it so, in public. I think the proposition of the gentleman that they be expunged from the records and not given to the public is an entirely proper one, and I don't know any gentleman on this floor that is more entitled to speak on that subject than myself. I am on Mr. Aaron's bond, and, as his bondsman, fully able to make good any deficit to this League that they may discover, and I make the request; and, if it be accepted, I will sustain your order, gentlemen, and sustain your privilege that this part of the report to the Executive Committee be kept in the archives of the body without being given either in the BULLETIN or to the public.

Mr. Harris.—That is in my motion.

Mr. Bidwell.—Mr. President, I heartily agree with the gentleman who has just taken his seat, and I trust that these details will be kept within us, and that every member of this Board will respect them as a part of our proceedings which are not to be divulged. I also favor that they be not printed as the minutes of this meeting in the regular way in the BULLETIN. I also favor that the Executive Committee or this Board request the newspaper men who are present—one of whom is here out of courtesy extended, and others who are members of this Board—not to print any of these details, in part or in general; and that they be not given to the Associated Press. I would also suggest, as a further safeguard in this matter, that some member of the Executive Committee be deputized to examine the reports which go out from the members of the press who are here.

The President.—I should say your Executive Committee will most assuredly do that without any motion.

Mr. Howard.—I would ask Mr. Harris to make his motion a little more definite. Probably he will. Probably the general body of the members would not appreciate this matter; and I am perfectly willing, and I would be glad not to say anything about it; and I think we would all be willing not to say anything about it. And if the motion can be made in a more definite shape, for instance, that no direct reference to the report of the Executive Committee be printed in the BULLETIN, that would do it. As it is now, it is a general matter—some parts of it.

Mr. Kirkpatrick.—Mr. President, the Executive Committee have submitted a report. After the regular report which we have prepared and presented to your body, a question comes calling out other reports in our possession, and which we do not present as part of our report at this time. Now, it seems to me, Mr. Harris, if you will make your motion so definite as to say which part of that report, whether the report proper, or the reports coming out of this inquiry, are included in your motion, it will then be definite. It seems to me that some report from the Executive Committee will be looked for by the membership at large in the report and minutes of this meeting. It is simply to define between the report proper and your inquiry.

Mr. Harris.—Mr. President, I will amend the motion in this way: that that the report of the Executive Committee proper appear in the usual manner in the BULLETIN, and be given in the newspapers, but the further reports and the controversy arising therefrom, both be omitted from the BULLETIN, and that the gentlemen of the press be requested to keep them out of their reports. Then the membership at large will have our regular Executive Committee's report, in which I think there is nothing which will do any particular harm to the League. I desire to shield as much as possible the gentleman that has the misfortune to stand in the position he does, in spite of what he has stated to me to-day, which was directly opposite to what he said to the Executive Committee. I am still anxious that the matter be kept quiet, not only for his sake, but for the League and all of us.

The President.—Gentlemen, you understand the remodeled motion which is now made, and which is to stand in place of the original mot on made by Mr. Harris?

The modified motion of Mr. Harris, being seconded, was duly put and carried.

Mr. Wells.—Mr President, in justice to myself, I would like to make a little fuller answer to the question that Mr. Harris previously asked me; and I will say that in going through the books, preparing for the report for the Boston meeting in May, I found that the amount that was stated should be due in the Provident Life and Trust Company was to be accounted for; but I fully believed at that time that it was in the Provident Life and Trust Company; and after the meeting in May, as soon as Mr. Aaron came home from the South, I reported to him in exactly what condition his books were; and the result of that conference was the letter to the President of the Executive Committee which has been before referred to.

Mr. Harris.—Mr. President, I have asked the gentleman upon the subject; but if he will kindly permit me, I would like to ask him two more questions in regard to that matter. Is the gentleman willing to answer?

Mr. Wells.—Yes, sir.

Mr. Harris.—One is, is the gentleman a member of the firm of E. Stanley Hart & Co., who print the BULLETIN? Is the gentleman willing to answer?

Mr. Wells.—I am a special member of that firm.

Mr. Harris.—Will the gentleman answer me if the Secretary-Editor—if he should happen to be elected to that position—whether it would not be his duty to audit, in the first place, the accounts—

Mr. Aaron.—I rise to a point of order—

Mr. Wells.—The accounts of E. Stanley Hart & Co. have been fully audited by the Executive Committee's expert.

Mr. Harris.—The gentleman evades my question. If he doesn't want to answer—

Mr. Wells.—I am perfectly willing to answer.

Mr. Harris.—The question is that if you should be elected to the position of Secretary-Editor (and there are rumors around that you are a candidate for the position), wouldn't it be your duty in the first place to audit the accounts of E. Stanley Hart & Co. before they were sent to the Executive Committee?

Mr. Wells.—No, sir.

Mr. Harris.—Wouldn't it be your duty to find out how much of the composition had been well done, for which their accounts would be passed, before you reported it to the Executive Committee?

Mr. Wells.—The Executive Committee have—

Mr. Kirkpatrick.—Mr. Harris is pressing a matter which is not relevant to the subject now in hand.

Mr. Harris.—I don't care to say anything more about it.

Mr. Wells.—I move, Mr Pre-ident, that the porion of the Secretary-Editor's report which has reference to the subject under discussion be now read to the members of the League.

Motion seconded.

The President.—You hear the motion just made by Mr. Wells.

Mr. Kirkpatrick.—Mr. President, it seems to me that this is only making two bites of a cherry; that we should ask for it all. Let us have all the report while we are at it; and if the necessity arises to consider it in sections we can do so. Let us have it all together, and save going back.

Mr. Wells.—I accept the amendment.

The President.—I would like first to know what is the expression of the feeling here as regards whether we should have any dinner (this undoubtedly will be a late session), and whether you want to sit it out without refreshment or not, is a question of importance.

Dr. Emery.—I move you, Mr. President, that this meeting adjourn, to be called to order precisely at 9 o'clock.

Mr. Wells.—Mr. President, before the motion is seconded, I would like to state that my object in moving that that part of the report of the Secretary-Editor which referred to this matter be now read, was so that the whole question could be finished before the adjournment for supper. It is not very long, and will not take up much time of the members.

Mr. Dunn.—I second the motion.

Dr. Emery.—My object was not to cut off the Secretary-Editor from any explanation at all, but it was simply this, that if we should proceed with his report, and then to the election of the Secretary-Editor, and finish that business up before supper, many may go home when there is other important business to come before this meeting. If we adjourn now and get our supper, and then come in and hear the report of the Secretary-Editor, certainly there is no injustice done to him in that, because he has the last say, and has a respite from now till 9 o'clock to consider the report of the Executive Committee. So there is nothing unfair about that. I think that course would retain some members here.

Mr. Aaron.—Mr. President, I suppose I am out of order, but I would like to be able to say something on that subject. I have already received a telegram that indicates that I may be called away on business. I would like to read that portion of my report naturally now, while all who have heard the Executive Committee's report and the remarks are present. I know that a number who are present now will not be present after dinner, and I am not at all positive that I will myself, although I expect to be here.

Dr. Emery.—I will withdraw my motion, if Mr. Aaron will tell us about how long it will take him—give us some idea.

Mr. Aaron.—I only propose now to read that part that I think refers to this matter. I think it will take only a few minutes.

Dr. Emery.—How long will that take?

Mr. Aaron.—Two or three minutes.

Dr. Emery.—The whole report?

Mr. Aaron.—I think the whole report will take three-quarters of an hour. There is just a little paragraph that refers to this matter.

Dr. Emery.—I withdraw my motion, and will allow Mr. Aaron to read that paragraph, certainly.

Mr. Harris.—I think we ought to have the whole report. I am willing to sit and hear the whole report.

Mr. Fisbie.—I think we had better go on and get through the business. We have wasted all day long and accomplished nothing, and it is about time we kept on now and got through with the business.

Mr. Howard.—I am decidedly in favor of going down-stairs, and I think we all are, but it is nothing more than justice, after what has been said about Mr. Aaron, that he should have his opportunity to make his reply. I move that Mr. Aaron be allowed to read that portion of his report which bears upon this subject.

Motion seconded and carried.

Mr. Aaron.—Mr. President, this begins on page 33 of my report.

After reading the extract from his report, Mr. Aaron said:

Mr. Aaron.—Now, gentlemen, I want to say that at the time I was elected Secretary-Editor the Board changed the By-Laws, so that the whole order of proceedings was reversed. In the first place, I might say that, as Mr. Read has stated, although all he knows is what he knows to-night, I have never had any education as a bookkeeper, and I am free to admit I am totally unfitted to manage the books of the League. I was going on to say that when the League elected me its Secretary I had to devise new systems, inasmuch as the whole order of procedure was reversed. We had always collected the money in half rates in former years from the Treasurers of divisions. Suddenly the whole plan was changed. All the moneys came to me, and this sum had to be divided and sent to the divisions. We had no system of books that prov ded for this, though Mr. Terry started a system which I supposed was the best and which I followed for a time, and Mr. Terry thought that it was, and it seemed so to me at the time, at any rate. I thought at the time it was exactly the thing we wanted. Then, I also had to take charge, as you know, about the same time,

of the affairs of the BULLETIN. The advertising accounts of the BULLETIN could not be collected promptly. I found that in paying bills to E. Stanley Hart & Co. I was personally responsible to them, the League not being incorporated; and they had no agreement with the Executive Committee, but only with me, and they could look to no one else but me; and they gave me to understand very clearly that they expected me to pay these bills. As I told you, I was in a very short time, or at least under seven months, without working capital, and had furnished the League some $1,900. Practically, for some time, instead of there being a balance in my hands for the League, it was reversed. During all this time I naturally drew on my own bank account. I had at that time another bank account, but as I had gone out of the business for which it was kept, I simply transferred my own account to that account. And that wretched state of affairs I followed along after working capital was given me—simply deposited there. Then when the renewal season came, which was totally unprecedented—80 per cent. of the renewals came in within five or six weeks—I was, as you all know, swamped under work. I worked very hard—tried to work conscientiously. I worked, I think I can safely say, on an average sixteen hours a day. I am sorry I haven't it here, but I could bring you the written testimony of my doctor to the effect that I came very near having an attack of brain fever, which I had had once before, and which he thought at this time was going to put an end to my wretched bookkeeping and everything else. I want to say, gentlemen, that I truthfully assure you that I had not the least idea that things were not as they should be. As Mr. Veysey has reported, the cash book was not a cash book. I always called it a cash book and labeled it so, but it was not a cash book. It was arranged by divisions. It was very awkward and very cumbersome, and I had no time to understand how they stood. I took money out of that bank account for my own use and for my own business (because I did not keep my own accounts as I should have kept them) that I sincerely thought that I was entitled to, which belo ged to the League. Mr. Harris says things have been shown to-night to be different from what I told him to-day. He alludes to our conversation at dinner time. I never denied, when anybody asked me, that I had got the League books in a hopeless tangle; that I did not know how I stood; that I did not know about my balance; and if anybody asked me how it was, I have repeatedly told them that I was indebted to the Executive Committee for their leniency, and that now I was square with the League. I should have made this report to you in Buffalo in September; I ought to have done it. I should, perhaps, have resigned at once and told the membership at large my situation, but I do not believe I have anything to lose among those who have known me or those who have had my acquaintance, or, at the same time, that I have anything to lose by the publicity of these facts. I do not ask you to believe me or to believe anything, but I do assure you again (of course I cannot make it any more emphatic) that I was due to carele-sness, due to gross negligence, which shows to you that I was unfitted for the position, and was due entirely, to use a trite expression, to a weakness of the head, and not a weakness of the heart.

Mr. Harris.—Will the gentleman permit me to ask him one question—merely to set myself right?

Mr. Aaron.—Certainly.

Mr. Harris.—I would like to ask the gentleman if he did not tell me to-day that there was nothing that he had written, or said, or done, while Secretary-Editor, that he was unwilling that the public and the members of the League should know all about?

Mr. Aaron.—I did not. If it is necessary for me to make an explanation—

Mr. Harris.—I won't raise a question of veracity with the gentleman.

Mr. Aaron.—I think it is due to me that I should make an explanation. Mr. Harris gave me to understand that if I would use my influence to get his candidate for Secretary-Editor elected, that nothing of the sort would come out, and that it was to my advantage to have this thing hushed up.

Dr. Emery.—I desire to renew my motion to adjourn till 9 o'clock.

Mr. Harris.—Just one moment. The gentleman has made a statement—

Calls for the question.

Thereupon, at 8.15 P. M., the motion being duly put and carried, the meeting adjourned until 9 P. M.

EVENING SESSION.

At 9.30 P. M., President Beckwith, in the chair, said:

The President.—Gentlemen, are you ready to proceed with the regular order of business?

Mr. Schwalbach.—Mr. President, I move that the adjourned election of Secretary-Editor be now in order. I move that the nominations for Secretary-Editor are in order.

Dr. Cooley.—Mr. President, I do not think we have had a full report from the outgoing Secretary-Editor yet. We ought to hear his full report.

Dr. Butler.—I second the motion.

The President.—The motion is made and seconded that we proceed to elect—

Mr. Pratt.—Mr. President, I think it is hardly justice to the meeting that the election should take place without hearing the full report of the Secretary-Editor. It was understood that that part of it which related to the controversy, which sprung up before dinner, should be read then, and the balance of it should be read afterward. It seems to me to be the more orderly proceeding that we should finish that report, and then proceed to something else. So I hope the motion will not prevail.

Dr. Emery.—I would like to ask the Ex-Secretary-Editor if there is anything in his report that he desires to read before the election—any particular portion of it?

Mr. Aaron.—There are portions I should like to read. I should like to read the whole thing. There are portions that I do not know are very pertinent to come out before the election. A very great deal of the report is dry detail, and I cannot see that it has any bearing one way or the other. Certain portions of the report I want to read as soon as possible, for they account for the excessive and, as it seems to many of you, the great and disappointing loss on the BULLETIN; but I don't know that it has any particular bearing on the election.

Mr. Hayes.—Mr. President, as the question before this house is to consider the matter of the election of the Secretary-Editor, and as I am sure there are some Representatives that have to leave on the 10.30 or 11 o'clock trains, they desire to have this matter settled. And it seems to me that, as Mr. Aaron says that his report will take three quarters of an hour, that question can be left until after the election, and allow these gentlemen to participate in what they have waited here all day long for.

Mr. Read.—Mr. President, I do not see how we can intelligently form our conceptions or views upon any new incumbent to this office until we know something as to the transactions of the League organ; and I do not see how we can get that until we have had the report of the retiring Secretary-Editor. I, for one, would not feel competent to cast my ballot, or form any judgment, until I knew exactly the status of the affairs and transactions of the office in the past.

Dr. Emery.—Mr President, Mr. Aaron himself, or the ex-Secretary-Editor, says that there is nothing in his report that is pertinent to the election, as I understand him.

Mr. Aaron.—No, I did not say so; I said I did not *think* so; I don't know how you would consider it. There are matters that I consider are matters of considerable importance, but, of course, that is my individual view. I think that before we can intelligently act on this, some of these matters should be understood; and I think the general explanation, if I might use the term, of the other side of the question of the BULLETIN loss should be heard. It seems to me that all the Committee reports, or at least such ones of them as leave any bearing on our routine work, should be in, and should have been in long ago. And I would like to make the point, Mr. President, that there are a number with us that have been here during this meeting, a number of Representatives appointed by you since our last meeting, who, so far as I am aware, have not gone through with the usual routine of being confirmed by this meeting. That has been the usual custom. That has been the custom at all the meetings I have attended—the ten previous meetings. That has always been the first order of business; and as there are a number of men present to-night whose appointments have never been confirmed by the Board, it seems to me that that should be the first order of business.

Dr. Emery.—Mr. President, I agree with Mr. Aaron in that particular—that that should be the first business to be done, especially before the ballot, so that there should be no question about those gentlemen's votes. But it seems to me, as in his opinion, there is nothing in the report which would affect the election, that immediately after that confirmation we might proceed without any objection. Mr. Aaron is the most interested party, in one sense, in this matter; and if in his opinion his report has no bearing, why, certainly, it would not have with us.

Mr. Luscomb.—Mr. President, I hardly see how what has been done in the past in the BULLETIN has got to do with our choice of a future Editor. We are measuring not the past BULLETIN but the relative capacity for the office of Secretary-Editor of such candidates as are here brought before us, and that is the question we are considering, not what the BULLETIN has done in the past, whether made or lost, or what the report of the ex-Secretary-Editor in the past may be; it is simply the qualifications of individuals.

Dr. Cooley.—Mr. President, it seems to me quite important, in view of the fact of the many charges that we have heard, and the counter-charges that have been going around through the corridors all day long. I came here this morning with the feeling that I could not possibly stay beyond 5 o'clock, having some very sick patients at home; but I desired to see this matter through. I have been a member of the Board of Officers about—this is the second year—and have only missed in that time attending one meeting, and that was on account of professional engagements. And I know, in view of the charges that I have heard to-day, that it is just as essential that we should hear Mr. Aaron fully and completely in these matters before we dispose of them, as it is that some members that are now present should have a chance to vote on the Secretary Editorship before they go home. I attended at the Boston meeting. I then felt that there was a movement on foot, and any one without any assistance could see that there was a movement on foot, to depose Secretary Aaron. I believed in his entire integrity, and I still believe in it.

Mr. Bidwell.—I call the gentleman to order. His remarks are not relevant to the subject before the House.

The President.—I think the point is well taken. I do not see what the subject of the meeting at Boston, which occurred last spring, has to do with the subject before us.

Mr. Frisbie.—Mr. President, before we went to dinner it was understood thoroughly that Mr. Aaron would have an opportunity after dinner to give his full report; and it seems to me that in justice to Mr. Aaron at this time we should receive the report. We have been here all day long, as I have said before a number of times, and have accomplished but very little. It would seem to me as though in justice to Mr. Aaron we should hear his report now, and then we can go on and proceed with the regular business, and as to the gentlemen who are here who think they cannot stay, I don't know of any reason why they should not stay, if they want to stay to cast their ballots for any particular party, or any particular movement, why they should not have to stay with the rest of us. I know I have important business that I should like to have attended to this noon, but I have had to give it up because this meeting is not through. I wish the gentleman would withdraw his motion, and we would proceed to hear the reading of the Secretary's report in full.

Dr. Butler.—At the adjournment of the meeting the President announced that the order of business was the election of a Secretary-Editor. Upon motion, we agreed to pass that order until after we had disposed of the report of the Executive Committee, when, by proper precedure, that order of business should have been proceeded with; but, out of courtesy to the late Secretary-Editor, he was allowed to read a portion of his report bearing upon the matter of the report of the Executive Committee. It seems to me that the only matter before us now, and the first matter, is to proceed to the election of a Secretary-Editor. It is a matter that ought to come before us.

Mr. Potter.—Mr. President, it will probably strike a good many of the members present as not being quite the fact that this body so far this evening has strained itself to show any courtesy to the retiring Secretary-Editor. I do not say that he has been treated unfairly; but it strikes me that if this motion should prevail, he might very well, after the motion had prevailed, say he had been treated unfairly. The report of the Executive Committee, down to that point where the members of the Executive Committee have affixed their signatures to it, left us in a condition, perhaps, to proceed to the election of the Secretary-Editor. But for some reason the report was not entirely satisfactory, and other matters were called out as a supplementary report which did not seem to be voluntary on the part of the Committee; and these matters reflected very strongly on the management of the BULLETIN during the last year and upon the financial matters connected with it. The fact that those things came out (I do not need to argue on that point) as matter of fair play should lead us to give to the retiring Secretary-Editor, and everybody connected with the BULLETIN, a chance to explain publication of that paper, the BULLETIN, a chance to explain publication of that paper, the BULLETIN, a chance to explain fully, by their report or otherwise, exactly what the state of affairs was, and how they came to be so. We have had so far from the retiring Secretary-Editor a very meager report indeed, listened to by men who were hungry and anxious to get down-stairs. And now we are back, ostensibly for the purpose of hearing the rest of the report. I say that if we have any desire to see fair play as wheelmen, we know that all the rest of the world is not desirous on many occasions to give us fair play, and therefore we should see that we have fair play among play, and therefore we should see that we have fair play among play, and therefore we should see that we have fair play among

the wheel, and I think by this system of filibustering we are simply sacrificing all the best interests of Pennsylvania. I believe that we should put the question upon its merits, and we should decide it upon its merits, and let it rest there.

Mr. Aaron.—Mr. President, I have only to say that there are persons here, for instance, there are Chief Consuls here, who have the right to vote seven votes; there are other Chief Consuls here who have the right to vote a very much less number of votes. It simply resolves itself into a question as to whether we will have this ballot at once, or whether we will listen to the candidates, if they want to say anything to us; and I cannot understand why persons who are not present and wish to be represented should not be represented. The fact that 25 gentlemen may be in the affirmative, by a counting vote, and only 15 or 18 in the negative, is no proof that that is free and fair—that is no proof that the majority of the votes that have a right to be polled here are in favor of that. We don't know yet, we have done nothing yet, to ascertain, that a majority are not in favor of listening to these candidates, either of them—to anything that they want to say.

Mr. Pratt.—Mr. President, I rise to a point of order—that a call for a proxy vote is not debatable. The call has been made by one member, and I ask for a ruling by the Pesident as to whether that is in order.

The President.—I shall decide that we proceed at once to the proxy vote.

Mr. Stall.—Upon the question as to whether we will proceed?

The stenographic minutes were here referred to, to find the motion, after which the President said:

The President.—It seems by the report of the stenographer that we proceed to a ballot for Secretary-Editor, and that Mr. Pratt was nominated to represent the State of Massachusetts as teller. Are you ready for the question?

Mr. Aaron.—Is that the question we are to vote on by proxy?

The President.—If you wish to submit this to a proxy vote.

Mr. Pratt.—Mr. President, may I rise to make a suggestion to the Chair?

The President.—If you will.

Mr. Pratt.—You will all recollect that there was a motion made and seconded and carried that the meeting proceed to the nomination and election of a Secretary-Editor. Then the nominations were made. A little filibustering on the left was started. And I moved, for the sake of putting it in motion, that the nominations be made first. I wanted to separate the previous motion. That was carried, and the nominations were made. That being so, there is nothing else to do but to go on according to the rest of the vote, and proceed to the election; and it seems to me that anything else is out of order until that motion is carried out.

The President.—I think that is the proper construction.

Mr. Stall.—I would like to ask a question. Does not the Chair appoint tellers, instead of their being nominated?

The President.—That has been the custom.

Mr Pratt.—In order to save the gentleman embarrassment, I respectfully decline to serve.

The President.—If it is agreeable to all parties present, Dr. Butler and Dr. David will act as tellers.

Mr. Read.—Mr. President, do I understand this to be a proxy vote for nominations, or do we cast our vote for a proxy vote?

The President.—A proxy vote for the candidates.

Mr. Aaron.—Mr. President, I would like to know just what the status of the 15 is. As I understand it, two of them were cast aside because they were received on telegrams; two of the proxies were cast aside because they were not members of the Board; and the rest were disposed of on the ground that such proxies as were sent to the Secretary-Editor in his official capacity should not be voted.

A Voice.—Without instructions.

Mr. Aaron.—Without instructions. I wish to know which ones of those 15 or 11 the Board proposes should be voted. I have told you that some of those were sent—

Mr. Pratt.—Mr. President, I rise to a point of order. No discussion is in order until the ballot has been taken.

Mr. Aaron.—Mr. President, I am not discussing anything, I am asking to know as to which of these votes; I am asking for a decision from you. I am not discussing it. I am sorry Mr. Pratt did not understand it. I want a decision from you to know how many of those 11 can be voted. I claim to know how many of those were not received in my official capacity.

The President.—If the Committee will have—

Mr. Aaron.—I do not understand it should be left to the Committee.

Mr. Pratt.—Mr. President, I rise to a point of order. The President appointed a Committee to examine the credentials and report upon them; the Committee examined the credentials and reported a list; and that list has been accepted and adopted by this meeting. That list shows the votes entitled to be cast at this meeting, if the members are still present here to vote their proxies. No other list is known to the Board; no other list is adopted. I respectfully suggest that all this matter of trying to raise questions that are outside, with respect to the other question being brought in here and discussed now, is merely for delay. I request a ruling on that point of order—that the ballot must be taken according to the list approved and adopted by the meeting.

The President.—That point certainly is well taken. That list, adopted by the meeting, of course must be adhered to. You can not depart from that.

Mr. Dunn.—Mr. President, recognize me just a moment. I have some reason to regret it is necessary, but I really do feel it is necessary for me, unless the members remember exactly the wording of the motion which Mr. Aaron refers to, that we have it read. I am just as positive as I can be that the motion was carried as he states. It was not that those 15 names should be stricken out, but it simply said that those members who sent these proxies officially to the Secretary-Editor without instructions should not be voted; and Mr. Aaron has, just as conscientiously as any of us have, insisted all the time that some of those 15 were sent to him with instructions. I claim that the point that Mr. Aaron makes is well taken, and he has a right to insist that such ones of those that he can prove he was instructed to vote, he has a right to vote. I claim this is perfect fairness.

Mr. Pratt.—Mr. President, if my colleague on that Committee, or ex-colleague (I suppose we are not in existence now) will allow me to suggest, if he opens that question he will keep us here all night—or until next week. That is the practical effect of it. Now, what is the right and proper method of proceeding? This election is proceeding according to the order of business that has been adopted step by step by this meeting, and there is a vote to be taken, and it is demanded that that vote be taken by yeas and nays. That vote is to determine; by what right and by what method of procedure can we now open other matters, and go in and reconstruct and build up another vote upon which that ballot should be taken? I beg pardon for even saying these few words. It seems to me the course is plain to go by the foundation that is already laid, and let the other matter come afterward. I will say that if the other side will agree not to filibuster, I will agree, after this vote is taken—and let everybody else agree—to let all those votes be cast at the end of the other votes that are taken, by common consent, and raise no other question.

Mr Potter.—Mr. President, I think there is no question as to exactly how this thing occurred. When the whole question came up, after the report of the Committee, as to what should be done with those 15 votes, it was distinctly stated by the Chairman of the Committee, if I am not mistaken, and the other members that they made no decision on those 15 ballots; that they merely laid them before this body for decision. Mr. Aaron, upon the suggestion of some member (certainly he was permitted to do it), took those 15 proxies, and went over them, and explained in what manner he came by them—which came to him with instructions, and which ones did not. That was all that was done so far as any action was concerned until somebody made a motion, exactly in the words that I remember that my friend who was on the Committee alleged, and exactly as Mr. Aaron remembers, that those votes of the 15 which were sent to the Secretary-Editor in his official capacity without instructions should be discarded; and that was carried. Nothing can be plainer than that those which did come with instructions are here upon just as good a right as we are here. And it seems to me that it is perfectly fair, and in order, that that decision of the body should be observed without any further discussion.

Mr. Luscomb.—I rise to a point of order. My point of order is, that the Committee reported two things; they reported a list of those proxies that were all right, and they reported another list of proxies that they did not recommend. The list of proxies that were all right was adopted; of the others, the first one, that of Mr. Abbott, was rejected; and with reference to the rest of them this motion was made in the way that has been suggested—that proxies that were uninstructed and sent to the Secretary-Editor officially could not be used. It makes no difference what the form of that was. Those that have been adopted are our regular voting list. These others are not the voting list; they have not been accepted; they have not been adopted. And whatever was the equivocal language that was used, whether it covered them or not, they cannot be voted now, and are not entitled to be voted on at the present time.

Dr. Butler.—Mr. President, I would like to inquire, is this to be an open ballot or a secret ballot? I understand the call for a proxy vote would make it a *viva voce vote*.

A Voice.—It is not a secret ballot and never has been.

Mr. Hayes.—I move it be an open vote, to save time. I think none of us will have any objection to showing our hands, and show how we are to vote.

Mr. Aaron.—Mr. President, heretofore it was a secret ballot. It certainly was in Buffalo in 1885, when we had three or four ballots on the Treasurer, or the Vice-President, or somebody—we had three or four or five candidates. It has been a secret ballot heretofore.

Mr. Stall.—Mr. President, might not this settle the whole difficulty? Let those present vote by ballot, and the proxies be voted as they are called.

Dr. Emery.—I move that the Representative that has the proxy be called, and that he step up and deposit whatever he claims he has a right to vote—present a ballot with his name and the figure. There are gentlemen here who hold instructions, who desire to cast one vote for one man, and one vote for another; and I think a man should cast one vote for each vote he is entitled to. If a man is entitled to four votes, let him take those four votes and cast them; and the tellers can see that he casts exactly four votes; and there cannot be any misunderstanding about it.

Mr. Aaron, I think the man who wants to split his vote can say, "For so and so, three votes, and for so and so, such a number. I do not see any reason why we should fill up some high hat with tons of paper. [Laughter.]

Mr. Dunn.—That is the proper way. In all such occasions like this, where proxy votes are called, the order is for the person voting to write his name and the number of votes he casts, and how he votes them, on one ballot. If I cast seven ballots, and vote four for one man, and three for another, I have a perfect right to do so on my ballot; but all my votes must be on one ballot, and my name must be on it, in order that the Secretary and Tellers may see that I vote no more than I am entitled to.

The President.—Gentlemen, I am disposed to do this according to your pleasure.

Mr. Hayes.—I made a motion, Mr. President, that that be an open ballot, and that was seconded.

The President.—I did not hear it seconded.

A Voice.—It was seconded.

Dr. Emery.—I would like to ask if we are not compelled to deposit a ballot.

Mr. Dunn.—It is easy enough to write out a ballot.

Mr. Hayes.—I withdraw that motion I made.

Mr. Harris.—Mr. President, I suggest that Mr. Dunn's suggestion be adopted, and every gentleman step forward as his name is called, and deposit his vote.

The President.—I was just about to state that I thought Mr. Dunn's plan was the correct one.

Mr. Aaron.—Mr. President, may I ask another question that is not very clear in the minds of some of us? We have not heard this list. Can a Representative who thinks he is entitled to vote four votes vote them, and then, if he is entitled to vote but three by this report, he will lose one vote, or will one be counted off? I would like to know about that, or else it would be better to read this list.

The President.—I think the proper thing to do would be to read the list—to first read the list of those entitled to vote and how many.

Mr. Harris.—Mr. President, I think it will save time to have the list read, and let the gentlemen walk up and deposit the ballots at the same time. A member then knows how many proxies he can vote for—instead of reading this twice.

The President.—Exactly. As soon as the gentlemen are ready to commence voting the Secretary will read the names.

Mr. Bartlett.—Mr. President, wouldn't it be well to explain to the gentlemen exactly in what manner they are to cast their votes, in order that no gentleman would lose a vote by a mere clerical error.

Mr. Dunn.—Everybody knows how I vote. I have on it, "James R. Dunn—seven votes for Abbot Bassett." That is the kind of ballot that is voted, as a protection to us, in corporations that I have voted in, consequently I think it is right here. I am not doing any electioneering, or anything of that kind, but just showing you how I stand. That is the proper way to fill out the proxy.

The President.—We are now ready to proceed.

Mr. Gulick—There is another question; I don't know that it is important, but it might arise. There happen to be two Abbotts—I have heard two Abbotts mentioned; and it will perhaps be advisable for the full name of the candidate to be put in.

The President.—I do not think it at all essential that the initial should be placed on the ticket. There is no chance for misconstruction.

The roll was here called, and the election proceeded with.

The President stated that he would not cast a vote, as he did not think it was the proper thing that he should vote.

Mr. Kirkpatrick (in the Chair).—Gentlemen, the tellers are ready to report upon the ballot. Mr. Butler, will you give us the report?

Dr. Butler.—Mr. Chairman and gentlemen, your tellers beg leave to report the result of the ballot for the Secretary-Editor of the League as follows:

Whole number of votes cast 136
Of which Mr. Abbot Bassett received 85
And Mr. J. A. Wells 51

making a majority for Mr. Bassett of 34 votes. [Applause.]

Mr. Kirkpatrick.—Gentlemen, you have heard the result of the ballot. Mr. Abbot Bassett is elected.

At 11.15 P. M., on motion of Mr. Luscomb, the meeting was declared adjourned to 9.30 o'clock Tuesday morning.

Official Announcements.

IMPORTANT.

ROUTES TO THE ST. LOUIS MEET.

This department is already in receipt of letters of inquiry regarding best routes to the coming meet at St. Louis in May. Authentic information as far west as Cleveland, O., is now on hand, but west of Cleveland, such information as is on hand is very meagre and unsatisfactory.

I desire specific and authentic information of the best routes and riding from Cleveland to Massillon, thence to Indianapolis, and thence to St. Louis.

The information, to be of use, must be forthcoming immediately; so now, League members, and others of this comparatively unknown district, arise! and let us within the next ten days be in possession of all details.

State distances from town to town, material of road, hilly or level, condition of the riding, and full directions for following the road.

Trusting that this appeal will meet with a hearty response, I remain

Fraternally,
A. B. BARKMAN,
Bookmaster and Chairman Bureau of Information,
No. 608 Fourth Ave., Brooklyn.

Renewals crowded out this week by press of matter.

APPLICATIONS FOR MEMBERSHIP.

No. 73—Total, 170.

PHILADELPHIA, PA., February 8th, 1887.

ARKANSAS—1.

Unattached—1
13459 Smith, Samuel G., Heckatoo.

CALIFORNIA DIVISION—3.

Oakland Ramblers—1.
13460 Lyon, W. Parker, 912 Washington St., Oakland.
Unattached—2.
13497 Melendy, H. Whaites, 14 Battery St., San Francisco.
13610 Ruggles, J. D., Jr., 2210 Jackson St., "

CONNECTICUT DIVISION—17.

Connecticut Bi. Club—6.
13461 Barnard, W. H., Hartford.
13462 Hyde, F. E., "
13463 Rathbun, F. D., "
13464 Saunders, H. H., "
13465 Storrs, W. M., "
13466 Tolles, C. L., "
Naugatuck Bi. Club—1.
13569 Hoadley, Charles H., Naugatuck.
New Britain Cycle Club—1.
13589 Flagg, H. W., 25 S. High St., New Britain.
New Haven Bi. Club—3.
13448 Backus, H. C., Forbes Ave. Annex, New Haven.
13553 Mattoon, A. W., 52 Trumbull St., "
13554 Vann, B. E., 75 Admiral St., "
Winsted Wheel Club—1.
13587 Holabird, William S., 91 Prospect St., West Winsted.
Unattached—6
13602 Briggs, Charles O., East Canaan.
13546 Merritt, Schuyler, Stamford
13449 Richman, Oliver, North Manchester.
13450 Scott, H. Walter, "
13496 Selisam, George, Box 1990, Bridgeport.
13512 Sutton, L. A., New Canaan.

DAKOTA—1.

Unattached—1.
13551 Gillespie, John H., Mitchell.

DELAWARE DIVISION—1.

Wilmington Wheel Club—1.
13525 Jefferis, Albert, 828 Madison St., Wilmington.

DISTRICT OF COLUMBIA DIVISION—1.

Washington Cycle Club—1.
13590 Wilmarth, Walter G., 1145 21st St. N.W., Washington.

ILLINOIS DIVISION—7.

Evanston Bi. Club—1.
13601 Jenks, Livingston, Evanston.
Unattached—4.
13600 Cotton, W. B., Rockford.
13451 Fish, H. M., 707 Benton St., Joliet.
13586 Lockwood, Charles H., 118 Park Ave., Joliet.
13547 Meyer, L. L., Havana.

INDIANA DIVISION—2.

Unattached—2.
13513 Kepler, Lynn E., Cambridge City.
13514 Young, Isaac B., Connersville.

IOWA DIVISION—1.

Unattached—1.
13452 Luce, F. A., Sioux City.

KANSAS DIVISION—8.

Concordia Bi. Club—1.
13533 Tyner, Elonzo, Concordia.
Paola Wheelmen—1.
13550 Buxton, J. F., Paola.
Topeka Wheelmen—1.
13617 Hixon, W. F., Topeka.
Unattached—5.
13532 Branch, Walter T., Kirwin,
13485 Carruthers, James R., 509 S. 9th St., Salina.
13540 DeLong, Oscar A., Wichita.
13552 Peterson, Ben, Oak St., Ottawa.
13555 Wrightsmann, B. J., "

KENTUCKY DIVISION—1.

Louisville Wheel Club—1.
13599 Noriega, F. X., 1410 12th St., Louisville.

MARYLAND DIVISION—1.

Unattached—1.
13527 Gail, G. W., Jr., care G. W. Gail, Ax, Baltimore.

MASSACHUSETTS DIVISION—30.

Boston Bi. Club—1.
13562 Child, A. Kennedy, 79 Franklin St., Boston.
Cambridge Bi. Club—1.
13578 Haartz, F. W., 2 Wyatt St., Somerville.
13577 Hayes, C. A., West Somerville.
13560 Hunnisten, F. R., 19 Shepard St. Cambridge.
13581 Mackiernen, T., Somerset Club, Boston.
13582 Ryder, Everett T., 12 Magazine St., Cambridgeport.
13583 Stone, William S., 33 Bowker St., Boston.
Chelsea Cycle Club—1.
13577 Conner, Harry W., cor. Shurtleff and Middlesex Sts., Chelsea.
Columbia Bi. Club—5.
13505 Bens, John. N. Attleboro.
13506 Doran, J. E., Attleboro Falls.
13507 Guild, Fred, N. Attleboro.
13508 Randall, Ray, "
13509 Swift, W. F., "
Hyde Park Bi. Club—6.
S Bayden, J., Hyde Park.
Carter, H. M., "
G loup, E., "
Higgins, O M., "
Meiggs, C. "
2 Norris, F. E., "
Northampton Wheel Club—1.
3606 Partridge, Fred F., Northampton.
Somerville Cycle Club—5.
13473 Bean, J. W., Somerville.
13474 Dodge, H. J. S., Elm Street, Somerville.
13475 Lawrence, W. E., 41 Franklin St., "
13476 Littlefield, H. S., Glen St., "
13477 Thompson, W. L., Marshall St., "
Unattached—5.
13453 Coombs, James Wahlroth, 16 Little's Blk., Cambridge.
13510 Huffbauer, Otto A., 219 Pine St., Holyoke.
13588 Knights, George L., Amesbury.
13595 Smith, Earnest, 28 State St., Boston.
13570 White, A. T., Acushnet.

MICHIGAN DIVISION—3.

Grand Rapids Bi. Club—1.
13607 Mellville, Wm., 17 Caledonia St., Grand Rapids.
Unattached—2.
13511 Gordon, Elden M., Box 893 Flint.
13598 Street, W. F., Caro.

MISSOURI DIVISION—7.

Missouri Bi. Club—5.
13549 Blossom, Russell, 217 N. 3d St., St. Louis.
13529 Christensen, L. C., 404 N. 2d St., "
13596 Hubbell, Ira C., 302 Washington Ave., St. Louis.
13530 Sharpe, R. J., care Simmons Hdw Co., St. Louis.
13531 Simkins, A. T., 3820 Washington Ave., "
Unattached—2.
13494 Fisher, Samuel E., Fulton.
13495 Wenger, Jacob, "

NEBRASKA DIVISION—5.

Omaha Wheel Club—1.
13498 Clarke, Walter G., 1113 Farnum St., Omaha.
Plum Creek Wheel Club—2.
13497 Eaton, Joel, Plum Creek.
13500 Gilmore, Charles W., Plum Creek.
Unattached—2.
13501 Coombe, Florence M., 1413 Douglas St., Omaha.
13502 Smith, Ed. B., Neb. Telephone Co., "

NEW JERSEY DIVISION—7.

Passaic County Wheelmen—3
13478 Finch, Charles, Passaic.
13479 Frishee, Hector, "
13480 Shuit, Fred, "
Trenton Bi. Club—3.
13573 Crozer, E. H., 521 E. State St., Trenton.
13574 Moore, A. W., 169 Greenwood Ave., Trenton.
13575 Watson, Walton M., 102 S. Clinton St., Trenton.
Unattached—1.
13493 Powell, Robert, Box 46, Burlington.

NEW YORK DIVISION—38.

Albany Wheelmen—1.
13515 Fuhrmann, M. Calvin, 365 Broadway, Albany.
County Seat Wheelmen—1.
13481 Lewis, Wilbur F., Goshen.
Facile Bi. Club—1.
13615 Angell, Edw. B., M. D., 261 Alexander St., Rochester.
Genesee Bi. Club—1.
13454 Van Fleet, C. W., Box 229, Rochester.
Greenwich Wheelmen—1.
13516 Bosworth, Harry A., Greenwich.
Harlem Wheelmen—6.
13534 Bangs, McKendell, 313 E. 125th St., New York. "
13515 Graham, Leo, 873 Broadway, "
13536 Halsey, Joseph B., 45 E. 11th St., "
13537 Hoffmann, William H., 109 E. 73d st., "
13538 Lamann, E. E., 106 E. 120th St., "
13539 McLean, Malcolm, 31 E. 126th St., "
Ilderan Bi. Club—1.
13486 Sheffield, W. E., 362 First St., Brooklyn.
Kings County Wheelmen—1.
13456 Ranken, H., 182 Hooper St, Brooklyn.
Long Island Wheelmen—6.
13556 Edgerton, F. O., 439 Greene Ave., Bronklyn.
13557 Healey, C. L., 18 Broadway, New York.
13558 Palmer, A. E., 208 St. Mark's Ave., Brooklyn.
13559 Roth, W. H., 1145 Bedford Ave., "
13560 Share, F. P., 336 Navy St., "
13561 Sniffen, James B., 48 Cliff St., New York.
Troy Bi. Club—1.
13591 Cook, Robley D., 14 Watkyns Blk., Troy.
Unattached—13.
13616 Arnold, Charles H., 41 Rowley St., Rochester.
13563 Beaumont, J. L., Gainesville.
13564 Bristol, F. M., "
13548 DeMott, H. M., Box 36, Brooklyn.
13565 Gale, Walter B., Norwich.
13614 Hedge, Frank G., 106 Monroe St., Brooklyn.
13187 Hotchkiss, A. L., Port Jervis.
13572 Joscelyn, Louis J., 70 W. 11th St., New York.
13593 Monty, J. P., Sandy Hill.
13597 Morris, Eugene, 2 High St., Newburgh.
13592 Munro, William K., Box 691, Cohoes.
13455 Nafis, Burroughs, Woodside, L. I.
13576 Norton, F. E., Warsaw.
13482 Parkin, Charles E., 314 W. 31st St., New York.
13603 Pierson, S. J., 110 W. Water St., Elmira.
13488 Sweitzer, Henry B., Williamsville.
13489 Sweitzer, George F., "
13566 Wighman, Frank L., Norwich.

OHIO DIVISION—6.

Marion Bi. Club—1.
13526 Scofield, George B., Marion.
Richland Ramblers—3.
13611 Gilbert, E. J., Mansfield.
13612 Harn, W. F., "
13613 Huggins, F. M., "
Unattached—3.
13608 Blackmore, George, Painesville.
13584 Fowler, R. S., 18 W. 1st St., Dayton.
13585 McMahon, Owen, South Charleston.

PENNSYLVANIA DIVISION—28.

Blossburg Cyclers—2.
13490 Cook, I. H., Blossburg.
13491 Webb, Frank W., Blossburg.
Century Wheelmen—7.
13518 Beitler, Lewis E., 1527 North St., Philadelphia.
519 Collins, Philip S., 603 Brown St., "
14520 Früh, Ernest, M. D., 1225 Oxford St., "
13521 Früh, G. A., " "
522 Knop, B. G., 1763 Warnock St., "
23523 Pedrick, A. D., 1627 Poplar St., "
13524 Sadler, Wm., Jr., 1426 Columbia Ave., "
Keystone Bi. Club—1.
13581 Smith, Benjamin D., 120 Fifth Ave., Pittsburgh.
Pennsylvania Bi. Club—2.
13528 Gillingham, Horace P., 237 S. 3d St., Philadelphia.
Scranton Bi. Club—1.
13517 Godfrey, F. S., Scranton.
Sewickley Valley Wheelmen—2.
13483 Gilmore, J. R., Sewickley.
13484 McKown, A. W., "
Wilkes-Barre Bi. Club—1.
13457 Engelbert, J. R., Wilkes-Barre.
Unattached—3.
13458 Konigmacher, C., Ephrata.
13568 Patterson, W. R., Kittanning.
13542 Powell, E. C., Ridgway.

RHODE ISLAND DIVISION—1.

Rhode Island Wheelmen—1.
13594 Barnes, David L., 58 College St., Providence.

TENNESSEE DIVISION—3.

Nashville Bi. Club—1.
13604 McNish, T. H., Meth. Pub. House, Nashville.
Unattached—2.
13571 Baker, Lewis, 103 Union St, Memphis.
13605 Whiteman, F. S., Meth. Pub. House, Nashville.

UTAH—1.

Unattached—1.
13609 Mears, George A., 218 E. 2d South St., Salt Lake City.

VIRGINIA DIVISION—1.

Unattached—1.
13492 Leonard, M. B., 520 N. 4th St., Richmond.

WEST VIRGINIA DIVISION—4.

Unattached—4.
13567 Bastable, Milton, Buckhannon.
13543 Goetze, Charles R., Wheeling.
13544 Thayer, G. T., Charleston.
13545 Van Gilder, A. C., Point Pleasant.

WISCONSIN—2.

Unattached—2
13503 Keller, Emil H., Sheboygan.
13524 Prescott, Anson. "

ORDER NOW.

Last year there was some delay in filling orders for the League outfits for the reason that they all rushed in at once from different parts of the country. If members would take the trouble to order what they want before they actually want the things to wear annoying delays would be avoided. Special attention is called to Ira Perego's page advertisement and his call to "order early." He has made some important reductions in the prices of the goods which he announces, that will be appreciated by our League men. The regulation helmet has been reduced in price to $1.50, and the regulation cloth vizor cap has also been reduced to $1.50. He offers something new in the L. A. W. belt that promises to be very popular. It is handsomely made, of silk, with silvered trimmings, and the letters L. A. W. embossed on the "S" clasp. This belt his advertisement announces at $1. He has made a large reduction in the price of the regulation hose. The old price was $1.50, but it is now $1.10, and they will be sent by mail upon receipt of that price. Several domestic manufacturers have endeavored to imitate this hose but have succeeded only in putting a very inferior arti-


RUDGE TELEPHONE MAN.

Hello!

Before you make up your mind for 1887, see the Rudge Bicycles, Tricycles, and afeties.

Catalogue ready very soon.

Cast your eye on page 108.

Any bicycle is good enough

If it has compressed cushioned tires;
Bown's adjustable ball bearings all round;
is every ounce forged steel;
has a detachable saddle;
and has square rubber pedals.

If you do not know of such a machine, send to the Overman Wheel Company for a suggestion.

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Patent Attorney and Mechanical Engineer,
Room 47, St. Cloud Building, Washington, D. C.

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GEO. O. BEACH, 63 East 125th St., N. Y.

WANTED FOR CASH, OR IN EXCHANGE FOR NEW MACHINE.—Good second-hand bicycle and tricycle. Give make, finish, style bearings; state when new, exact condition, bottom price. NEW YORK BICYCLE CO., 38 Park Place.

FOR SALE.—Kangaroo bicycle in fine order every way. Ball bearings all round. Price, $75 (a bargain). Address, FRANK P. HUDNUT, M. D., 57 Hancock St., Brooklyn, N. Y.

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A. A. C., L. A. W.

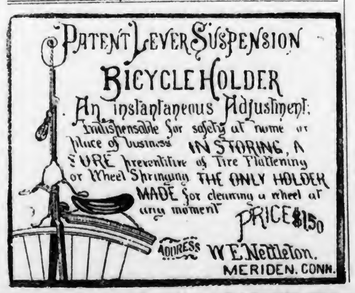
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DEALERS!

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"IDEAL" QUININE & SULPHUR SOAP.

There is no skin disease this soap will not benefit

STOP SCRATCHING!!

WELL, WHY NOT?

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Ask any dealer in Toilet Soaps for it. Or sent to any address, postpaid, 25 cents per cake, 3 cakes for 60 cents. Q. & S. Shaving Soap, 15 cents
VAIL BROTHERS, 239 Market Street, Philadelphia, Pa.

USE IDEAL TOOTH POWDER. Price, 25 cents per Bottle.

ROYAL
Fire Insurance Co.
OF LIVERPOOL, ENGLAND.

ESTABLISHED 1845.

Head Office Metropolitan District:
ROYAL INSURANCE BUILDING,
50 Wall St., N. Y.

TRUSTEES:

JACOB D. VERMILYE, E. F. BEDDALL, Manager,
HENRY PARISH, WM. W. HENSHAW,
OSGOOD WELSH, Ass't Manager.

If you want to come out in the Spring with your Bicycle or Tricycle looking like new, before putting your machine away use a bottle of

ARDILL'S
EUREKA ENAMEL!

For Re-enamelling up or entirely re-enamelling
BICYCLES AND TRICYCLES

Is the Machine "DID IT"



Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a **Jet Black** enamel surface in **One Operation.** It is thoroughly impervious to wet, cold, or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A suitable Brush given with each bottle.**

Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.,
152 to 158 Congress St., Boston.
Special terms to the trade.

STEEL BALLS OF BEST CAST STEEL.

For Anti-Friction Bearings.
Hardened, Ground, and Burnished
3-16" to 3" diam. Samples and Prices on application.
Simonds Rolling-Machine Co., Fitchburg, Mass.

SALESMEN WANTED!!
SALARY AND EXPENSES PAID!!

For terms and particulars address (*mention this paper*),
W. R. McNARY & CO., Nurserymen, Dayton, Ohio.

NOW

is the time to secure a bargain, as we must make room for new stock; hence a **CLEARANCE SALE.** *Note Prices.*

List No.	Size.	Bearings.	Make.	Finish.	Condition.	Price New.	Price.
318	36	Ball	Facile	Enamel	1st Class	$130 00	$65 00
257	36-54	"	Kangaroo	"	Good	130 00	60 00
353	48	Plain	Star	Nickel	Good	100 00	50 00
348	48	Ball	Expert	"	1885 Pattern	137 50	90 00
323	48	"	Rudge	Enamel	1st Class	137 50	95 00
*316	51	Plain	Star	"	Good	80 00	40 00
324	54	Ball	Victor	Nickel	"	140 00	75 00
328	54	"	Harvard	"	"	160 00	80 00
331	54	"	Expert	"	1st Class	145 00	95 00
308	54	"	"	Enamel	"	135 00	85 00
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BROWNING, KING & CO.,

406, 408, 410 and 412 BROOME STREET, NEW YORK.

THE ONLY OFFICIAL CONTRACTORS FOR THE

LEAGUE UNIFORM.

LIST OF PRICES:

Plaited Blouse, $9.50; Knee Breeches, $6.00; Suit, $15.50. Regulation League Cloth, made by the Middlesex Mills, cost $2.00 per yard. League Buttons, large size, 5 cents each; Small size, 2½ cents each. Full set for suit, 55 cents.

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210 and 212 N. Broadway, St. Louis, Mo.
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All orders must be accompanied by League number

NOVEL AND SPECIAL SALE

OF

BICYCLES.

We have decided to discontinue further importation of bicycles and confine ourselves entirely to a high-grade wheel of domestic manufacture. Our reason for this is, first, being so far removed from the base of supplies that even with the largest stock and the most careful forethought we were more or less unable to fill our orders promptly, which resulted in great annoyance both to ourselves and our customers. Furthermore, the very heavy expenses attached to the importation of wheels leaves far from a reasonable or satisfactory profit, and any change in construction, if ever so slight, requires such a length of time that the season is practically over before the consumer gets the benefit of it. We have explained thus fully in order that the wheelmen may understand our reasons for this great reduction in the prices of our wheels. Before putting in our new line, we propose to adopt a novel method of disposing of the few wheels we have on hand, and all will readily see that this is an unusual chance to procure a wheel at less than cost. In the following pages will be found a full description and list of our wheels now in stock, numbered in such a way that they can be easily ordered. We have made this list showing the original selling price and the present asking price on an out-and-out sale. In addition to this, we propose to accept bids on any machine in the list up to April 1st, which bids will be carefully recorded, and any wheels that have not been sold at the full prices on that date will be forwarded to the highest bidder. In order that the manner of bidding may be thoroughly understood, we have on a following page a form of blank which may be copied or cut from this paper, and forwarded to us properly filled out. To insure the genuineness of the bids each bid must be accompanied by a cash deposit of $5.00, for which amount a receipt will be sent showing on which number of machine the offer has been made, and in the event the machine has been sold under the circumstances above mentioned, or there has been a higher offer made, the money will be refunded April 1st. Offers can be made on a number of different wheels, but we request a preference if any be stated.

A glance at the list will show all wheels to be high-class, standard goods, second to none, and in every instance been entirely satisfactory both to ourselves and the purchasers. The following pages will contain cuts and full description of each wheel, so those who are not familiar with the wheel will be able to judge. We fully understand this will result in a great loss to us, but we believe wheelmen will appreciate the opportunity of getting a fine wheel at a large reduction.

SPECIAL EXPLANATORY NOTE.

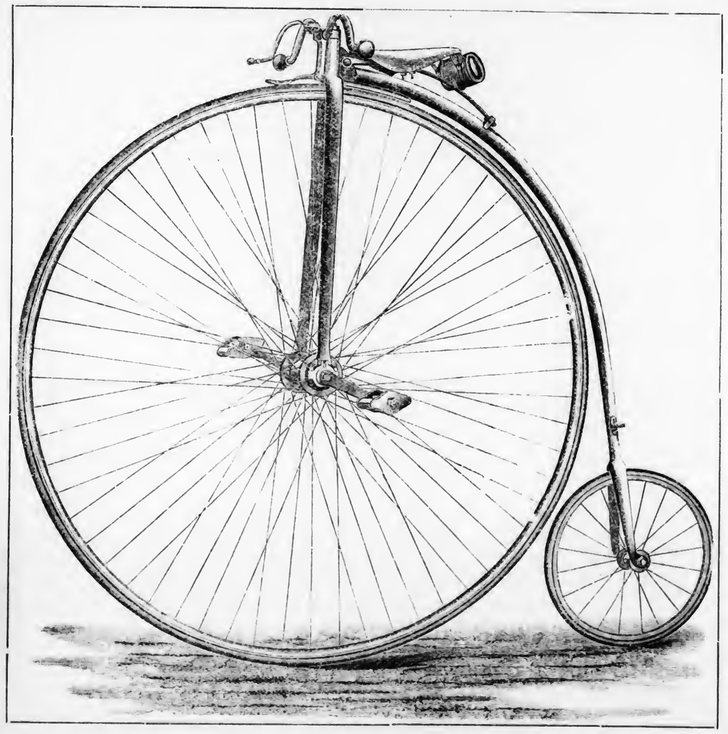
Our stock is divided between our New York and Chicago houses; to prevent mistakes in keeping records, we have prefixed a cipher to numbers of wheels in the New York house. For example: Wheel No. 015 is in the New York store, while No. 15 is in the Chicago store, and correspondence and bids should be directed in accordance therewith.

A. G. SPALDING & BROS.,

241 Broadway, New York. **108 Madison Street, Chicago, Ill.**

THE "SPALDING,"

The Best Road Wheel in the Market.



A high grade full roadster bicycle; direct Tangent Spokes, Warwick hollow rims, hollow Forks and backbone, balls to both wheels, head, handle bar and all bright parts nickeled, balance enameled. Light, Strong, Handsome. You will like it.

A. G. SPALDING & BROS.,

241 Broadway, New York, **108 Madison Street, Chicago, Ill.**

THE SPALDING.

No.			Old Price.	Special Price.
01	50-inch,	Nickel-Plated, new,	$142 50	$125 00
03	58 "	" "	155 00	125 00
04	58 "	" "	155 00	125 00
05	58 "	" "	155 00	125 00
010	48 "	Enameled, Parts Plated, "	130 00	115 00
011	50 "	" " " "	132 50	115 00
012	50 "	" " " "	132 50	115 00
013	50 "	" " " "	132 50	115 00
015	52 "	Full Enamel, 1885, "	135 00	110 00
016	52 "	Enameled, Parts Plated, "	135 00	115 00
017	52 "	" " " "	135 00	115 00
018	52 "	" " " "	135 00	115 00
020	52 "	Full Enamel, 1885, "	135 00	110 00
021	54 "	Enameled, Parts Plated, "	137 50	115 00
022	54 "	" " " "	137 50	115 00
023	54 "	Full Enamel, 1885, "	137 50	110 00
025	56 "	" " " "	140 00	110 00
026	56 "	Light Roadster, Enameled, "	140 00	115 00
027	58 "	" " " "	142 50	115 00
028	60 "	" " " "	145 00	115 00
029	52 "	Royal Premier, 1887, Enameled, "	140 00	125 00
1	48 "	Enameled, Parts Plated, "	130 00	115 00
2	48 "	" " " "	130 00	115 00
4	50 "	" " " "	132 50	115 00
6	50 "	" " " "	132 50	115
7	52 "	" " " "	135 00	11
9	52 "	" " " "	135 00	
10	54 "	" " " "	137 50	
11	54 "	" " " "	137 50	
13	54 "	" " " "	137 50	
14	56 "	" " " "	140 00	
15	58 "	" " " "	142 50	
16	60 "	" " " "	145 00	
17	48 "	Nickel Plated, "	142 50	11
18	50 "	" " "	145 00	12
19	52 "	" " "	147 50	125
20	52 "	" " "	147 50	125 0
23	52 "	" " "	147 50	125 00
24	54 "	" " "	150 00	125 00
25	54 "	" " "	150 00	125 00
26	56 "	" " "	152 50	125 00
27	56 "	" " "	152 50	125 00
28	58 "	" " "	155 00	125 00

A. G. SPALDING & BROS.,

241 Broadway, N. Y. **108 Madison Street, Chicago, Ill.**

AMERICAN PREMIER.

This wheel has been on the market for four seasons, and from time to time has been improved, until now it ranks well up as a high-class wheel, and it has won favor wherever used. Enamel finish with head, handle bar, and all bright parts nickeled, balls to front and rear wheels, hollow forks and backbone:

No.			Old Price.	Special Price.
040.	46-inch,	Full Nickel, new,	$100 00	$95 00
041.	50 "	" "	105 00	95 00
042.	50 "	" "	105 00	95 00
043.	52 "	" "	107 50	95 00
044.	54 "	" "	110 00	95 00
045.	56 "	" "	112 50	95 00
050.	48 "	Enameled, Parts Nickel, "	90 00	80 00
051.	48 "	" " " "	90 00	80 00
054.	50 "	" " " "	92 50	80 00
055.	50 "	" " " "	92 50	80 00
057.	52 "	" " " "	95 00	80 00
43.	48 "	" " " "	90 00	80 00
44.	48 "	" " " "	90 00	80 00
45.	50 "	" " " "	92 50	80 00
47.	50 "	" " " "	92 50	80 00
48.	52 "	" " " "	95 00	80 00
49.	54 "	" " " "	97 50	80 00
50.	54 "	" " " "	97 50	80 00
51.	56 "	" " " "	100 00	80 00
52.	50 "	Full Nickel, "	105 00	95 00
53.	50 "	" "	105 00	95 00
54.	54 "	" "	110 00	95 00
55.	56 "	" "	112 50	95 00

KANGAROO SAFETY.

Safety has held its own against all comers, and to-day is the best known and most popular and desirable Safety has elements of safety and ease of running not yet attained or approached on other Safeties, and if you try it good hill climber; an excellent coaster:

			Old Price.	Special Price.
	ameled,	36-inch geared to 54, new,	$130 00	$100 00
	"	36 " " " 54, "	130 00	100 00
	"	36 " " " 52, "	130 00	100 00
	"	35 " " " 52, "	130 00	100 00
	"	35 " " " 52, "	130 00	100 00
	"	38 " " " 57, "	130 00	100 00
66.	"	38 " " " 57 "	130 00	100 00
67.	"	38 " " " 57 "	130 00	100 00
068.	"	38 " " " 50 "	130 00	100 00
069.	"	38 " " " 57 "	130 00	100 00
070.	"	38 " " " 50 "	130 00	100 00
072.	"	35 " " " 52 "	130 00	100 00
30.	"	36 " " " 54 "	130 00	100 00
31.	"	36 " " " 54 "	130 00	100 00
32.	"	38 " " " 57 "	130 00	100 00
33.	"	35 " " " 52 "	130 00	100 00
34.	3 machines geared 36 to 54, new, each,		130 00	100 00

A. G. SPALDING & BROS.,

241 BROADWAY, N. Y. 108 MADISON STREET, CHICAGO, ILL.

HUMBER

BICYCLES AND TRICYCLES.

The Humber wheels, both Bicycles and Tricycles, are recognized everywhere as the very highest grade of goods. They need no extended description. There are but few in this list, and this is a rare chance to get one:

No.		Old Price.	Special Price.
0102.	50-inch Bicycle, Enameled, new,	$150 00	$125 00
0103.	50 " " " "	150 00	125 00
0104.	50 " " " "	150 00	125 00
0105.	54 " " " "	155 00	125 00

TANDEMS.

0110.	Entirely New, Latest Pattern,	$260 00	$240 00
0111.	" " " "	260 00	240 00
0112.	Latest Pattern, slightly scratched,	260 00	225
0114.	" " used once,	260 00	
0115.	" " used as sample,	260 00	
57.	Entirely New, Latest Pattern,	260 00	

HUMBER CRIPPERS.

0120.	Latest Style, slightly marred,	$180 00	$16
0121.	" " used as sample,	180 00	160
0122.	" " used once,	180 00	160 00
0123.	" " "	180 00	160 00
56.	Entirely New, Latest Pattern,	180 00	165 00

TAKE SPECIAL NOTICE of this list of NEW wheels all of which are the latest 1886 patterns, and all standard goo in the market to-day. This offer will positively be discontinued after April 1st, 1887.

We solicit correspondence.

A. G. SPALDING & BROS.,

241 Broadway, New York. **108 Madison Street, Chicago, Ill.**

RACERS.

There are many who, for their own pleasure, would occasionally like to "speed themselves" on the track, but the heavy expense of having to pay a high price for a racing wheel deters many from entering into the sport. Here is a chance to get a $140 wheel for $90. Woodside's magnificent riding during the last season was done on a *Spalding Racer*, when he won more first prizes than any other professional. Any one desiring a fine racing wheel should get it now:

No.		List Price.	Special Price.
0201.	52-inch Enameled, used once,	$140 00	$85 00
0202.	54 " " " "	140 00	90 00
0203.	56 " " " three times,	145 00	90 00
0206.	58 " " new,	150 00	100 00
0204.	57 " " "	150 00	100 00
0214.	55 " " good as new,	145 00	90 00
0207.	57 " Humber, new,	150 00	100 00
0208.	55 " " used once,	145 00	95 00
0217.	58 " " new,	150 00	100 00

HECLA YOUTHS',

S' CHEAP WHEEL, RUBBER TIRE, STRONG AND SERVICEABLE.

	Old Price.	Special Price.
8 inches,	$12 50	$9 00
"	18 00	13 00
"	35 00	21 00

A. G. SPALDING & BROS.,

roadway, N. Y., **108 Madison St., Chicago.**

.....1887

071.

SRS. A. G. SPALDING & BROS.

GENTLEMEN:—Inclosed herewith please find $5.00. I wish to enter a bid of $——— on wheel No. ———, as per your advertisement in the L. A. W. BULLETIN.

Name,.....

City or Town,.....

State,.....

Before purchasing your mount for this year, see the celebrated

"ROVER" BICYCLE.

FITTED WITH EVERY POSSIBLE IMPROVEMENT.

Faster than a Bicycle.

Safer than a Tricycle.



The "ROVER" BICYCLE as ridden by the Right Honorable Viscount Bury, President of the National Cyclists' Union.

No Skidding or Side-Slipping on Greasy Roads

And no Fear of Falls.

Starley's new Patent Spring Fork is now ready, whereby entire insulation from shocks is obtained in handles, pedals, and seat.

This Fork can also be applied to any tricycle.

Price-lists, testimonials, etc. (including one from Viscount Bury, which every rider should read), post free.

Complete catalogue of all our machines, 2 stamps.

STARLEY & SUTTON, Meteor Works, - Coventry, England.



Ira Perego

128 and 130 FULTON ST., 87 NASSAU ST.,
NEW YORK.

The only Official Outfitter to the L. A. W.

L. A. W. REGULATION CAP,	-	$1 75
" "	HELMET, -	1 75
" "	SHIRT, -	2 25
" "	HOSE, -	1 50
" "	SILK BELTS,	1 00

All orders must be accompanied by money order for the amount, also name and League number.

English C. T. C. Cloth, double width, $4.00 per yard.

Patented 1881. L. A. W. B[illegible]

For Gold Pi[illegible] Design, se[illegible]

CHAS. [illegible]

177 Mid[illegible]

The Desi[illegible]

Prices for handsome Solid[illegible] $3.50, $5.00, $7.00, and $8.00, a[illegible] ness (L) of gold. *Diamon[illegible]* $15.00 to $50.00 for the larger[illegible] $10.00 to $9.00 for the small s[illegible] for circular free. Orders by ma[illegible] ing money order and League [illegible] will receive prompt attention.

Also for sale in New York at M. J[illegible] lard & Co.'s, 680 Broadway; in Phil[illegible] phia by H. B. Hart, 811 Arch St.; in [illegible] ton by The Pope Mfg. Co.; in Chicago [illegible] The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.

TOBOGGANING!!

THE POPULAR TOBOGGAN.



SEND FOR CIRCULAR. DISCOUNTS TO CLUBS.

The most fascinating of winter sports.

Headquarters for Tobogganing Outfits.

Agents for the celebrated "PROCTOR" Tobo[illegible] which for STRENGTH and SPEED excels all oth[illegible]

NEW YORK BICYCLE CO.

38 Park Place.



BEFORE ◆ YOU ◆ BUY ◆ A ◆ BICYCLE

of any kind, send stamp to

A. W. GUMP, - Dayton, Ohio,

for Large Illustrated Price-List of New and Second-Hand Machines. Second-Hand Bicycles taken in Exchange and Bought for Cash.

Largest Stock of Second-Hand Bicycles in America.

BICYCLES REPAIRED and NICKEL-PLATED.

A. W. Gump, Dayton, Ohio.

SECOND-HAND GUNS TAKEN IN EXCHANGE FOR BICYCLES.

Mr. Alfred A. McCurdy made the accompanying remarkable record on a 48-inch **STAR** Bicycle over the Boston Cycle Club's 50 mile course, under A. C. U. Rules, breaking all previous records above 100 miles.

305 Miles in

The following are the new records accepted by the A. C. U.:

150 Miles,	10	hours	24	minutes	30	seconds.	
200 "	14	"	35	"			
250 "	18	"	58	"			
300 "	23	"	38	"			
302 3/16 "	23	"	48	"	50	"	
304 1/8 "	23	"	57	"	45	"	

The eight trips to and from his hotel to the point of starting carries the distance up to fully 305 miles.

★ WORLD'S RECORDS ★

This record proves most conclusively the superiority of the **STAR** over all crank action bicycles. This is McCurdy's fourth attempt at the 24 hour record, the first two trials being made on crank machines.

His present performance EXCELS BY 50 MILES his best effort on a crank bicycle weighing about 15 pounds less than his present mount.

24 hours

The STAR is the only bicycle that combines in the highest degree the qualities of safety, speed, and hill-climbing.

H. B. SMITH MACHINE CO.,

SMITHVILLE, N. J.



[illegible]ht in front.



[illegible]ustment in height in rear.



Adjustment in width.

When you buy, buy the best.

When you order your new mount, order it with only the old reliable

Lillibridge Saddle.

FOR SALE EVERYWHERE.

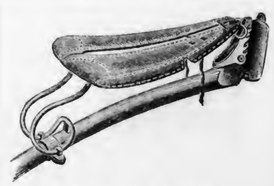
Price, Nickeled, - - $5.00

Adapted to all makes of machines.

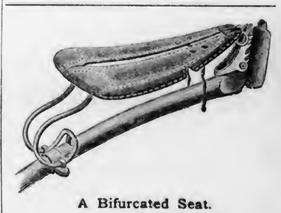
Special styles for the Safeties and Star.

FREEMAN LILLIBRIDGE,

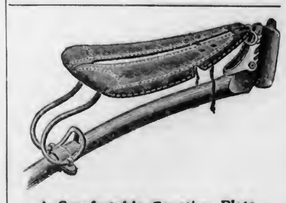
ROCKFORD, ILL.



Adjustment in length.



A Bifurcated Seat.



A Comfortable Coasting Plate.

ORDER AT ONCE AND SAVE DELAYS.

Ira Perego—Official Outfitter to the L. A. W.

These goods are of the best quality, fully up to the standard, and the prices have been reduced, as note the following:

THE REGULATION CLOTH HELMET.



THIS article of head-wear has been so generally worn as to need no special description. It is made in a very substantial manner, with ventilated sides and corrugated sweat band. The price last year was $1.75; this year the price is $1.50. The helmet cannot be sent by mail, as it is liable to injury.

THE REGULATION CLOTH VISOR CAP.



THIS cap gave the utmost satisfaction last year, and anticipating a large call for them this year, they have been made up in large orders so as to allow a reduction in price, but still hold to the past excellence. The price of the regulation cap is now $1.50. This cap can be sent by mail, and 10 cents extra must be sent for postage.

League

THE NEW L. A. W. BELT.



THIS is something new and has just been placed on the market, receiving great favor. The "S" clasp and trimmings are silvered, with the letters L. A. W. embossed on the clasp, the web is of silk and combines strength and lightness. A uniform can hardly be called complete without one. The price is $1.00 by mail, postpaid.

Ou

REGULATION HOSE.

THESE are the best goods of foreign manufacture, and it is a pleasure to announce an important reduction in the price. A large order has been placed with the English manufacturers who make them **exclusively** for our trade. The finest worsted is used and special care given to make a strong, serviceable article, and the price at which they are sold cannot be approached. Price per pair, $1.10, postpaid.



REGULATION FLANNEL SHI



MADE with turn-d
lar, pocket, and
cut on the same style as
sleeve, so as to be mode
tight fitting and not clum
in the way. Great care is e.
cised in the manufacture a
they are thoroughly substantial,
as their wearing qualities were
thoroughly tested last year, and
not a complaint was heard. Price, $2.25.

All orders must be accompanied by money order, with full name and League number.

IRA PEREGO, 128 and 130 Fulton St., N. Y.

BARGAINS!

Now is the time to buy Second-Hand Bicycles. Send size and price you wish to pay. Prices low. Send for Catalogue of the New Rapid.

WM. M. FRISBIE & CO.,
P. O. Drawer 64. New Haven, Conn.

★ NO PATENT! ★
THE STAR HOME TRAINER

Riding day or night, rain or shine. You can make it yourself. Cost, $3.00. Send 25 cents for cabinet photo. of it. Address
WILL H. LEIGH, Lock Box 24, BEAVER FALLS, PA.

BEST GOODS. LOWEST PRICES.

L. A. W. SUITS, - - - $12.00
JERSEY CLOTH SUITS, - - 13.00
CYCLISTS' TOURING CLUB SUITS, 13.00
All garments custom made.
Send for circulars and measure blanks.
Punnett, Tailor and Outfitter, - Rochester, N. Y.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE
Springfield Bicycle Manufacturing Co.
(Yost & McCune Patents),
19 PEARL STREET, BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest.
Do not buy a wheel before you see the Springfield Roadster.
Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, - $75.00.

JOHN P. LOVELL'S SONS, 147 Washington St., Boston, Sole Agents for New England.

THE "NEW AMERICAN" TRICYCLE.

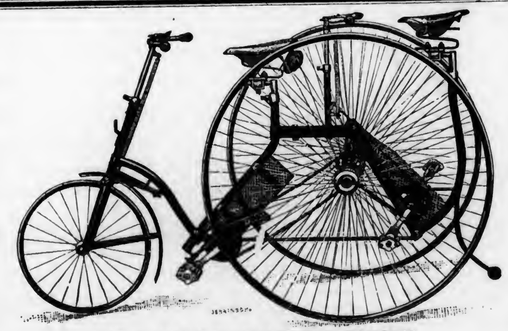
639 Arch Street, Philadelphia.

We make but one style of machine, and that the ***best.*** There are ***no extras.***

NO DEAD CENTRES. FULL POWER UTILIZED. CLIMBS ANY HILL.

The best machine for ladies, as there are no revolving pedals to catch the skirts. The only Tricycle that can be ridden equally well by lady or gentleman, grown person or child.

EITHER RIDER CAN STEER.
May be Ridden by Two Ladies.
HAS AUTOMATIC STEERING.
Reduces in Width to 27 inches.
Has Folding Handle Bar, for Easy Access to Front Seat.
Is the Most Unique Machine of its Class.



THE CUNARD CONVERTIBLE TANDEM.

CUNARD
Bicycles,
Tricycles,
Tandems,
Safeties.

D. Rogers & Co.,
SOLE U. S. AGENTS,
75 Clinton Avenue,
NEWARK, N. J.

☞CATALOGUES FREE.

Copy of Testimonial from T. J. Kirkpatrick, Esq., Vice-President of the L. A. W.

SPRINGFIELD, O., January 11th, 1887.

D. ROGERS & CO.

GENTLEMEN:—Respecting the Cunard Tandem, I have to say that it is *beyond question the best tandem* yet produced. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leave nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine *a pleasure.* I have owned other tandems, but this is *the only one that was worth house-room* as a convertible machine. I find it a *perfect machine,* in perfect balance, either as a single or a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day to suggest an improvement in the design and arrangement of the Cunard, I would be free to say that *it is as nearly perfect as this type of machine ever will be.*

Yours truly, [Signed] T. J. KIRKPATRICK.

SEND YOUR ORDERS AT ONCE FOR SPRING DELIVERY, AND DON'T GET LEFT.

☞ACTIVE AND RESPONSIBLE AGENTS WANTED.

Send for list of shopworn machines, which must be sold to make room for spring stock.

ROYAL MAIL!

The Most Complete and Improved Bicycle Ever Offered!

Best Road Record of 1885, 5,056 Miles on One Wheel, Won by ROYAL MAIL!



With the Greatest of Modern Improvement,

Trigwell's Ball-Bearing Head.

1,000 Miles Without Oiling or Adjustment.

Perfect Rigidity and Ease of Steering.

In Use Over Three Years, With Great Approval.

Wheelmen are aware that ordinarily constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the balls ***smoothly,*** without wear, and ***one adjustment*** serves for a very long time—for months, in fact—and no loosening nor setting up is necessary. There being no friction, ***oiling is rarely needed.*** These Heads are made by the finest machinery, all perfectly alike and beautifully finished, every part mathematically true, and

ALL PARTS INTERCHANGEABLE.

Detachable Handle Bars and Lillibridge Saddle.

Best Warwick Rim and Cemented Tyre.

True Tangent Spokes, tied and wound SEVEN times, giving great rigidity and strength.

The Royal Mail is too well known to need minute description. It has, as a Light Roadster, for the past four years been in the front rank; gained the prize for the greatest amount of road work in 1885, with 5,056 miles to the credit of one wheel, and has increased in popularity each year. We claim no other in the market is of such first-class workmanship, and we think it is conceded to be the handsomest wheel in the market. Having a small lot which came from the factory last fall, too late for sale, and hence carried through the winter, we offer these few, and these only, before the regular season opens and new lots arrive,

TO EXCHANGE FOR OTHER WHEELS

on very low terms—in fact, at such terms as we would not entertain after the season opens, in another month. This is the opportunity of the season to wheelmen desiring to exchange their old mounts for a ***Superb Light Roadster.***

Also a very few in second-hand state, but perfect as new.

Write at once, giving full particulars of your wheel. We have but a few.

WILLIAM READ & SONS, 107 Washington St., Boston, Mass.

HOW TO JOIN

THE

L. A. W.

Fill up the blank in the adjoining column and, together with **TWO DOLLARS,** send it to the Secretary of the League,

ABBOT BASSETT,

Box 1184, Philadelphia, Pa.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name IN FULL.

Write very plainly.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,
Box 1184 Philadelphia, Pa.

Dear Sir:

Inclosed you will find **$2.00** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed below. I refer to the persons named below.*

Signed,.....

Club,..... *Residence,*.....

City and State,..... *Date,*.....

ARTICLE IV, SECTION 4, of the L. A. W. By-Laws, contains the following *Definition of an Amateur*:—"An amateur is one who has never engaged in, nor assisted in, nor taught any recognized athletic exercise for money or other remuneration, nor knowingly competed with or against a professional for a prize of any description. To prevent misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist forfeits his right to compete as an amateur, and thereby becomes a professional, by engaging in cycling or any other recognized athletic exercise, or personally teaching, training, or coaching any other person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or for gate money, competing with, pace-making for, or having the pace made by, a professional, in public or for a prize; selling, realizing upon, or otherwise turning into cash any prize won by him. This rule does not apply to teaching the elements of bicycling solely for the purpose of effecting the sale of a bicycle. The League recognizes as athletic exercises all those sports under the jurisdiction of the National Association of Amateur Athletes of America, including running, walking, jumping, pole-leaping, putting the shot, throwing the hammer, throwing the weights, tug of war, and rowing, boxing, sparring, Lacrosse, polo, roller and ice skating."

TO L. A. W. MEMBERS.

Read the Letter in the adjoining columns, and AT ONCE fill out the blank at the bottom and send it with ONE DOLLAR to

Abbot Bassett, Box 1184, Philadelphia, Pa.,

and thus secure for another year your membership in the largest and most popular athletic organization in the country.

OFFICE OF THE SECRETARY-EDITOR, LEAGUE OF AMERICAN WHEELMEN,
PHILADELPHIA, PA., December 6th, 1886.

TO ALL LEAGUE MEMBERS:

THE ADVANTAGES OF MEMBERSHIP in the L. A. W. are so well known and understood that to most of you anything that I might say on the subject would seem superfluous. But to those who, either from the brief duration of their association with our organization or from the fact that they have not availed themselves of their privileges in the League, are not so assured of its great influence for the general good and their individual good in particular, we offer the following brief summary for their careful attention:

The L. A. W. publishes a first-class weekly newspaper, the L. A. W. BULLETIN, which is in itself full return for the annual dues. It will furnish to each member, on application, during 1887, at a nominal price, a HAND-BOOK of useful information, including the Constitution and By-Laws, Racing Rules, Transportation Rates, Rights and Privileges, etc. The L. A. W. affords the privilege of obtaining an excellent UNIFORM at very moderate cost. The L. A. W. stands ready to protect its members in their legal rights, and to sustain them in their efforts to repeal unfavorable legislation. This it has frequently done in the past.

In addition to the above general advantages, most of the State Divisions are striving to outdo the parent body in granting direct benefits to their members, such as Road-Books, maps, Hand-Books, and reduced hotel rates, to say nothing of meets, parades, tours, and entertainments.

The item of the bond of fellowship which exists between League members throughout the length and breadth of our land is admitted by many hundreds to be worth much more than the price of the annual dues.

Believing that all who intend to continue as cyclers will also continue as members of the League, and that most of those who either temporarily or permanently give up active participation in cycling will remain with us for the sake of the past and of the future companionship, I feel that I have but to call your attention to the League's claims on you for 1887 to insure the return of the blank printed below with your signature affixed and accompanied by your annual dues.

Fraternally,
ABBOT BASSETT *Secretary-Editor, L. A. W.*

ABBOT BASSETT, Secretary-Editor, L. A. W.,
Box 1184, Philadelphia, Pa.

Inclosed herewith you will find ***ONE DOLLAR*** *for the Annual Dues for 1887, in the League of American Wheelmen, for the undersigned.*

Name,.....

League No...... *Address,*.....

Club,.....

It would seem to be fate.

It is, however, a fact that the riders of

The American Champion

Have made the most phenomenal long distance and road times of the season.

HERE IS ANOTHER MARVELOUS RECORD

BY JOHN S. PRINCE, AT OMAHA,

On a carefully surveyed indoor and ten lap track, in **48** hours.

767 and ½ MILES.

A WORLD RECORD BY 27 MILES.

They all say the same thing, viz.: "the easy running qualities of the G. & J. Bearings."

Then there is the

10	miles in	29	minutes	1¾	seconds.
20	"	59	"	35¼	"
50	" 2 hours	55	"	46½	"
100	" 6 "	1½	"		

All of these world records made by a roadster on a country road.

Facts of this sort talk.

BY the way, gentlemen, if you want your machine overhauled or repaired, don't wait until the busy spring, and then expect the work to be promptly done. Send your machine to us now and have it ready for the first bit of good riding weather. It stands to reason that it will be more thoroughly done, and at a much more reasonable price.

Since we have completed our manufactory, we can devote a good deal more space to this branch of the business.

Respectfully submitted,

GORMULLY & JEFFERY, Chicago, Ill.

THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA:

PUBLISHED WEEKLY:

$1.00 A YEAR. 3 CENTS PER COPY.

Philadelphia, February 18, 1887.

VOLUME IV. No. 7. WHOLE NUMBER 86.

From Manitoba to the Gulf of Mexico, from Eastport to the Golden Gate, the Majority of Wheelmen

RIDE COLUMBIAS.

POPE MFG. CO.

79 Franklin St.,

BOSTON.

BRANCH HOUSES:—12 Warren Street, New York
291 Wabash Avenue, Chicago.

These are our Witnesses.

Nine years of hard service upon every grade of American road has not worn out a Columbia.

THE WORLD'S STORY

of the road and path is a recapitulation of victories by riders of Columbias.

It requires the STANCHEST MACHINE to withstand the strain of Fancy Riding.
IT IS A FACT THAT nearly every Fancy Bicycler Rides a Columbia.

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The "New Rapid."

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THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

For the Executive Committee of the League of American Wheelmen.

AT THE L. A. W. OFFICE,

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TO LEAGUE MEMBERS.

Until further notice address all letters to the Secretary-Editor, Abbot Bassett, Box 1184, Philadelphia, Pa.

Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list; failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

Personal controversy, fault-finding, and allusions to manufactures and manufacturers will not be admitted to the columns devoted to reading matter.

The EDITOR must in all cases have the full name and address of the authors of contributed articles as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

ADVERTISING RATES ON APPLICATION.

Our Circulation this Week is

12,000 Copies.

No. 7. FEBRUARY 18, 1887. VOL. IV.

To those correspondents who have written to urge us not to cut off the letters of the correspondents from the chief cities, we will say that this action is not in the line of our policy as mapped out for the BULLETIN; but we are carrying a very large amount of matter for a few weeks, and we have asked them to wait till we get into plain sailing again.

* * * * *

The time for the annual election draws near, and members will soon be called upon to select Chief Consuls and Representatives for another year. We desire to call the attention of State officials to the following extract from the By-Laws, which seems to call upon them for immediate action:

ARTICLE IV, SECTION 3. Each State division may make such rules and regulations, not inconsistent with the Constitution of the League, regarding the method of apportioning, casting, and counting the vote for Chief Consul and Representatives, as its officers may adopt, providing only that the number of Representatives so chosen shall be indicated by the membership of the division on March 1st. Each vote shall be signed by the member voting, and in this case returned to the Secretary of his division before the 10th day of April. *A correct copy of such special regulations and official notice of their adoption shall be filed in the office of the Secretary of the League to render this permission operative*, and in such cases the vote shall be canvassed in the division and the result thereof certified by the Secretary of the division to the President of the League on or before the 20th day of April in each year.

As yet we have received from no division a copy of the special regulations required. The by-law fixes no date after which such notices will not be received, but it must not be expected that they can be considered after ballots have been sent out from this office on the plan provided in default of the notice.

RESOLUTIONS CALLING FOR STENOGRAPHER'S REPORT.

The following resolutions were passed at a meeting of the members of the Pennsylvania Division held in Philadelphia, February 1st:

"WHEREAS, A meeting of the Board of Officers of the League of American Wheelmen was held in New York city on the 17th and 18th of January, 1887; and

"WHEREAS, Messrs. John A. Wells, Chief Consul, and Eugene M. Aaron, Frank Read, S. B. Vaughn, and Kirk Brown, Representatives of the Pennsylvania Division, members of said Board, were personally present; and

"WHEREAS, The said members did hold proxies of several of their fellow-members in said Board; and

"WHEREAS, Certain of these proxies were rejected, and those holding them were refused the right to vote thereon; and

"WHEREAS, The said proxies were such as had heretofore been used at meetings of the Board of Officers; and

"WHEREAS, This meeting is assured that other proxies, precisely similar in form, were accepted, in the hands of other members of the Board, who were allowed to vote thereon. Therefore, be it

"*Resolved*, That this meeting regards with deep indignation this arbitrary and unlawful action on the part of the then present Board of Officers, whereby the Pennsylvania and several sister Divisions were deprived of their full right of representation in the Board. And, further, be it

"*Resolved*, That this meeting hereby protests against said flagrant and reprehensible assumption of power by a majority at said meeting of the Board of Officers. And, further, be it

"*Resolved*, That as only an incomplete and indefinite report of the proceedings of said meeting has been published, and as a full knowledge of the actions of the Board is desirable, this meeting hereby calls upon the Executive Committee of the Board of Officers of the L. A. W. to make public the full stenographic report of the proceedings of said Board meeting, as provided for in the By-Laws, Article II, Section 4."

The following resolutions were passed by the Camden, N. J., Wheelmen, February 3d, 1887:

"WHEREAS, At a meeting of the Board of Officers, L. A. W., held recently in New York, the Executive Committee were directed to publish the stenographic report of the proceedings in full in the BULLETIN, and

"WHEREAS, Their failure to make such publication deprives the membership of facts necessary to judge of certain disputed matters, and thereby works injustice to every League member, and

"WHEREAS, At said meeting certain members were deprived of their votes, and proxies refused on grounds which were untrue and insufficient. Therefore, be it

"*Resolved*, That the Camden Wheelmen indorse the action of the meeting held at the Philadelphia Bi. Club-House, February 1st, and respectfully request the full membership of the Board of Officers to decide that all action of the last meeting of the Board of Officers in New York be declared null and void, in consequence of the said illegal disfranchisement of properly accredited members, and request the Executive Committee to print the full proceedings of the said Board meeting in the L. A. W. BULLETIN. And, be it further

"*Resolved*, That these resolutions be printed in the BULLETIN.

"W. J. ATKINSON, *President*.

"Attest:

"W. S. RISLEY, *Secretary*."

TRANSPORTATION—ST. LOUIS MEET.

The Inter-State Commerce Bill is having some relation to the question of reduced rates to the coming St. Louis meet. The terms of the bill are worded in such manner that many have translated it literally to mean that even the usual 4th of July reduced rates are to be done away with, in addition to making full fare to every convention. To correct this impression among wheelmen we would call attention to section 22 of the bill, which provides that nothing therein prohibiting less than established tariff shall apply to rates to or from fairs and expositions, or the issuance of mileage, excursion, or commutation passenger rates. Judge Cooley, the eminent jurist and receiver of the Wabash Railway, declares it as his opinion that the above clause will protect reduced rates to conventions. The Central Traffic Association, at its general meeting of roads interested, has just decided to await an official translation of the commissioners to be appointed by President Cleveland, and until then will make no reduced fares. The great conventions affected by this ruling are the National Educational Convention in Chicago, the National Drill at Washington, and the Grand Army of the Republic reunion. The Central Traffic Association (having control of the making of passenger rates) has laid the meet of the League of American Wheelmen on the shelf beside these conventions, to take up the question of reduced fares after the official translation has been obtained.

Wheelmen need not change their plans with regard to visiting St. Louis, for we have the benefit of judgment of eminent authority that the Inter-State Commerce Bill is not intended, nor can it be translated into the hard lines which the press and public and some railways erroneously construe it now. Our plans for special excursion trains through from the East to St. Louis will in all probability be carried out on reduced rate tickets, although high authority has declared that no such tickets can be issued under the law. It is safe to presume that Government will not translate the bill to work injury to the people, in whose interest it was primarily conceived. The St. Louis Committee therefore begs that wheelmen will have no fears of a favorable outcome, and although the Transportation Committee will not be able to at once declare the price of tickets to the meet, yet plans to bring all wheelmen there will go on just the same, and at just and proper rates that will induce the movement of a large number of people.

B. B. AYERS, *Chairman*.

LEAGUE CLUB RENEWALS.

The following League Clubs have renewed, through the proper officers, the number of members given below:

Jan. 31st,	Genesee Bi. Club, Rochester, N. Y.	21
" "	Tioga Cycling Club, Philadelphia,	17
Feb. 1st,	Connecticut Bi. Club, Hartford, Conn.,	47
" "	Hyde Park Ramblers, Hyde Park, Mass.,	14
" "	Somerville Cycle Club, Somerville, Mass.,	34
" "	Scranton Bi. Club, Scranton, Pa.,	38
" 2d,	Blossburg Cyclers, Blossburg, Pa.,	9
" 3d,	Calumet Cycling Club, Brooklyn, N.Y.	12
" "	Memphis Cycle Club, Memphis, Tenn.,	13
" "	Omaha Wheel Club, Omaha, Neb.,	14
" 4th,	Albany Wheelmen, Albany, N. Y.,	43
" 5th,	Century Wheelmen, Philadelphia,	31
" "	Columbia Bi. Club, North Attleboro, Mass.,	20
" "	Elgin Bi. Club, Elgin, Ill.,	11
" "	Harlem Wheel Club, New York City,	28
" "	Pennsylvania Bi. Club, Philadelphia,	93
" 7th,	Hartford Wheel Club, Hartford, Conn.,	47
" "	Keystone Bi. Club, Pittsburgh, Pa.,	18
" "	Long Island Wheelmen, Brooklyn, N. Y.,	62
" "	Winona Bi. Club, Winona, Minn.,	23
" 8th,	Trenton Bi. Club, Trenton, N. J.,	19
" 9th.	Vermont Wheel Club, Brattleboro, Vt.,	10
" 11th,	Dorchester Bi. Club, Dorchester, Mass.,	33
" "	Millville Bi. Club, Millville, N. J.,	16
" "	Rockingham Bi. Club, Portsmouth, N. H.,	29

THE EUROPEAN TRIP.

The following anent the European trip is taken from a private letter received from Mr. Joseph Pennell:

"The following is a copy of a letter I have just received from Mr. R. J. Mecredy. Although in my first letter to the BULLETIN I discouraged visiting Ireland, I have since written to Mr. Mecredy, and this is his answer:

"'I think your idea a good one. Killarney or Glengariffe would be a capital place for the two parties to meet, and they could remain for a few days in each others' company. It would be a great pity if the American party did not visit Ireland. I do not believe the scenery can be beaten.

Our party starts early in August. Would that suit? I would suggest that the American party ride from Queenstown to Killarney and meet us there, and then ride with us to Glengariffe, and, if possible, back to Dublin.'"

TIOGA CYCLING CLUB.

The annual meeting of the Tioga Cycling Club was held on January 11th, at Guy's Hotel. The Club is *very* unpretentious and just about as earnest and active in cycling matters. None of its members are gentlemen of leisure and none lay claim to expertness in cycling, although many of them are "expert" riders. They all ride, although only 17 of the 24 members have reported their runs. Of the seven members who did not report two are members also of older clubs, and did not think it desirable to render duplicate reports. One has ridden 1,500 miles since January 1st, 1886, another rode about as many miles in 1885, but had his machine stolen early in 1886 and has not yet replaced it, and the others probably objected to competing for the booby prize, and so refrained from entering the contest. The annual meeting was taken up with the report of the Captain and with the awarding of the prizes.

The Captain's report showed a total of 9,687 miles, or an average of 47.49 miles a month for each member.

In September 11 members rode 1,586 miles; in October 10 members rode 1,438 miles, and five of the 10 rode 1,229 miles.

In November eight members rode 1,276 miles, and one of the eight, Mr. Clark, rode 688 miles. The report in full is as follows:

	Total Miles.	Longest Ride.	Days.
Clark,	2,050	56	116
Van Deusen, J.,	1,270	95	71
Dunham,	1,094	44	90
Adams,	803	28	91
Bones,	760	50	46
Simons,	713	75	51
Van Deusen, E.,	686	32	46
Dallet, E.,	642	32	35
Strassburger, F. G.,	264	37	11
Dallett, F. M.,	254	31	14
Stewart,	228	42	13
Boyd,	201	30	17
Newbold,	192	25	19
Zook,	185	12½	22
Ellis,	179	38	12
Wright, E. A.,	105	26	13
Clothier,	61	13	8

To Mr. Clark, of course, was awarded the prize for the greatest distance, the club cup to be held for one year and an accompanying gold badge as a permanent momento of his achievement. He also received a gold badge for having ridden on the greatest number of days. (No ride of less than three miles is allowed in competing for this prize.)

Mr. I. Van Deusen received the prize (a gold badge) for the greatest distance in one day, having ridden 95 miles on November 16th, on the roads in the vacinity of Philadelphia, including Lancaster Pike to Paoli and return, and the Park roads and Broad Street.

The booby prize was a very beautifully carved wooden spoon with the word "Booby" engraved in very distinct letters in the hollow of the bowl, and "Clarkson Clothier, 61 miles," neatly engraved on the handle. After the meeting the Club adjourned to the banquet hall and did justice to every course. President Adams officiated as toast-master, and in very graceful speeches proposed the following toasts: "Our Club," responded to by Mr. Clothier; "The Ladies," Mr. Boyd; "The L. A. W.," Dr. Van Deusen; "Our New Members," Mr. Zook.

Our Club is peculiar in some respects, and we think the peculiarities advantages. The majority of our members ride on Sunday when they wish. But in deference to those who object to Sunday riding, no Sunday rides are included in the records. All our members are temperate; few of them are total abstainers, but in deference to those who are, no intoxicants were on the table at the banquet. * * * Best of all, there exists in the Club a spirit of kindly consideration which pervades its every action, and acts as a wonderfully efficient lubricant to the machinery of the organization. 6961.

Correspondence.

The Editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

RECORDS OF THE HARLEM WHEELMEN.

EDITOR L. A. W. BULLETIN:

We send, for print in the BULLETIN, a list of the riding of such of our members as have turned in their accounts for 1886.

The Club did not officially recognize riding records until the meeting held March 12th, 1886; so, consequently, but part of the *actual* records are here given. As is usual, the members receive a medal and bar for the first 1,000 miles and an extra bar for each successive 1,000.

The result does not appear, as yet, very satisfactory, but at the end of this year a better showing will be made. As the "Owl" remarks, we have the most important feature of riding, for any kind of record, against us, viz.: "our roads."

	Number of riding days.	Longest ride in one day.	Average miles per riding day.	Total number miles for 1886.
E. I. Halsted,	136	166⅝	26½	3,602½
C. M. Phelps,	57	65	17⅞	1,019
Wm. Dutcher,	15	15	7⅜	111
H. D. Cochrane,	33	49	11⅓	375
A. Rauchfuss,	19	45	12⅛	232
F. W. Styles,	211	35	13⅛	2,749
A. T. Steiner,	125	152½	15⅛	1,882
W. H. De Graaf,	158	48¾	15⅝	2,521
F. A. Ridabock,	105	68	10⅞	1,151
B. A. Quin,	120	67	11⅜	1,349
E. C. Parker,	76	53	12⅜	937
F. L. Bingham,	15	45	23⅓	350
Grand Total,				16,270

NEW YORK, January 26th, 1887.

THE COST OF WHEELS.

BORDENTOWN, N. J., January 11th, 1887.

EDITOR L. A. W. BULLETIN:

Every cycler ought to know just a little about the machine he rides, and if he does, how can he compare a bicycle with a sewing-machine—a bicycle made of the very best *forged steel* with a sewing-machine made of *cast iron?*

This comparison seems to be the chief stock in trade of those who argue that in a few years you can purchase bicycles from $25 to $50.

Why don't these same persons look at shot-guns. You can get a breech-loader for $3.50 and a fair shooting gun for $10.00, yet sportsmen when they want a fine gun pay from $100 to $500 for them.

No one, more than I, wants to see the prices of cycles come down, for I want a new bicycle in the spring, and though I expect to attain my desire, it will only be by the strictest ecomony, while a tandem I can never hope to possess, though my heart yearns for one above all else.

Eventually I believe, as do all business men, the prices of cycles will be much lower, but never as cheap as sewing-machines.

My experience with cycles so far has been that the best is the cheapest.

The Star, Columbia, and American bicycles are made in several grades, but the buyer will find that it will be money in his pocket in the long run if he gets he best grade, besides deriving much greater satisfaction from the ownership. I have been there.

"STAR," 3653.

FROM MR. PENNELL.

LONDON, E. C., January 7th, 1887.

EDITOR L. A. W. BULLETIN:

Since quite a number of the L. A. W. are, I believe, members of the Cyclists' Touring Club, and since the *C. T. C. Gazette* for January contains an editorial attack upon me, the statements of which are utterly false, as a member and officer of the L. A. W. I write you to deny each and all of the editor's charges against me, simply saying that in this case the burden of proof rests with him.

JOSEPH PENNELL.

Official Announcements.

LEAGUE OFFICERS.

OFFICERS OF THE BOARD.

PRESIDENT.—Dr. N. M. Beckwith, 21 W. Thirty-seventh Street, New York.

VICE-PRESIDENT.—T. J. Kirkpatrick, Springfield, Ohio.

TREASURER.—Sanford Lawton, Springfield, Mass.

STANDING COMMITTEES.

EXECUTIVE.—N. M. Beckwith, 21 W. Thirty-seventh Street, New York; T. J. Kirkpatrick, Springfield, Ohio; John C. Gulick, 132 Nassau Street, New York city.

MEMBERSHIP.—E. F. Hill, Chairman, P. O. Box 797, Peekskill, N. Y.; Dr. G. Carlton Brown, 16 Broad Street, Elizabeth, N. J.; J. R. Dunn, Massillon, Ohio.

RACING.—Abbot Bassett, Chairman, 22 School Street, Boston, Mass.; Ewing L. Miller, 124 S. Front Street, Philadelphia, Pa.; W. M. Brewster, 309 Olive Street, St. Louis, Mo.; Chas. H. Potter, Cleveland, Ohio; Gerry Jones, Binghamton, N. Y.

RULES AND REGULATIONS.—W. I. Harris, Chairman, Box 5132, Boston, Mass.; Dr. C. S. Butler, 263 Main Street, Buffalo, N. Y.; Knight L. Clapp, 328 West Sixtieth Street, N. Y.

RIGHTS AND PRIVILEGES.—Charles E. Pratt, 597 Washington Street, Boston, Mass.; John C. Gulick, 132 Nassau Street, N. Y.; A. S. Parsons, Cambridgeport, Mass.

TRANSPORTATION.—Burley B. Ayers, Chairman, 152 S. Hoyne Avenue, Chicago, Ill.; Geo. R. Bidwell, 313 W. 58th Street, New York city; W. S. Bull, 587 Main Street, Buffalo, N. Y.; J. H. Livingston, Editor *The Reformer*, Bennington, Vt.; Fred. T. Sholes, Marsh-Harwood Co., Clevelnnd, O.; Frank Read, *Record* Building, Philadelphia; Frank A. Elwell, *Transcript* Office, Portland, Maine; Columbus Waterhouse, 16 Beale Street, San Francisco, Cal.; M. E. Graves (at large), Mannheim Building, St. Paul, Minn.

BUREAU OF INFORMATION.—A. B. Barkman, Chairman and Bookmaster, No. 608 Fourth Avenue, Brooklyn, N. Y.

OFFICIAL HANDICAPPER.

N. P. Tyler, M. D., New Rochelle, N. Y.

MASSILLON, OHIO, February 5th, 1887.

EDITOR OF L. A. W. BULLETIN:

I wish to call the attention of the Board of Officers and the members of the League in general to the following extract from the record of the proceedings of the meeting of the Ohio Division, as published in the BULLETIN of September 17th, 1886.

"The following resolution was carried amid thunderous applause: *Be it Resolved*, By the members of the Ohio Division of the League of American Wheelmen, that the said Division place in nomination before the National Board of Officers of the L. A. W. the name of T. J. Kirkpatrick, of Springfield, Ohio, for the next President of the League."

I am permitted to say that the Board of Officers of the Ohio Division have recently had a positive assurance from our candidate of his acceptance of the nomination. *He is in the race to stay!* It is conceded upon all hands that the West is entitled to the honor of the Presidency, and we feel that our favorite son possesses in a marked degree the prerequisites of executive ability, zealous enthusiasm, and wide-spread popularity. Fraternally, etc.,

GEO. S. ATWATER,
Secretary & Treasurer Ohio Division. L. A. W

AMENDMENT TO BY-LAWS.

One amendment to the By-Laws passed at the Officers' Meeting in New York was omitted from our report. In Article 1, Section 4, clause (*e*), the following words are stricken out: "then current and 50 per cent. of the receipts from Life Membership during that year." This paves the way for a later amendment, which provides that the receipts from Life Membership go to the Treasurer, to be carried to a reserve fund.

PROCEEDINGS OF THE BOARD OF OFFICERS OF THE L. A. W.

AT A MEETING HELD IN PARLOR A, OF THE GRAND UNION HOTEL, NEW YORK, JANUARY 17TH AND 18TH, 1887.

SECOND DAY'S SESSION.

The Convention was called to order at 10.15 A. M., January 18th, 1887, by President Beckwith, who said:

The President.—Gentlemen, come to order, please. The first matter of business will be the completion of the report of the ex-Secretary, but the ex-Secretary is not present, and the report is not in our hands. We shall have to pass it over. The report of the Treasurer.

Mr. Pratt.—Mr. President, I would inquire if the Secretary-Editor who resigned on Sunday, or the Secretary *pro tem.*, who served yesterday, is either of them present, or known to be present in town?

The President.—Neither of them is present or is known to be present.

Mr. Pratt.—I would inquire further if you, Mr. President, or either of the officers present, know where they are?

The President.—It is my impression that they have returned to Philadelphia. Mr. Wells told me last night that he was to take the 12 o'clock train home to Philadelphia; that it was imperative that he should leave on that train; and I supposed that he had gone on that train, but I have since learned that he was still in this hotel at about 7 o'clock this morning—he and Mr. Aaron. So that they must have taken an early train, or else they are still in the city.

Mr. Howard.—If you allow me, I might state that when I was down-stairs he left on the 9 o'clock train for Philadelphia.

Mr. Bidwell.—Both of them?

Mr. Howard.—Both left at 9 o'clock.

The President.—I might state, while this matter of the report of the ex-Secretary is before us, that the present Secretary-Editor was told by the ex-Secretary that he should not make the remainder of the report, and it should neither be reported nor printed; that he should not turn it over to the Board of Officers.

Mr. Pratt.—Then I am to understand that he stated that he should not make any report.

The President.—He did.

Mr. Pratt.—I would like to inquire further if the ex-Secretary-Editor had turned over to the Secretary *pro tem.*, or to the Secretary-Editor elected yesterday, the papers and correspondence and effects of the League in his possession as Secretary-Editor at the time of his resignation, or had offered to turn them over?

The President.—He had not.

Mr. Pratt.—I would like to ask, further, if the Secretary *pro tem.* of yesterday turned over to the Secretary-Editor elected yesterday the records of the meeting so far as taken by him yesterday, or any other papers in his possession as Secretary-Editor?

The President.—The Secretary informs us that he has turned over nothing at all.

Mr. Pratt.—I think he was asked for them.

Secretary Bassett.—Mr. President, I think the records of the meeting are with the stenographers. There are certain papers that I have not received. But, so far as the minutes of the meeting go, we depend upon the stenographic report.

Mr. Pratt.—I understand that the stenographer takes minutes of the proceedings.

Secretary Bassett.—But I have no papers nor any reports except the report of the Executive Committee. That was turned over to me by them.

The President.—The roll-call has not been turned over.

Mr. Pratt.—Did you ask the Secretary *pro tem.* for the reports of other committees made yesterday, and the papers that should be here this morning?

Secretary Bassett.—No, sir.

The President.—There were no other reports of committees made yesterday, with the exception of—

Mr. Pratt.—I beg pardon; the report of the Committee on Credentials was an important report, and should be in the hands of the Secretary.

The President.—That is true. That is in the hands of Mr. Wells.

Mr. Pratt.—Am I to understand that that has been carried away?

The President.—That has been carried away.

Mr. Pratt.—Is the official list which was here yesterday of the Officers, the members of this Board, in the possession of the Officers here to-day?

Secretary Bassett.—It is not.

Mr. Pratt.—Then, Mr. President, I understand that it appears that Mr. ex-Secretary Aaron has not turned over anything that was in his possession officially at the time of his resignation the day before yesterday, but has intimated his intention of not so turning it over. Is that correct?

Secretary Bassett.—No, sir; that is not correct.

The President.—That relates only to *his* report as Secretary-Editor, a part of which was read here yesterday. That he positively refuses to turn over to us, or to put us in possession of in any way. He also refuses to turn over the mail and appurtenances pertaining thereto to the Secretary-Editor. Is not that the understanding?

Secretary Bassett.—Mr. President, that is hardly so. His remark was that he did not see what right I had to open letters addressed to him. "Well," I told him, "I must have the right, and must get it in some way;" and left him with the understanding, or I told him, that I thought we could arrange that, and that those letters must be opened. And Mr. Aaron remarked, "Well, perhaps we can make some arrangement about it." But the League there is in possession of an office which Mr. Aaron says is leased to him in his own name, and he does not see how I can go in and use that office; and he also says that the box at the Post-Office is his personal property, leased to him, and that I must make a change of that. That can be very easily done, but it will create some annoyance, I suppose, because the League members have become so accustomed to Box 916 that they easily remember to send to that box always. I suppose it will be very easy to change the box at the Post-Office and to rent another office.

Mr. Pratt.—I suppose it is in order, as germain to the subject which is now on the order of business, namely, the report of the Secretary-Editor.

Mr. Bidwell.—Mr. President, if Mr. Pratt will excuse me, I would like to make a remark that may come in with his remark. Mr. Veysey has just suggested that I state that the rent of the office and the rent of the Post-Office box, while it is in the name of Mr. E. M. Aaron, have always been charged to the League, and paid by the League.

Mr. Pratt.—I assumed that was so. As I understand it now, then, Mr. President, the facts are these: That for good and sufficient reasons the President of this Board requested the resignation of Mr. E. M. Aaron as Secretary-Editor of the League; that Mr. E. M. Aaron, in response to repeated and urgent requests to that effect, offered to the President his resignation, with a condition that Mr. Wells should be immediately appointed his successor; that the President very properly declined that proposition, and insisted upon a resignation, and that Mr. Aaron made that resignation conditional upon taking effect at the meeting of this Board; that the President stated to him that that was not satisfactory, and that he could either resign at once, or that he should feel it his duty to remove him from office, and that under that notice he resigned day before yesterday, to take effect at once. That the appointment of Mr. Wells as Secretary *pro tem.* took effect then, and Mr. Wells acted as Secretary *pro tem.* of the session of this Board yesterday; that as such Secretary *pro tem.* the report of the Committee on Credentials, with the list of accredited members of this Board, and with the organization of this meeting, and the proxy representatives were in his hands, and that the meeting yesterday adjourned to 9.30 o'clock this morning; that now, at nearly 10.30 this morning, an hour after the meeting was adjourned to, it appears to this Board that the ex-Secretary, Aaron, has departed for Philadelphia without leaving the matters in his charge with the proper officers, with a refusal to turn over to the proper officers the effects of his office officially in his possession at the time of his resignation; that the ex-Secretary *pro tem.* has also departed for Philadelphia, taking with him certain papers that belonged to this Board and are necessary for the further proceedings of this meeting, and that thereby they are obstructing the due and orderly proceedings of the Board of Officers, that thereby they are acting against the interests of the League, and are violating the duty which they owe to the officers they represent, and their duties to this Board.

Mr. President, I am about to move a resolution of censure of both those officers. I might rest my reason for moving such a resolution upon the brief summary which I have just made, but I think it may not be amiss to recapitulate a little further.

It appears from the reports made yesterday that Mr. Aaron, as Secretary-Editor, was short in his accounts to the League by moneys appropriated to his own use, as he himself stated to the Board yesterday, to the amount of $5,800, previous to and at the time of the May meeting of this Board last year. It appears that Mr. Wells became aware that there was a deficiency of that sort. It appears that at the meeting in May Mr. Aaron absented himself and Mr. Wells undertook to make a report for him, and did not make a full and proper report when requested to, or correct answers to the questions propounded in that meeting properly. It was stated by Mr. Aaron, yesterday, that he first requested the Executive Committee to make an investigation of the affairs of his office. I understand that that was not a correct statement, and in order to rest it not upon my understanding, but to have a direct answer, I now ask the Executive Committee who are present here whether Mr. Aaron requested, in his communication to the President or to the Executive Committee relating to his appropriation of League funds, any accountant to be sent to Philadelphia, or any investigation of his office?

Mr. Kirkpatrick—Mr. President, as the Secretary of the Executive Committee I have to say that he made no such request whatever. The letter simply stated that there was a deficiency, and the main purpose of the letter, as nearly as I can gather it, is to ask Dr. Beckwith to borrow the necessary amount and help him out of his trouble. The first suggestion to employ an accountant came from the Executive Committee, and came in this wise: He represented that a certain amount was short, and the question at once came up "Is that all? The only way that we can determine that is to have an expert accountant go to Philadelphia and look over the books." The first that Mr. Aaron knew of an expert accountant, or heard anything about it, was when the Executive Committee, with Mr. Veysey, walked into his office on Saturday morning, and at that time he said: "If I had known that you were coming here with an expert accountant I should have had things in better shape." Am I not correct, Dr. Beckwith?

The President.—That is correct.

Mr. Pratt.—Now I would like to ask one further question: When the Executive Committee had taken this expert accountant to Philadelphia to investigate the affairs of the office, did Mr. Aaron as Secretary-Editor submit at that time, or has he ever to this day submitted to the Executive Committee, or to its expert accountant, all the accounts and vouchers relating to his office?

Mr. Kirkpatrick.—Mr. President, in reply to Mr. Pratt's question I will say that he has not. He represents in the letter which he sent that a check for a large amount was drawn by him. Very naturally, the first inquiry which we made was for that check. We have never been able to find that check; we have never been able to find the pass book, or any track of that voucher—nor has Mr. Veysey. We have insisted upon it time and time again, and have done our best to get it. The only reply which we could get from Mr. Aaron was, "Why, I admit in the *investigation* the amount claimed by your expert accountant. Why go back of that?" We have never been able to see that check, nor have we known to whom it was drawn, the exact amount of it, or anything in connection with it.

Mr. Pratt.—Now, Mr. President, it further appears from the reports made yesterday that the LEAGUE BULLETIN, under the management of Mr. Aaron, has been published for a period of 18 months at a net loss, so far as those reports show, to the League of $4,900.

Mr. Veysey.—About that sum.

Mr. Pratt.—Was it nearer $4,900 or nearer $5,000?

Mr. Veysey.—$4,900. It was within $200 of $5,000.

Mr. Pratt.—Or about $5,000. Upon that fact it may be more appropriate to make certain comments which I have to make and which probably other members of this Board will be tempted to make in another connection; but it is sufficient to remark in this connection that that loss is most extraordinary; that it is against all proposals and promises; that it appears that the BULLETIN, notwithstanding the steady amount allowed for early loss, and the salaries and expenses paid, and notwithstanding the largely increased earnings and opportunities for earnings of the BULLETIN, has been continued at a loss and has been extravagantly managed and edited. It also appears that Mr. Wells has been an employee in the office of the Secretary-Editor, and at the same time a member of the firm publishing the BULLETIN and doing the printing for the League, and that Mr. Wells has exercised the office, so far as it could be delegated, of both Editor and Secretary in the absence of Mr. Aaron, and in connection with him. It is also a fact which appeared from the reports, and which is known otherwise, that Mr. Wells has been in receipt of a commission upon all advertising coming to the BULLETIN.

Mr. Kirkpatrick.—Mr. Pratt, if you will pardon me, that statement is not strictly correct. It is not upon *all* advertising which comes to the BULLETIN, but upon such advertising as *he*, as agent, secures for the BULLETIN.

Mr. Pratt.—Will the Executive Committee allow me to ask—

Mr. Kirkpatrick.—Certainly.

Mr. Pratt.—How much advertising he did not have a commission on?

Mr. Kirkpatrick.—Mr. Veysey, what proportion would you say?

Mr. Veysey.—I would not be able to state that, because the bills simply say 10 per cent. on certain amounts, without specifying whose advertising they were, but I should not imagine that he got by any means 10 per cent. on all the advertisements of the paper.

Mr. Pratt.—Does the Executive Committee know that all the advertising was not included in the amount for which he rendered bills for commission?

Mr. Kirkpatrick.—We know in this way: that the amount of the commissions that have been paid him is considerably less than 10 per cent. upon the amount of advertising received, and therefore his commission would not cover all the advertising receipts.

Mr. Pratt.—Does that mean the total advertising for the year past, for instance, or for the time since he—

Mr. Kirkpatrick.—No, sir; for the month. He is credited once a month with his commission.

Mr. Veysey.—That is not accurate. He is paid—simply paid direct.

Mr. Kirkpatrick.—He is paid direct: he receives it just the same; instead of crediting upon the books it is passed to him by check.

Mr. Pratt.—But you cannot state the proportion of the advertising on which he has received that?

Mr. Kirkpatrick.—No, sir; but I am very sure he is not by any means paid on all of it, but what proportion I would not be prepared to say without looking it up.

Mr. Bidwell.—If you will allow me, I will state that his commission for November was twenty-five dollars and some odd cents.

Mr. Pratt.—For November!?

Mr. Bidwell.—Yes, sir.

The President.—The commissions paid Mr. Wells are really on a small proportion of the amount of advertising—probably not more than one-quarter.

Mr. Pratt.—Mr. President, I will pass this matter for the present, as there does not seem to be any definite knowledge as to how much commission he has received.

Mr. Veysey.—My report shows the exact amount of commissions he has received for the last six months.

Mr. Pratt.—The fact still remains, however, that Mr. Wells was deriving his profits as a member of the firm of Stanley Hart & Co. from the printing done by the League; was exercising the duties of the office of Secretary-Editor, at times at least, and as such having the opportunity to pass upon the bills presented by Stanley Hart & Co., and that he was also receiving a percentage upon the advertising receipts of the BULLETIN; and, to my knowledge, Mr. President, some of the advertising on which he has received that commission at least was not dependent at all upon his obtaining it, and therefore could not be said to be advertising of his deriving or acquisition as soliciting agent. I believe it is the fact, Mr. President, and if I am wrong it may be corrected (since it is well to have a full understanding of these matters here), that upon the announcement of the result of the vote last night, and before the Board dispersed in the evening, Mr. Wells demanded a payment on account of what balance might be due to Stanley Hart & Co., and the officers had to make that payment. Is that correct?

The President.—That is correct.

Mr. Pratt.—Now I understand, Mr. President, that the Secretary-Editor and the Secretary *pro tem.* refuse to permit the Secretary-Editor-elect, or the Executive Committee, or the Representative of this Board, to receive the official correspondence and mail belonging to the officers and coming in due course of business to the Secretary-Editor at the offices at Philadelphia—refuse to permit them to enter or occupy the office rented for the League and paid for from its treasury, and refuse to turn over the Post-Office box or contents that were also rented and used for the purposes of the League, giving explicit notice that they will not.

Now, Mr. President, I move a resolution of censure, and, if requested, I will put that resolution in writing in fuller form for the approval of the Board before this meeting adjourns; but just at this moment it seems to me that that is a proper subject for the consideration of this Board.

Mr. Davol.—Mr. President, I would like to make a few remarks before it is seconded.

Mr. Hayes.—I second that motion.

Mr. Harris.—Mr. President, I rise to a point of order. My point is that Mr. Davol had the floor, and therefore Mr. Hayes could not second the motion until Mr. Davol got through.

Mr Hayes.—My point was to bring the matter before the meeting.

Mr. Davol.—Some of Mr. Pratt's remarks I have listened to it would have been well if they had been made yesterday morning, before the vote for the Secretary. I might say they would have changed my vote—or perhaps they might. I should think these things ought to have come out after the report to the Executive Committee. I was informed yesterday morning that Mr. Aaron was to be proved a thief, and Mr. Wells a liar and accomplice. I said, "Very well, if you will prove Mr. Wells a liar and accomplice he shall not have my vote." I claim he was not so proven. I do not think that there is any member of the Board here but will agree with me in that. Nothing went to show in any way that Mr. Wells was in any manner an accomplice of Mr. Aaron—before the meeting. I am not supposed to know what is going on in California. Accidentally I heard, previous to the meeting here,

that Mr. Aaron had resigned. It was a mere accident. And I came without knowing it at all until I arrived here yesterday morning. I had no way of knowing.

Mr. Dunn.—It was published in the BULLETIN.

Mr. Davol.—I beg your pardon, I have not received my BULLETIN—and do not receive it until Tuesday morning. My BULLETIN is in the Post-Office at home now probably. I left Saturday morning. These remarks that Mr. Pratt has made (I do not mean what occurred last night or this morning, because that was later than the election, but a great many of his remarks and charges, in one way or another), if true, would have materially altered the vote yesterday, or last night, no doubt. There is no doubt in my mind that if those things were true, and Mr. Wells confronted with them, and he could not deny them, or if he showed guilt, he never could have had my vote. But it was not so in any way. He was not proven in any way wrong. Things were hinted, questions asked him, and he denied it. Great stress was laid on his report last May in Boston. I was there and heard his report. He was asked the question, did he know whether Mr. Aaron was short in his accounts? He answered "No" direct from the table. That was all. It was dropped there. He said he did not know it. No one said he did, and it was dropped. And I claim that these things should have come out yesterday morning, or in the afternoon before the election. Now, on the supposition that Mr. Pratt is correct as to what has occurred since yesterday, I wish most heartily to second the motion.

Mr. Harris.—Mr. President, I think it is only right that at this time a few words should be said in regard to the questions asked Mr. Wells and Mr. Aaron yesterday. As you all know, the task I undertook was an exceedingly disagreeable one in every way. It is one which, I am sorry to say, many gentlemen entirely misunderstood; and, sir, in attempting to bring out these very matters of fact which the gentlemen had said should have been brought out, I was derided by certain gentlemen in the room; and when I proceeded still further, on Mr. Pratt's suggestion, to question Mr. Wells, in order to bring these matters out, somebody made the remark in your rear about "persecution," and there was a round of applause. I found that to continue in the course I was pursuing would only subject me to insult after the meeting. And I wish to say here that I was called upon by several gentlemen, and accused of having persecuted this poor, unfortunate gentleman.

Now, gentlemen, if you will recollect, I asked Mr. Wells if he knew whether Mr. Aaron was short in his accounts. Mr. Wells did not answer my question in any shape or form. He spoke about some $3,800 in the bank. I asked him a second time—the same answer; I asked him the third time—the same answer; I asked him the fourth time—the same answer; and all that time Mr. Wells stood there, with his face white, and his lips trembling. I don't know whether that is any sign of guilt or not. Perhaps not. It is not always so. Many men will do that. I was trembling myself when I asked him the question. [Laughter.] The fifth time I asked him the question the gentleman got his courage up. He said that he did not know. What else could he do. I knew it was not so—I believed it was not so; and I am pretty well satisfied that the members here believed it was not so. But I found that when Mr. Aaron and Mr. Wells and their friends said anything, it was applauded, and I was derided throughout. That was the point when I stopped. Mr. Aaron's friends were anxious to protect him, and desired to hush all this matter up. They did not want to humiliate him any further, and I thought that if other gentlemen thought that enough had been brought out to show how the business stood at present—that it was rotten and corrupt to the core—the object was accomplished, and therefore I stopped.

Mr. Davol.—It is very easy to prove anything to anybody that already knows it. I did not know anything about this trouble at all in any way, shape, or form when I came here with my proxies. I had heard nothing. Of course, the New York members, they have the Executive Board here, and have every way of knowing. Nothing was known in Rhode Island about this. My Chief Consul said nothing about it, and when I came here in the morning I was lobbied around, one pulling me one way, and one the other, to get my votes. I firmly believe in the principle that a man is innocent until he is proven guilty. Mr. Wells yesterday was not proven guilty. Things were hinted at, but they do not make a man guilty. One man came and told me Mr. Wells was an accomplice of Mr. Aaron, and five minutes afterward another man told me Mr. Wells was a young God on earth. So I believe that these things ought to have come out before the vote, and not after.

Dr. Emery.—I think Davol is somewhat right in that matter. I think we were too humane yesterday. I, for one, felt, perhaps, that as long as this money was restored—I think that was the idea—through the exertions of the Executive Committee, who found these things in very bad shape, and, I am correctly informed, found that the bond of Mr. Aaron was worthless, and made every exertion to save the funds of the League. That was their great idea, if I understand it correctly. They went to work, and by their efforts have saved this $5,800 to this organization. The amount that has been expended in the extravagant mode of conducting the BULLETIN, of course, they could not get at. That had gone. Now, from the fact that the Executive Committee had saved this $5,800 to this body, and had got this matter fixed up, and the resignation of Mr. Aaron, it was thought that it might be best not to publish these facts—not to spread them broadcast—not to go any further than to show the members that Mr. Aaron had misappropriated the funds of this organization. And, further than that, it was shown to every man who had seemingly a thought on the matter, that Mr. Wells had been in that office, an occupant of a position there, had access to those books, and had repeatedly, from his own statement, looked over those books, and had telegraphed Mr. Aaron, when he was sick, that he wanted to know the exact amount in a certain bank, where, it seems afterward, there were no funds; and that Mr. Wells had been in this office, had been examining these books, had found that there were funds gone somewhere—at least he could not account for those funds, nor could he make any statement at the May meeting which was correct, or which he could vouch for. Now, it seems to me, on that statement, that Mr. Wells must have been knowing to the fact that there were irregularities in that office. Mr. Wells himself stated that when he got there and attempted to make out that report he could not find the funds. But he put it in these words, that he could not find the bank book, nor the check book, nor anything that would tell him what there was in the Provident Life and Trust Company—I believe that is the name of it.

Now, those funds, he said, he supposed to be there. If I recollect rightly, and the stenographic report also of the Boston meeting bears me evidence that I am correct, he said that there had been a great deal of mail thrown, probably we had better not put it in the press. I spoke privately about it outside of the meeting that I did not think it was right. But, being a member of the Board, I did not want to be considered too "fresh" in that action, anyway, and I said nothing about it. But that motion that was made yesterday certainly should be rescinded. You are going to allow these men to get one or two weeks' start. They are going to state their case. They are going to state it everywhere. We will get in ten days later. The man that gets in first, in such a case, in nine cases out of ten will win. That motion was a bad motion. That motion should be taken out, and some freedom of access to the records of this Board should be allowed the press. It is wrong not to do it.

Mr. Pratt.—Mr. President, I think I appreciate the expression that has already been made, and am particularly impressed by the remark made by Mr. Luscomb, that all the members of this Board can see things in a different light to what they could yesterday on account of the criminating behavior of the two persons under consideration in this motion last night and this morning.

The President.—Mr. Pratt, if you will allow me just one moment, I think the discussion is a little informal, as my information is that the motion which you offered has not been seconded.

Mr. Davol.—I seconded it.

The President.—Has it been seconded? Very good. Proceed.

Mr. Pratt.—I think the Board are disposed, very properly, as the Executive Committee has been disposed, very properly, to regard the feelings of persons, and to secure the interests of the League with as little individual suffering as possible. That can be appreciated now, and when I interposed, as you will recollect, at the last session, and some other member seconded the intimposition, to spare the reading of the letter of Mr. Aaron to the President, which was in the possession of the Executive Committee, it was felt that there was humiliation enough; but we have observed that, subsequently to that, with all the boldness and effrontery, and even alertness what seemed to be insolence afterward, that have sometimes characterized the Secretary-Editor, he has relieved us from that feeling of delicacy and hesitation, and I regret now that the letter was not read. I especially regret that the full Board could not see it after the letter read, so that they might compare it with his statements in the Board.

I find here a book purporting to be a Hand-Book of the League of American Wheelmen. I was urged very peremptorily by the Secretary-Editor, more than a year ago, to write something, which also appears in it, because it was to be published in January of last year. I see that it comes with off your own members of this Board from telling the whole "The compliments of the Pennsylvania Division" on the cover, but that on the title-page it says it is "Edited by Eugene M. Aaron, Secretary of the L. A. W." It purports to be an official Hand-Book of the League of American Wheelmen, although it bears the compliments of the Pennsylvania Division, and I don't know, and I don't propose, as it is not germane to the subject, now to inquire whether the Hand-Book was printed at the expense of the League, or whether the receipts from advertising in it were received by the League or not; but I wish to call attention to one paragraph which will be found on page 90, and apparently written by the ex-Secretary-Editor himself: "Advice to State Divisions. Second. Choose for Secretary-Treasurer a man who is thoroughly responsible financially, and who has shown in other capacities an aptitude and exactness in the keeping of accounts. [Laughter.] The sad experience of some of our Divisions whose Treasurer, elected as a 'good fellow,' has withheld or absolutely appropriated L. A. W. funds for his own use, impresses this advice most forcibly on the attention of all." [Renewed laughter.]

Mr. Harris.—Mr. President, I think we have had enough discussion on this motion to censure, and unless some one desires to speak I shall move the previous question; and I desire to give notice that I shall raise a question of privilege And in order to raise the question of privilege I am going to make a motion and say one or two words that I think are absolutely necessary to be said at this time for the best interests of the League. And I move the previous question, unless some gentleman desires to speak.

Mr. Bassett.—Mr. President, the Board has not given to me a path of roses to tread, and I suspect that within the course of the next three or four weeks there will be a good deal of friction.

A Voice.—Put a little vaseline on it. [Laughter.]

Mr. Bassett.—It seems to me if I go to Philadelphia, as I shall go this afternoon, with anything that will antagonize Mr. Aaron and his friends, I shall not be able to deal with him so well as I should be in the absence of such a motion. It is very true that he notified me that the League, not being an incorporated body, could not lease a room; that that room is leased to him, and that he shall hold the lease; and, as he put it, he did not see how I could be there, or any officer, that I should have to go somewhere else. It is very true that he told me that his post-office box was his private property, and that he used it to receive letters from the members of some organization of which he is an officer, and for his personal letters, and had used it, and it was well known among Philadelphians and the members of this other organization, and therefore I must get another box. It is well known that the Secretary who acted yesterday has disappeared with the papers. But there was only one paper of importance, and that was the report of the Committee on Credentials.

Mr. Howard.—We have a copy of that.

Mr. Bassett.—My personal relations with Mr. Aaron have always been very happy, and I think I can deal with him very well. At any rate, we shall make a strong fight. I feel that I have the backing of the Executive Committee, and can call upon them for any help in any direction. I shall go to Philadelphia as soon as this meeting adjourns, taking with me Mr. Veysey, the accountant. We shall go through the books, balance them up, and start anew. Now, I have got to meet some very discordant elements; and it is a question in my mind whether it would be better to throw this additional spark into the already large flame—whether or not it would not prejudice my action a good deal. I say that without regard to the rights of the question. I put it as a question of policy entirely.

Mr Pratt.—Mr. President, allow me a word. It is not a question of policy now; it is a question of upright and downright proper course of action. When this Board passes a vote of thanks it ought to mean something. When it passes a vote of censure, it shows that its other vote of thanks or of confidence also amounts to something, and this vote of censure should amount to something. Now, I appreciate the position in which the Secretary-Editor, newly elected, is placed, and I do not want any of us to interpose any obstacles in the way. That does not seem to me necessary. But it is due to ourselves, and to the Board of Officers, and to the members at large, that we shall pass a vote of censure upon such conduct as has been going on; and that that vote of censure shall go out in the official League BULLETIN, so that members can see what it was that was under consideration at the New York meeting, and why the President called for the resignation of Mr. Aaron, and why the Board of Officers changed the administration of the Secretaryship and the publication of the BULLETIN from its present management. That is our justification that this resolution of censure should be passed. I think the best thing we could do would be to pass it right off now—this vote of censure. Then I propose, if that vote is passed, to move another vote, which I would like to have passed right in conection with that, and that is a vote of confidence in the Executive Committee and of approval of their course [applause], and let them go on and do this. I do not suppose it would be necessary for the present Secretary-Editor to take those votes to Philadelphia and show them to Mr. Aaron; he will have nothing to do with them in that way; but he will send a certified copy to him, if requested. But he will have that published in the ordinary course of business.

Upon the other matters that have been brought up—referred to—and as to proceeding to Philadelphia, I should like to make some suggestions when the time comes, but it seems to me that now the proper thing is to pass this vote of censure.

Mr. Kirkpatrick.—Mr. President, upon the adjournment of the meeting last night, gentlemen came to me with the report that we were going to have a high old time; that they were going to attach, by some sort of a horn-swaggling arrangement that we have over in Philadelphia, the effects of our office in Philadelphia; and that they were going to give us trouble in every possible way. Now, I think my reputation is that I don't go beating about the bush much, and I immediately said —Mr. Wells is standing right there—I put it to him particularly —I said, "Mr. Wells, you can't afford to do anything of that kind, as a matter of business; you can't afford to do anything of the kind; we have always stood, as an Executive Committee, ready to do anything that was fair and right and honorable with you, and we have treated your firm; we have treated you individually with all the respect possible, and we have no ill-feeling against you now. I want to know whether anything of that kind is contemplated?" He assured me positively that there would be nothing of that kind attempted; that there was no intention on the part of his firm, or himself individually, to interpose anything in the way of Mr. Bassett or of this organization. Dr. Beckwith also talked with him, and he assured Dr. Beckwith, if anything, more strongly than he did me.

This morning we come here and find the condition of affairs which has already been recited. I give Mr. Wells the benefit of the doubt in saying that possibly, in the hurry of other matters, he may have put that report of the Credentials Committee in his pocket and forgotten to hand it over. Be that as it may, the fact remains that certain developments have come up which do seriously change my position in regard to this. As a member of the Executive Committee, I have carried out everything as long as I want to have it, and I want to go into this thing like a chicken into dough, and have the whole thing brought up—make a clean breast of the whole affair. I was for peace. I am now for war. I want to have this whole thing straightened out. I am ready and anxious that we should send Mr. Bassett, with some one else, and Mr. Pratt, to Philadelphia, with full power and authority to take hold and conduct things just as they deem best, under whatever circumstances may arise, and that this Board of Officers back them up to the bitter end. [Applause.]

Dr. Emery.—Mr. President, that is the very point I made, and I think it should be attended to at once. Some one should start for Philadelphia in whom we have the utmost confidence, and get possession of those papers and save the money from going into the hands of the receivers, except the officers of this body. Further than that, I think before this motion should be passed, that Mr. Pratt should draw up his resolution; that it should contain a statement of the circumstances leading up to this matter; that it should contain the letter of Mr. Aaron, which we have not read yesterday. That letter, it seems to me, should be made public.

A Voice.—A personal letter?

Dr. Emery.—It is not personal when it admits dishonesty. I believe that our President deserves the thanks of this organization for what he has done, consider it personal, when he, as an executive officer of this body, received a letter stating that a man had misappropriated the funds of this organization to a matter of nearly $6,000. Gentlemen, is there anything personal in that? Our President would have been guilty to all the instincts of honest men if he had not refused to make that matter personal. I believe that letter should come into this resolution. I believe that every member of this League should know that Mr. Aaron, in writing, admitted his dishonesty, so that there could not be a question of it. Now, I understand from what I have heard that that letter contains such an admission to the satisfaction of every member of this organization; and when that letter comes out, and every member of this organization sees that letter, then they will back up this Board of Officers to the fullest extent; then they will see that it is merely a question of honesty and dishonesty; that the welfare of this organization is what is at stake. If they do not have that letter, they may think, just as some other gentlemen thought yesterday, that Mr. Aaron was being persecuted, and that it was best to let up. Let not to be too hard on him. But when that admission is published, it should be published in some way so that there could be no libel claimed, if that can be done; and Mr. Pratt should incorporate a statement of the affairs leading up to this matter in his resolution, and then Mr. Aaron's admission in the matter, and then the facts which were brought out here yesterday, and which have been brought out here to-day. Further than that, I understand that immediately after this meeting (and I received it from a party who is not a member of this Board, who was present, and who advised against it) that a meeting was held on this same floor by Mr. Aaron and his friends, wherein was discussed the matter of a Southern League, in opposition to this body, wherein were discussed other questions which would lead to the disruption and injury of this body; and that, acting under the advice of parties who are disinterested, and who warned them that they were merely injuring themselves if they attempted that, and that they had better not, they finally concluded to postpone the matter, or not to take action at the present time in that room in regard to those matters.

Evidently these parties mean war on this organization. I think an account of this should immediately be sent out to every member of the organization. Every member of the League should know the whole facts in regard to this case, and Mr. Aaron's admission, and everything in regard to it; and then the gentlemen will see, as plainly as we do here, that we are fighting for the life of the organization, where others are willing to put a knife at its throat. [Applause.]

Mr. Luscomb.—Mr. President, yesterday we came to the conclusion that it was about time to stop one abuse, namely, this proxy business, and it was settled. To-day we find the further development of that same spirit in the evidence that has come before us. It seems to me that the case presents something very similar to this: If you have a bookkeeper or an employee in your establishment, and you discover that he has not done exactly what is right, and you say, "I will dispense with your services, and have some one else for a bookkeeper," and he says, "All right; I will gather into my arms what has been in my charge, and carry it off: what are you going to do about it?"—that is a similar situation to our own; and I do not think this is a case where the *suaviter in modo* should obtain.

I know that Mr. Bassett is a very genial man, and one who would be inclined to treat a matter of this kind pleasantly, and secure all that could be obtained by lenient measures. But it seems to me that the dignity of this body has been set at defiance. They have taken things away and said we cannot have them, and they are going to keep them. Gentlemen, it is not a time to temporize; it is not a time to negotiate; but to go down there and by force of arms take them, and declare ourselves and stand for our position, and demand our rights and get them. I hope there won't be any temporizing—that there won't be any consideration shown. We have been simply ignored, or attempted to be ignored—told we cannot have these things that belong to us; that we cannot have our money; that we cannot have these letters, because they purport to be addressed to Mr. Aaron, not personally, but to Mr. Aaron as Secretary. Let us go down there and assert our rights and take what belongs to us, and if anybody gets in the way perhaps he may get hurt.

Mr. Bidwell.—I think we are all convinced of what should be done here, and I hope the gentlemen will immediately take a vote on the suggestion of Mr. Kirkpatrick, and send our representatives at once to Philadelphia.

The motion as made by Mr. Pratt was hereupon put to the house and declared carried unanimously.

The following is the resolution prepared by Mr. Pratt.

The resolution written out in full, as required by the meeting.

WHEREAS, It now appears to this Board that Mr. Eugene M. Aaron, a Representative from Pennsylvania, and until the day before this meeting our Secretary-Editor, had appropriated to his own use about $5,800 of the League's funds previous to the May meeting of last year; and that Mr. John A. Wells, Chief Consul for Pennsylvania, had become aware that there was a deficiency of that sort; and that at the May meeting Mr. Aaron absented himself and Mr. Wells undertook to make a report for him, and did not make a full and correct report, but made incorrect and misleading answers to questions properly asked him; and that Mr. Aaron, though confessing the greater part of the sum and begging aid to make it up, yet obstructed and still does obstruct a full and complete investigation by an accountant, by carrying off and refusing access to certain accounts and vouchers and other evidences of the disposition of League funds, and has made conflicting and incorrect statements here regarding the matter; and that the BULLETIN has been loosely and extravagantly managed and edited, insomuch that besides the $3,500 a year allowed for salaries and rent and an additional amount for postage and incidental expenses, the BULLETIN has been run at a loss of about $4,000 in eighteen months; and that both Mr. Aaron and Mr. Wells, after their ineffectual struggle to retain control of the Secretary-Editor's office, have refused to make any official report as required by our rules; and that now, this morning, both Mr. Aaron and Mr. Wells have absented themselves from this meeting, and have taken away the official list of membership in this Board, and the report of the Committee on Credentials, and the official list of proxies here, and divers others things belonging in possession of the newly elected Secretary-Editor; and that they have expressly refused to turn over the books, correspondence, office, and effects of the League to the proper officers, and are obstructing the due and orderly proceedings of this Board, and have acted and are acting against the interests of the League, and have been and are grossly violating the duties they owe, not only as Secretary-Editor and Secretary-Editor *pro tempore*, but also as Representative and Chief Consul of Pennsylvania and members of this Board: now, therefore,

Resolved, That Mr. Eugene M. Aaron, especially, and Mr. John A. Wells, both deserve the severe censure of this Board of Officers and of every member and friend of the League of American Wheelmen, for betrayal of trusts reposed in them, for conduct prejudicial to the League, and for malfeasance in office.

Mr. Pratt.—Mr. President, I now move a vote of confidence in the Executive Committee and the President of this Board, and of approval on the part of this Board of their course in respect to the affairs under discussion.

Motion seconded, put by the Secretary-Editor, and declared carried unanimously.

Mr. Pratt.—Mr. Chairman, inasmuch as my name has been brought into these suggestions, I have sought this opportunity of making a motion myself. I preface it by saying that Mr. Gulick, of the Executive Committee, is a lawyer of acknowledged ability and a faithful officer of this Board, and thoroughly conversant with all the affairs of Philadelphia, and has had these matters which have been under discussion in charge; and he is certainly the proper member of this Board to accompany Mr. Bassett to Philadelphia; and I would suggest, in connection with the matter, that the proper course would be for Mr. Gulick, on behalf of this Board, and as a member of the Executive Committee, and as conversant with these matters, to go with Mr. Bassett, the officer who is entitled to take possession, to Philadelphia; and that they should go at once, to-day; and that they should take such advice as they deem necessary and that they should take the advice of counsel, familiar with the laws of Pennsylvania and the conditions existing in Philadelphia, and should act under his advice with promptness and vigor to obtain all the rights of the League in Philadelphia at once. I move, Mr. President, that the Executive Committee be authorized to take such steps as they may deem expedient, and at the expense of the League, to obtain possession of the property and rights of the League, and to aid the Secretary-Editor in gaining possession of the books, papers, correspondence, and other matters properly appertaining to his office.

Mr. Harris.—I second that motion.

The President.—Gentlemen, you hear the motion as made by Mr. Pratt and seconded by Mr. Harris. Is there any argument upon the question?

On vote, motion declared adopted.

Mr. Harris.—Mr. President, I rise to a question of privilege, and I make it a question of privilege simply because it is a little out of order, and I call it a question of privilege because it is a matter that affects the welfare, and perhaps the future existence, of this League. It is well known that Mr. Aaron and Mr. Wells have departed. At the same time there have departed also a large number of gentlemen who were with them yesterday in all their votes, and who, in spite of the revelations that were made, or partially made, perhaps it had better be said, are still with them. Now, gentlemen, the League of American Wheelmen, the members at large (we must not mince matters), must not be allowed to side with Mr. Aaron and Mr. Wells. We must have the public sentiment at our backs. We must have the good feeling of the League to be with the Board of Officers and against Mr. Aaron and Mr. Wells. We must procure the active co-operation of the wheelmen of Philadelphia; and in order to get that co-operation we must have the records of yesterday's meeting and of to-day's meeting spread not only upon the journals of our organizations, but given out to the newspapers. We must not allow them to gain any advantage over us in that respect. We are not incorporated; and though I know nothing about the law, I still have the idea that when our lawyers get there they will find a great deal of trouble from that fact; and we must have public sentiment behind us in whatever we undertake.

Now, sir, I move that the letter of Mr. Aaron, which was not read yesterday through a mistaken generosity on our part, be read, and spread upon the records of the organization, and that all restrictions imposed upon the members of the press and upon the publication of yesterday's proceedings and of to-day's proceedings, if any were made before I came into the room, will be removed.

Mr. Davol.—Mr. President, if I may be allowed a few remarks, following Mr. Harris', which bear on some remarks that he made, I would like to state that a gentleman by my side, a Representative from Philadelphia, Pa., who says he is not much of a speech-maker (and I am not much better), says that he wishes to assure the Board that he, as a Representative from that section, had no idea as to the transactions of the business in Philadelphia; that the Philadelphians knew nothing about it; that they knew nothing of it yesterday, and now he wants me to assure the Board that he personally is in sympathy with them in this action.

Mr. Pratt.—Mr. President, that is very pleasant to hear. I trust and believe that it is the hope and feeling of every member of this Board that the members of the Board in Pennsylvania, and the members of the League in Pennsylvania, will co-operate and sympathize with the proceedings of this meeting as soon as they are fully informed of the facts on which they have been based. The Pennsylvania Division has been a noble Division. They have shown a commendable loyalty to their own members and a commendable support of the ex-Secretary-Editor, who was also a member of their Board of Officers, upon such facts as were within their knowledge. And whatever remarks may have been made (and perhaps I have not been as careful as I might have been in reference to the Pennsylvania Division), I desire to have it understood fully that whatever I say in this Board shall be with the utmost respect to the Pennsylvania Division, and also with the utmost respect to all those men who voted yesterday in the minority.

Now, Mr. President, the motion of Mr. Harris (which has not been seconded, I am afraid) seems to me to be rather comprehensive and discursive, and I think I can make a better one. I move that the Executive Committee be instructed to prevent the publication of the L. A. W. BULLETIN this week until it has been revised and permitted to be published by them, and that they take such immediate steps as shall secure the prevention of its publication until they have revised it. That is my present motion. I hope that will be put and carried.

Mr. Harris.—I second it.

Motion put and carried.

Mr. Pratt.—Mr. President, I move that it is the sense of this Board that the President ought forthwith to remove from the office of Representative in this Board Mr. Eugene M. Aaron, of Pennsylvania, and Mr. John A. Wells, of Pennsylvania; and I make this motion upon the ground that the whole proceedings of this Board have disclosed the fact that Mr Aaron is no longer worthy of confidence, and is guilty of malfeasance in office as a Representative as well as Secretary-Editor; and also upon the ground that both Mr. Aaron and Mr. Wells, in the course of conduct pursued last night and this morning, are guilty of malfeasance in office, and deserve to be removed from office on that account.

Mr. Holly.—Mr. President, as a Representative from Pennsylvania (and I am the only one here), I should like to be allowed to second that motion.

Motion put and carried.

Mr. Pratt.—Mr. President, allow me to make one more motion. I do not want to make them all. I move, sir, that the vote of restriction on the press, passed yesterday, be rescinded, and that the Executive Committee have authority to prohibit, or to interpose such influence as they choose to exercise, or as they deem best to exercise, upon the publication of any matters that have come before the Board.

Mr. Davol and Dr. Emery.—I second the motion,

Mr. Howard.—Mr. President, would not this resolution that you have proposed making cover this matter in a concise form? We have not a full report of the meeting except the stenographic report, and it would be impossible to send to the press a full report of the proceedings, because we were not instructed to take them; and the only way we could give them would be to give them as we could remember them, which would not be satisfactory; and if this whole matter could be condensed in the slight form of this resolution which was proposed here, wouldn't that be sufficient to send out to the press?

Mr. Pratt.—Mr. President, I have simply proposed that that vote be rescinded.

Mr. Howard.—I understood that the vote had been passed.

Mr. Pratt.—There was a vote passed yesterday excluding from the room and restraining the representatives of the press here from publishing any proceedings that related to certain matters. I move that that resolution be rescinded; and also that the Executive Committee exercise such restraint or prohibition as they may deem best, and are able to, upon the matter of publication of whatever has been read or spoken during the sessions of this meeting. Because they are matters of peculiar importance, and of peculiar personal relation, and it seems to me that they should exercise a little care that libelous or troublesome matters should be handled with a little discretion. That is the reason for my moving that the vote be rescinded. That will practically leave the representatives of the press who are here free to publish such matters as they choose to. It will also leave them a little under the obligation, as members of this Board, or as being here by permission of this Board, to consult with the Executive Committee, and to take a little care not to publish things that would be prejudicial to the interests of the meeting.

Dr. Emery.—Mr. President, that was my idea in asking Mr. Pratt to put into this resolution all these facts—a summary of the case—and to put it into such form as would not allow a lawsuit, if possible—to put it that way so that there could be no lawsuit as a matter of libel. And on the question of libel, on our liability as regards the publication of this matter, it seems to me that Mr. Pratt could put that in such form that we could not be held liable in any way; and we know that Mr. Aaron has had some experience in the law of libel, and he may profit by it.

Mr. Davol.—I do not think that to call a man a thief, and have the power to prove it, that he can bring a libel very well.

Mr. Pratt.—There is nothing that we do or say here, as I understand it, that is actionable for libel, because we are simply acting in our official capacity here as members of the Board of Officers. We imposed a restraint upon the members of the press; they must look out for themselves. We simply withdraw that resolution of restraint, and leave them to exercise their rights under such advice as they may take, with the sole exception and reservation that they confer with the Executive Committee.

Dr. Emery.—Mr. President, I would like to ask Mr. Pratt one question—if our publishing these matters can be considered a matter of libel?

Mr. Pratt.—That is entirely in the hands of the Executive Committee, and that Committee has a good lawyer on its Board. I do not wish to answer the question.

Mr. Bassett.—Mr. President, one thing I think may come in on this point. It is very evident that if the BULLETIN has lost $5,000 and more, a very conservative policy has got to be pursued in the future. One of the steps toward that policy should certainly be the cutting down very considerably of the stenographic reports which have been published in the BULLETIN. I think that a satisfactory report can be made of the proceedings from what I have taken myself, and Mr. Howard, who is working with me on it, and that the bills for composition will be very materially reduced. I talked this over with the Executive Committee, and they agreed with me. Now, I do not want the Board to do all this talking, and have an idea that all of it should come out in the BULLETIN. I want to impress upon them that we shall save the bill for composition just as much as we possibly can. And as the sentiment of the Board as it is being expressed, would seem to point to a publication of all these facts and all these statements that have been made, I would like now to get very clearly from the Board what they want, and what they expect of us.

Mr. Pratt.—Mr. President, I suppose it will be expected by the members of the Board, and I certainly should like to make a suggestion, that the report of this meeting, published in the BULLETIN, should contain the substance of all that has transpired; that is, should contain the official reports that have been made, should contain the substance of the proceedings that necessarily, in order to make the actual votes passed understood by the members, should contain the substance of what has been said and produced upon the principal matters. I think that there could well be omitted from all reports of the proceedings of meetings discussions upon points of order, or upon preliminary questions that involve no principle and involve no matters of importance to the members at large, but that upon important votes the substance of the discussion which has preceded them should be published. I simply make that statement as an expression of my opinion, in order to start off suggestions from members, as that is requested.

Mr. Davol.—Mr. President, I should think that if any meeting should be printed in full this one should be. It is a very important meeting—both yesterday's proceedings and those of last night and to-day. After this meeting it might do to cut it down a little, but I think this one should come out in full. A great many members have changed their minds, and I think their constituencies ought to have the benefit of knowing the reasons why they have done so.

Mr. Harris.—Mr. President, I think Mr. Davol's opinion is periectly right, and I think Mr. Pratt's suggestion will cover the ground that he wants to cover. I believe, though it will be expensive, that all that part of yesterday's proceedings that does not relate to those points of order, and a considerable portion of it in regard to proxies which will be used hereafter as precedents, should be printed, and that the entire proceedings of to-day should be printed in full. That is my idea of it.

Mr. Luscomb.—Mr President, there is another matter in connection with that that I should like to suggest: that we know we are dealing with very technical people, and therefore, in revising what has been said either yesterday or to-day, it must be done with great care, so that no technical point may be permitted to crop out, if any one hereafter should desire to take advantage of it. In doing that, great care must be exercised to see that a different construction cannot be drawn from the remarks that have been made here from what would be conveyed by the remarks themselves as they appear in the stenographic report. For that reason, we should approach that matter with great caution.

Mr. Bassett.—I think we must either have a running report made entirely by the Secretary-Editor and his assistants, or else we must have the stenographic report in full. We have got to do justice to both sides. They claim that gag-l w was introduced here on these very points of order which Mr. Pratt would like to have excluded; and if we cut all of them out, they may claim, perhaps, that they have not been treated as they should. It seems to me if we take the stenographic report at all, we must take it entire.

Mr. Bidwell.—Mr. President, I do not desire to take any more of your valuable time than may be necessary, but I would like to make a few remarks on this question. It has been the supposition of the management, or of the Executive Committee, that all the composition that was possible to be crowded into the BULLETIN has been crowded into it in the past; and while I am in favor of a reform in that direction, in order to save the funds of the League, yet I think the reform should not be instituted especially on this meeting and the meeting of yesterday, and I trust that the full stenographic reports of both meetings will appear in the BULLETIN in the first issue that they can appear in.

Mr. Pratt.—Mr. President, if I may be permitted to say, as a sort of explanation, my attention has just been called by a Representative from Pennsylvania who is present to the fact that, in the motion expressing the sense of the meeting that the President ought to exercise his power of removal of two members of the Pennsylvania officers, Mr. Wells was referred to as a Representative. He is Chief Consul of Pennsylvania; and I understand that the membership of the Board from Pennsylvania that are present agree with me in the belief that Mr. Wells should be removed as Chief Consul of Pennsylvania, that the other Representatives from Pennsylvania, which has always been a loyal, stanch, active, and influential part of the League, and was especially prominent in its foundation, should be unembarrassed at present by the membership of either of those two persons in its Board. It should be able to hold a meeting, if it chooses to call a meeting, to consider the present exigencies, without either of those members being entitled to a seat. And if it requires another motion to express the sense of this Board, so as to include the removal from the Chief Consulship in that State, I make that motion. I ask simply for information.

Mr. Bassett.—The Secretary might correct the record.

Mr. Pratt.—If there is no objection to that—that this motion may be corrected so as to refer to the Chief Consul, instead of Representative—that will do.

Mr. Harris.—Mr. President, in order to test the sense of the Board and settle this question about publication at once, I move that the proceedings of yesterday and to-day be printed in the BULLETIN; that is to say, with the exception that Mr. Pratt spoke of in regard to anything that may prove of a libelous nature, under the laws of the State of New York, that might affect personal members. I think that was the point he desired to make.

Mr. Egan.—I second the motion.

Motion put and carried.

Mr. Adriance.—Mr. President, was the motion voted on rescinding yesterday's resolution?

The President.—Yes, sir, it was.

Mr. Egan.—Mr. President, I think you are in error there. I have not heard that motion carried. I have not cast any vote on it.

The President.—What is that?

Mr. Egan.—On the motion to rescind.

The President.—I stand corrected. It seems that the motion has not been passed.

Mr. Adriance.—I understood that was the motion we were discussing at the time Mr. Harris made his last motion.

The President.—Will the Secretary please read the motion as made in regard to the publication of this matter.

Mr. Bassett.—The motion was by Mr. Pratt; his motion was that the vote of restriction on the press be rescinded, and that the Executive Committee be instructed to revise the matter as they may deem expedient.

Mr. Harris.—I would like to ask Mr. Pratt if he means by that—I don't know whether that is exactly the sense of it—if he means by that to cut out anything more than such matters as prove libelous, or might seem to be so, in regard to some personal member of the Board of Representatives in New York? Was the idea or opinion in regard to that merely to protect those gentlemen that reside in the city?

Mr. Pratt.—I think the Committee are discreet men, and that they will look after the matter in that way, and that they will look after the interests of the League and the membership at large as well as the members of this Board. I think that an indefinite resolution is all that is necessary, and that they will exercise that discretion properly.

Mr. Bassett.—It seems to me that that is going to place upon them a very difficult task. Here is my friend, Mr. Egan, who is correspondent for a paper, and he will probably write his manuscript within two or three days and send it by mail, and here you have him submit that manuscript to the Executive Committee. Mr. Howard, Mr. Prial, Dr. Emery, and a number of others are correspondents also.

Mr. Pratt.—My motion was simply that they be permitted to interpose the exercise of such restraint or prohibition as they shall see fit to make. If they do not think it is expedient for them to interpose any restraint, there will not be any objection. If they think it is necessary to interpose any restraint as to particular matters, then they will indicate that to the members of the press. If they do not, the members of the press will be free. That is my understanding of my motion. I did not think that they would revise matter for the press. I meant that if in their discretion they found it expedient to interpose any restraint, I thought they ought to do it.

Mr. Egan.—Mr. President, if there is any libelous matter gotten off by any newspaper man—printed—he stands responsible for his paper. You are perfectly free of the matter. We have got to take all the risk. You have all the fun and none of the risk. We take some of the risk and get some of the money.

The President.—Mr. Egan, let me correct you. I fail to see where the fun comes in.

Mr. Luscomb.—I do not see where the trouble comes in on this question of libel. I have listened very attentively to everything that has been said so far, yesterday and to-day, and failed to hear a single word that could be construed to be slanderous; and if it is not slanderous when said, it can hardly be libelous when printed.

Mr. Harris.—I do not think that really there should be any restraint upon any members of the press at all. As Mr. Egan very aptly says, our papers are responsible for what is printed in them, and we are responsible for what is sent them, and the Board of Officers can in no wise suffer from it, and I think the restriction should be removed.

Mr. Egan.—Naturally, the allegation cannot be made that we were restricted to anything that would be favorable to our own side. You certainly cannot give any excuse to outsiders. The leniency dodge we have played for all it is worth, and we suffer for it this morning. I think it is wise to let people go out and say what they think. I do not see that any restriction should be put on people or on the right of the press. I do not see it at all in that way.

Mr. Luscomb.—I do not think, Mr. Chairman, that we can go so far as that under the By-Laws. I think it is perfectly competent and proper for us to express our opinion that the President shall do certain things. I do not think we should declare any men guilty of malfeasance without proceeding as our By-Laws order, without proceeding in the regular fashion of preferring charges, and letting them be heard. Of course things have occurred from which we could form a judgment; but I do not think we should declare a regular judgment unless in the regular form, and, therefore, I object to anything more than an expression of opinion that the President should do certain things. Perhaps Mr. Pratt's remarks go further than that, and perhaps they do not.

Mr. Pratt.—I intended to go further, but I withdraw them. I think enough time has been spent on the matter already.

Mr. Kirkpatrick.—We will now proceed with the regular order of business.

[Here follows, in the stenographer's reports, a full and complete account of the business transacted. This has been fully reported in the BULLETIN, and it is not deemed necessary to repeat it.]

the President be requested to exercise his right of removal on that account.

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Official Announcements.

TO KENTUCKY DIVISION MEMBERS.

I notice with regret that but a small percentage of our members have renewed up to the present time, and would urge upon you to do so at once. Our annual election for Chief Consul is very near at hand, and if you have not received your ticket by the first of March you will not be entitled to a vote; another incentive will be offered you this year. Our Division is now working on a Road Map and Guide Book, which they hope to get ready by the 1st of May, and none but L. A. W. members can get it. Let every one now a member renew at once, and then each one try to gain a new member; don't leave all the work for a few officers; they can do very little in this respect, not being able to talk to the great many cyclers in our State. There is plenty of material in your respective localities, so let's to work.

Respectfully yours,
C. F. JOHNSTON, *C. C.*

TO N. Y. BOARD OF OFFICERS.

BROOKLYN, N. Y., February 9th, 1887.

OFFICERS OF THE N. Y. STATE DIVISION:

DEAR SIRS:—Your Committee, as ordered at your meeting of January 15th, have decided on a regular heading and paper for letter-heads and envelopes. These will be supplied, in lots of not less than 250 each, at cost, on request to the undersigned.

The matter of stamped envelopes your Committee have deferred for your futher consideration.

Respectfully,
E. K. AUSTIN, *Sec.-Treasurer.*

CONNECTICUT APPOINTMENTS.

The following hotels have been appointed for Connecticut in addition to the list recently published:

Naugatuck—Naugatuck Hotel. L. A. W. rate, $2.00; meals, 50 cents; further reductions to parties.

New Canaan—Crosby House. Regular rate $2.00; L. A. W., $1.50.

CHARLES G. HUNTINGTON,
Chief Consul.

THE PENNSYLVANIA BICYCLE CLUB'S ACTION.

At the recent meeting of the Pennsylvania Bicycle Club the following was unanimously adopted:

"WHEREAS, The Board of Officers of the League of American Wheelman at the recent meeting in New York ruthlessly violated the rights of League members in Pennsylvania and other States, and also undertook to condemn unheard Chief Consul Wells and Representative Aaron, charging them with malfeasance in office; and

WHEREAS, The members of the Pennsylvania Division, L. A. W., after a careful investigation of the facts, have strongly protested against said actions, and cordially indorsed the gentlemen named; therefore, be it

Resolved, That this Club hereby heartily indorses the said action of the Pennsylvania Division, and expresses the fullest confidence in Messrs. Wells and Aaron, to whom this Club, in common with all other lovers of cycling, are indebted for much sincere, intelligent, and unrequited work for the advancement of cycling.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date and published in accordance with Article III of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their ticket to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication you may look for your ticket.

It is expected, and it is the duty, of all members to examine the list of applications for their respective States and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

No. 74—Total, 24.

PHILADELPHIA, PA., February 14th, 1887.

CONNECTICUT DIVISION—2.

Stamford Wheel Club—1.
13619 Brush J. Lindsley, Stamford.

Pequonnock Wheel Club—1.
13618 Miller, A. S., 431 Fairfield Ave., Bridgeport.

ILLINOIS DIVISION—3.

Owl Cycling Club—3.
13622 Cory, F. M., 3713 Lake Avenue, Chicago.
13620 Forrest, R. O., 88 25th St., "
13621 Winship, E. R., 636 Englewood Ave., Chicago.

KANSAS DIVISION—1.

Unattached—1.
13623 Wulfekuhler, Albert, Lawrence.

KENTUCKY DIVISION—1.

Louisville Wheel Club—1.
13624 Turner, E. R., 1014 12th Street, Louisville.

MARYLAND DIVISION—3.

Hagerstown Bi. Club—2.
13627 Bomberger, W. S., Hagerstown.
13626 Wolfe, Walter M., "

Unattached—1
13625 Bowers, James W., Jr., 16 E Lexington St., Baltimore.

MISSOURI DIVISION—2.

Unattached—2.
13629 Moder, Chester L., 3307 Washington Ave., St. Louis.
13628 Wetzel, G. E., Jr., 2337 Lafayette Ave., "

NEW YORK DIVISION—3.

Unattached—3.
13632 Burling, George W., Rochester.
13631 Burton, Henry F., 63 East Avenue, Rochester.
13630 Peepels, H. Clay, 261 Alexander St., "

PENNSYLVANIA DIVISION—8.

Germantown Cycling Club—3.
13633 Boehm, W. J., 1416 N. 18th St., Philadelphia.
13635 De Ronde, R. D., 26 Letitia St., "
12634 Paramore, Chas., 112 S 4th St., "

University Bi. Club—5.
4789 Humphreys, Henry, care of Society for Savings, Cleveland, Ohio.
13638 Keen, C. Barton, 3913 Chestnut St., Philadelphia.
13639 Miller, A. A., 603 N. 13th St., "
13636 Riddle, Robert N., 4722 Green St., Germantown.
13637 Wilt, M. D., 1417 N. 15th St., Philadelphia.

WISCONSIN DIVISION—1.

Milwaukee Wheelmen—1.
13640 Schroeder, Fred. J., 525 5th St., Milwaukee.

RENEWALS.

No. 10.—Total, 750.

PHILADELPHIA, PA., February 14th, 1887.

CALIFORNIA DIVISION—12.

6700 Bley, M. A.
5791 Cowen, A. H.
7646 Donnelly, D. W.
12037 Goodwin, J. A
7471 Johnson, C. H.
7624 Neal, A. S.
6514 Pickett, B.
7626 Reuman, H. J.
11319 Sanford, Dr. L. N.
10544 Simmons, W. A.
8643 Tenney, H. O.
7631 Thompson, C.

CANADA—1.

3166 Donly, H. B.

COLORADO DIVISION—2.

8815 Ballou, A. R.
5500 Brainerd, W. A.

CONNECTICUT DIVISION—90.

7492 Adkins, F. H.
9337 Allis, T. S.
7494 Ayre, F. H.
12764 Bacon, G. L
3377 Judson, A. F.
5254 Judson, R. P.
7511 King, F. D.
4180 Lee, H. K.
9339 Beardsley, F. W.
7948 Bennett, E. C.
9340 Birdseye, H.
7497 Bill, A. R.
7496 Bill, F. R.
9342 Brewster, S.
7498 Cameron, M.
6705 Candee, J. D.
7499 Chamberlain, J. H.
7500 Chapman, H. H.
11951 Clausscn, E. E.
7501 Cooper, F. L.
9830 Crosby, L. D.
7502 Crygier, F. H.
11595 Dann, C. B.
9831 Damery, F. L.
3949 DeBlois, E. A.
7503 Dresser, S. C.
7504 Eaton, F. E.
7505 Elmer, H. F.
10321 Fahy, T. W.
11952 Fisk, C. D.
10183 Ford, W. B.
8449 Forbes, L. S.
7506 Fuller, M. N.
9346 Gager, E. B.
4214 Goodman, H.
6349 Goodman, J.
7507 Gorman, C. F.
9832 Graham, G. R.
11953 Grace, J. J.
7508 Harding, W.
10744 Harrington, F.
4997 Hill, H. J.
9348 Hickok, L. E.
11954 Hills, B.
6003 Holmes, H. T.
10737 Huntington, B. D.
7510 Jackson, F. C.
8825 Jones, E. L.
324 Jones, W. H.
7512 Lincoln, C. G.
6706 Lounsbury, J. A.
4358 Manson, J. F.
9357 Mills, W. S.
3388 Mix, W. L.
9350 McEnemey, J.
12305 Moore, T. L.
12501 Moorhouse, E. H.
7514 Newton, C. H.
9833 Noble, W. B.
7515 Parker, J. M., Jr.
10185 Pratt, G. C.
7516 Rathbun, E. H.
6709 Repley, G. W.
7517 Richardson, W. S.
3000 Rhodes, W. H.
12533 Saunders, T. W.
9351 Sanford, F. S.
7044 Schneider, A. H.
9352 Scranton, G. H.
2292 Scoville, F. E.
12506 Seixas, G. A., Jr.
1692 Smith, R. A.
7518 Smith, H. H.
6707 Spencer, J. B.
7519 Starkweather, H.
8657 Teames, H. H.
9834 Thorpe, A. N.
9354 Torrance, D.
7520 Tracy, L. A.
12304 Tuttle, C. I.
10747 Waldron, F. A.
7521 Wander, E. A.
7522 Way, C. H.
6708 Way, E. N.
11124 Weed, A. J.
7523 Weildon, F. W.
9605 Wentworth, W. G.
11817 Whittemore, H.
12093 White, F. S.
9834 Wilcox, H. N.

DAKOTA—1.

11251 Moorehouse, F. E.

DELAWARE DIVISION—3.

11093 McDaniel, B. F.
9512 Sheward, C. M.
12185 Talley, F. W.

DISTRICT OF COLUMBIA DIVISION—2.

3646 Northup, C. G.
7068 Scott, S. T.

FLORIDA—1.

8840 Robb, H.

ILLINOIS DIVISION—56.

7969 Adam, A. R.
12751 Angle, H. M.
9538 Bingham, A. S.
10557 Brookes, F. A.
6793 Chamberlin, H. G.
9034 Cramell, W. W.
6786 Davis, L. A.
8830 Dinnison, G.
1680 Dickinson, F. A.
11597 Donahue, J. W.
11501 Farquhar, W. C.
12539 Frenneson, C. J.
12259 Gardner, H. W.
12854 Gates, A. D.
1660 Gibson, J. S.
4537 Gookin, F. W.
10563 Greenleaf, W. B.
6901 Hansel, C.
1601 Hart, G. S.
6787 Harmon, F. F.
12855 Hay, G.
6902 Hicks, Dr. H. F.
7971 Hinckley, A. M.
8837 Hubbard, W. R.
12933 Johnson, F. N.
7249 Levering, F. D.
3205 Lillibridge, F.
8838 Ludlam, C. A.
9190 McKinley, W. B.
6790 Magill, G. L.
12934 Marsailes, J. H.
7175 Mendell, A.
9361 Mixer, C. T.
6789 Munger, C. H.
11825 Orr, H. G.
10559 Otis, G.
6512 Phillips, W. J.
7173 Pierce, A. S.
7178 Pierce, C. B.
8839 Pope, H. P.
9541 Porter, W. L.
6871 Post, H. D.
6867 Pride, C. B.
12541 Quinby, I.
11598 Randall, C. E.
6849 Ridgely, H. G.
6881 Roper, E. U.
6882 Rugg, O.
12752 Sargent, G. H.
8841 Sieg, C.
593 Slater, S. A.
7976 Strong, A.
11826 Vedor, J. C.
8842 Washburn, G. P.
12853 Winship, H. R.
5979 Yard, B. F.

INDIANA DIVISION—5.

3754 Heberhart, W. G.
10003 Hood, V.
6904 Lambert, C. W.
8470 Morrow, N. F.
5727 Plumb, C. H.

IOWA DIVISION—1.

11834. Johnson, W. E.

KENTUCKY DIVISION—11.

9366 Adams, J. F.
479 Beddo, H.
5709 Esterly, H. T.
2436 Francke, G. A.
8853 Fraser, L. P.
6426 Humphrey, B.
5966 Johnston, C. F.
6471 Raible, W. M.
6470 Schimpeler, F.
5727 Schimpeler, H.
7649 Woodruff, O. F.

KANSAS DIVISION—9.

11755 Baker, I. F.
11731 Boughton, D. H.
7404 Brown, G. N.
5807 Henley, A. J.
7405 Lockwood, H.
11732 McCarthy, D. E.
12309 McLachlin, J. C.
11482 Patrick, L.
7407 Waddell, R. J.

LOUISIANA DIVISION—3.

11281 Butts, R. F.
5016 Genslinger, C. H.
238 Jacobs, M. A.

MAINE DIVISION—1.

6196 Elder, S. A. H.

MARYLAND DIVISION—8.

12543 Ezechiels, D.
5105 Fink, C. F.
11710 Fry, J. F.
12709 Kenly, E. M.
790 Kirkwood, F. C.
8865 McNelly, W. B.
1895 McComas, W. C.
5101 Seabrook, W. L.

[CONTINUED ON PAGE 150.]

THE RUDGE CYCLES, MANUFACTURED BY MESSRS. D. RUDGE & CO., COVENTRY, ENGLAND, AND IMPORTED BY MESSRS. STODDARD, LOVERING & CO., BOSTON, MASS.

INTRODUCTION.

Since the introduction of the Rudge Light Roadster, some four years ago, it has been the aim of the above firm to place a machine upon the market which they can thoroughly recommend, and which has gained an enviable reputation by an honest test, owing to its durability, easy-running qualities, and thorough workmanship.

They do not believe it necessary to place upon any of their machines specialties simply to advertise them, as they have found that a practical test demonstrates that about 90 per cent. of these are not of intrinsic value, although they appear attractive at first sight.

The policy of Rudge & Co., and also of Messrs. Stoddard, Lovering & Co., has been to give the best value for the money and to make their machines as simple as possible, believing that the less parts and complications the better.

With a view to improving their machines, they sent out during the past year, and obtained from over 100 of the best all-around riders in the United States, specifications of what improvements they considered necessary, and after careful examination they have adopted some features on their machines which they have thoroughly tried and can fully recommend.

RUDGE LIGHT ROADSTER.



FIG. 1.

The specifications of this celebrated bicycle remain nearly the same as last year, with some exceptions.

The FELLOES are of the Clement hollow pattern, consisting of one piece of steel tubing, rolled and pressed into the proper shape, and capable of bearing a weight of 200 pounds, even before a single spoke has been inserted. The strength of this felloe will be realized by the fact that, of the many thousands of *Rudge Light Roadsters* sent out, *not one* has been returned with a broken felloe that can be traced to the fault of the machine.

The HEAD is of the long-centre Andrews pattern, fitted with a dust shield which is entirely noiseless and entirely protects the head from dust. Five years' experience with this head proves that for durability, rigidity, and simplicity, it remains unequaled, and we therefore adhere to it rather than run the risk of changing simply for an advertising novelty.

The BEARINGS: Two of the most important points in bicycle making are rigidity and minimum of friction, and we would call your attention to one of the principal features of the Rudge Cycles, which are fitted throughout with Rudge's unequaled ball-bearings, which, for simplicity of construction and remarkable ease of running, have gained a world-wide reputation.

As ball-bearings are no doubt one of the greatest improvements in cycles, it is with pleasure your attention is called to these famous bearings, which were invented by Daniel Rudge over nine years ago, and which have been made to revolve over six million times without any perceptible wear or the shaking loose of any of the parts.

ADJUSTABLE PATENT FRONT BEARINGS



FIG. 2.



FIG. 3.

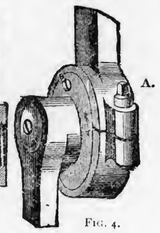


FIG. 4.

When the bearings require adjusting, unscrew the square-headed pin A that is in the lug of the bearing, as shown in Fig. 1.

This has the effect of loosening the disk, which can then be turned round in direction the arrow is pointing in Fig. 1, until the bearing is sufficiently tight. Great care must then be taken to screw the square headed pin A down tightly; otherwise, the disk is liable to shake loose when the machine is ridden.

Figs. 2 and 3 explain the principle of the bearing, in which the manner of adjustment may be readily observed.

ADJUSTABLE PATENT BACK BEARINGS.

The adjustment or the back wheel is quite as easily effected by unfastening the nut on the side where the *milled* washer is, and then turning the washer round with the fingers from left to right until the bearing is tight; the nut should then be firmly secured again.

Many manufacturers have tried to improve on these famous bearings, but without success, and the Rudge ball-bearings are to-day, as they were eight years ago, without a rival, and so great is their popularity, that many of the makers of other machines are forced to use them. To the superiority of these celebrated bearings for racing, coasting, and hill-climbing, you are respectfully referred to the many thousands of riders of the Rudge.

The SPOKES are tangential, and present the following advantages over others of a similar pattern:

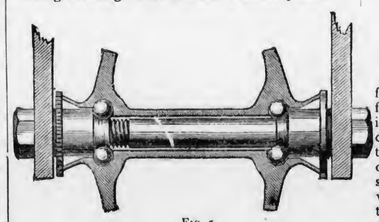


FIG. 5.

First, the tendency of the tangential to snap at the rim is obviated by securing them with a concealed lock-nut and washer, making them practically butt-ended and doubly strong at this point.

Second, instead of lacing back and forth from the rim to the hub in nearly parallel directions, they now end at the hub and are firmly riveted on the inside, after passing through it. The spoke is thus single, and by being made heavier at the hub, the tendency of snapping is entirely done away with. The system of crossing is also a new one, and works to perfection, being accomplished by one spoke passing over and under another in such a way that each spoke holds its neighbor firmly in place, consequently a rattler is impossible. Again, the spokes are placed at right angles to each other, which not only makes the wheel very much stronger and more rigid, but keeps it true, and prevents any possibility of buckling by ordinary use.

The best recommendation for this particular spoke is the universal satisfaction it has given in the last three years.

Many manufacturers have tried to copy it, with a greater or lesser number of crossings, and the result has been that the wheel has been either too loose or far too rigid. If the spokes in a tangent wheel are not laced tightly it will be found that when the rider is on the machine the upper spokes will be very tight while those directly beneath him on the underside of the wheel will be found very loose, making it almost impossible for the wheel to be rigid and to stand the required strain. On the other hand, if the wheel is a complete network of spokes, crossing and recrossing and all firmly brazed to each other, the wheel is practically solid, and although rigidity is to be desired, there must be sufficient GIVE in the machine to be able to stand the wear and tear.

With the Rudge spoke it will be seen at a glance that it is unequaled for simplicity of construction, rigidity, and ease of replacing in case of breakage.



SADDLES: After trying nearly every saddle both in the English and American market, it has been decided to fit the Rudge the coming year with the Townsend Patent Combination Saddle and Spring. This, we believe, is far ahead of anything yet introduced, and although several patent hammock saddles have filled the want to a considerable extent, we believe that the Townsend combines the most valuable features of any saddle extant. The following we quote from an English cycling paper, which speaks for itself:

"One of the most successful efforts in the direction of a perfect saddle and spring has been made by Messrs Townsend & Co., one of whose combination saddle and springs we have been using constantly for the past six months with entirely satisfactory results. The front part of the spring is similar to the ordinary Rudge Spring, having a slot in it of some two inches in length, to allow for adjustment, and running right under the saddle to the coil springs behind, upon which it tests and slides. The frame of the saddle is composed of specially manufactured round steel wire, which, after being bent into the shape on the saddle, takes the form of two coil springs, which descend to the backbone, where they are secured by a clip. The leather top is blocked on and laced underneath, forming one of the most satisfactory seats imaginable. The seat is made from very soft specially tanned leather, of improved shape, thoroughly ventilated, and giving a seat of remarkable ease, and makes it in appearance and actual use one of the handsomest and most luxurious seats of the day, and as advertised, 'the only universal weigh

carrier,' this power being gained by the peculiar properties of the steel wire used and formation therewith of its springs.

"This saddle is suitable for a person weighing from



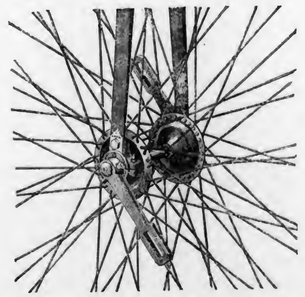
110 to 200 pounds, as it can be adjusted to almost any weight by moving the saddle back and forth upon the springs. One great advantage of it is a side motion, which entirely prevents every particle of discomfort attendant upon other saddles, which have to be broken in before they are comfortable.

"Wherever Messrs. Townsend & Co.'s inventions has been introduced it has met with universal praise, and although this saddle has only been on the market the last year in the principal cycling centres, among amateurs, professionals, and the trade, it has successfully passed through the ordeal, and is now being adopted by many of the leading manufacturers, so that we anticipate next season many inquiries for what we have no hesitation in calling one of the best things on the market."

We recommend, in defense of this article, our readers, one and all, to try the saddle and judge for themselves.



The TREAD: Owing to the above method of building the wheels, it has been found that they can be built perfectly rigid, and, at the same time, narrower than any other make. The advantages of this will be appreciated by all riders of experience, and particularly racing men, as it causes the power to be applied to the best possible advantage. It is due to the peculiar construction of the wheels that it has gained its present enviable reputation as a hill-climber.



The HUBS are of a specially improved pattern, made of the very finest steel, well recessed to admit of the narrow tread, and pierced with holes for the tangential spokes.

The FORKS: The fork of the 1887 pattern machine has been entirely reconstructed and is now very full and oval in shape, hollow to the front wheel and semi-tubular to the back, combining strength and lightness. Special attention has been paid to this point and they are *guaranteed* to stand riders weighing two hundred pounds.



The HANDLE-BAR is cow-horn in shape, hollow, and made of steel tubing in one piece.

Since the introduction of the Rudge, some four years ago, its agents have endeavored to find a detachable handle-bar that would combine strength and rigidity, but experience has taught us to adhere to what is known to be thoroughly reliable rather than to make alterations or so-called improvements, which may or may not be found afterward to be what is desired.

The tremendous strain which depends on the handle-bar leaves no room for experiments, and they are prepared to replace, without expense to the rider, any bar that breaks within two years, that can be shown to be the fault of the machine. It is gracefully curved at each end about two inches below the head, and is fitted with spade-handles.

SPADE-HANDLES: The demand for this style of handle, and the ease with which hills can be climbed, demonstrates that it is coming into popularity, so they have decided to adopt them on all Rudge Light Roadsters. Although we have no detachable handle-bar, they have attached these handles in such a way to the bar that they can be adjusted to suit any rider. The hollow handle-bar is threaded on the inside, and the handles screwed in and secured by a lock-nut, which holds them in any position that the riders desire.

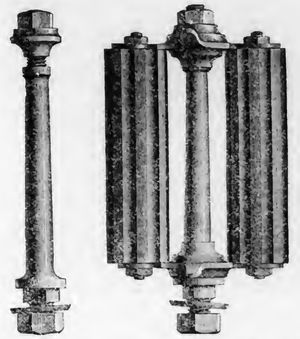
The BRAKE is of the spoon pattern, controlled by a powerful lever of good length and fitted with a concealed brake spring under the head, which entirely prevents any rattle.



The CRANKS are of the latest pattern detachable and allow the pedals to be placed at a throw varying from four and three-quarters to a full six-inch on all sizes.

The PEDALS: It is with pleasure we call your attention to Rudge's famous ball-pedals, which are furnished with each Rudge Light Roadster, either rat-trap or rubber. No part of the machine requires more care than the pedals, and we think without doubt the riders will acknowledge that the Rudge pin is the strongest extant.

Its peculiar construction allows the metal to be placed to the best possible advantage and combines great strength with lightness. It is a significant fact that in every bicycle record made in 1887 by any make of bicycles, the riders used Rudge ball-pedals. Comment is unnecessary.



The STEP is of the very latest safety pattern, adjustable and especially designed for this machine, and no holes are drilled in the backbone at this point.

The rake has received especial attention for 1887, and varies from one and three-quarters to two and three-quarter inches.

We quote the following remarks from the advance sheets of Messrs. Stoddard, Lovering & Co.'s catalogue:

In summing up the points of the superiority of the RUDGE LIGHT ROADSTER for 1887, we wish to say that this wheel combines lightness, strength, and speed; but is not, in any sense of the word, the light roadster some manufacturers build, and which are only to be used on smooth roads.

We are willing to guarantee this machine to any person weighing under 200 pounds, and challenge competition with machines 10 pounds heavier. Although its name is the *Rudge Light Roadster*, and it *is* lighter than most roadsters, it is so named to distinguish it from the *Rudge Roadster*, with the direct spokes. It is built from the very best stock to be obtained, and by the largest manufacturers of bicycles and tricycles in the world, namely, *D. Rudge & Co., Coventry, England.*

The weight of a 50-inch *Rudge Light Roadster*, complete with saddle, stool, bag, and tools, is *thirty-six and a half pounds.*

The policy of Messrs. *Rudge & Co.* has always been to give the best value for the money, and, although in some cases their machines have been somewhat higher in price than others, they have invariably found that it paid to build the best, and as the riders fully realize that a cheap machine is dear at any price, they have no hesitation in paying a trifle more, and getting the best article that can be made.

LIGHTNESS, SPEED, AND STRENGTH.

We point with pride to the record of the *Rudge* since we have placed it upon the *American Market* five years ago.

Its principal points of construction remain practically the same, and its large and increasing sale each year proves most conclusively that its sale has not been dependent upon novelties which appear attractive at first sight, and are principally used for advertising.

The long list of famous riders of this splendid bicycle are its best recommendations of its worth, and we have not felt the necessity of placing paid riders upon our machines to make records for us in races.

The success of the RUDGE on the ROAD, on the PATH, and on the HILL, speaks for itself, and we firmly believe that for a roadster that contains the essential qualities of lightness, strength, and speed, it has no equal, and, we might almost say, no competitor.

[CONCLUDED FROM PAGE 147.]

MASSACHUSETTS DIVISION—79.

7264 Amsden, L. C.
4922 Archer, F. W.
10577 Bailey, F. L.
9067 Bates, G. R.
7836 Benson, A.
10227 Burleigh, F. E.
1020 Burnett, A.
3714 Butcher, J.
7800 Carney, F.
6272 Cavanaugh, G. H.
11344 Chase, W. A.
6108 Clapp, W. A.
8528 Cook, H., Jr.
2814 Coombs, P. L.
7413 Cunningham, T. M.
4926 Daly, Dr. J. H.
108 Dean, J. S.
4927 Doane, W. S.
2827 Drake, C. I.
10814 Dudley, F. F.
8921 Ducker, Mrs. H. E.
10064 Durkee, R. E.
3365 Ellingwood, E.
2828 Emesson, W.
110 Everett, W. B.
10031 Fay, C. L.
10207 Field, G. F.
11336 Forbes, W. H.
8689 Fourdrinier, C. W.
12720 Freeman, W. P.
7982 Friedrich, A. E.
7837 Gallagher, H. C.
8911 Gilbert, M. H.
257 Gilman, W. E.
11338 Gough, J. W.
11339 Gould, B. W.
1174 Greene, J. T.
7811 Hamblet, E. P.
1014 Harris, H. S.
9587 Harvey, T., Jr.
9586 Harvey, G.
8480 Haven, W.
9721 Haven, H. W.
2802 Haynes, G. L.
9092 Heintz, P. B.
28 Hodges, E. C.
8693 Hodgkins, E. W.
7858 Holmes, J. B.
8324 Huston, H. G.
3043 Jones, G. W.
8921 Lombard, R. S.
9226 Low, W. H.
10578 Mallery, G. T.
10579 Markoe, G. B.
8334 Mason, G. D.
9376 Peinert, A.
4929 Pope, H. A.
8905 Porter, F. H.
9436 Read, A. E.
8339 Ryder, H. G.
8998 Sawyer, F. H.
10023 Schallenbach, W. F.
12177 Schwab, W. C.
1705 Shakespeare, W.
10409 Shute, F. H.
6274 Spear, W. F.
2815 Swan, C. I.
2809 Tavener, A. I.
10410 Thomas, M. M.
2818 Tuttle, E. L. B.
2811 Underwood, J. A. R.
2795 Wall, R.
2830 Wallbury, A. V.
10580 Way F. W.
10411 Webber, J. W.
2810 Wheeler, W. S.
3204 Whitney, E. G.
10829 Wiggin, H. Y.
7984 Wyman, W. H.

MICHIGAN DIVISION—22.

12844 Barringer, M. W.
10595 Bennett, W. H.
4479 Breakey, E. R.
11531 Densmore, E. J.
6804 Escott, F. H.
12347 Frothingham, G. E.
6736 Galasso, T.
7416 Grunaur, B.
6733 Knapp, F. N.
10415 Kyer, H. A.
11162 Loomis, P. B., Jr.
6729 Moore, M. J.
4477 Nettleton, V. L.
8344 Nickels, H. C.
11605 Palmer, O. L.
6803 Richmond, A. B.
11175 Spencer, W. E.
12454 Spencer, F. S.
10239 Todd, W. W
3855 Wagner, C. W.
354 Webster, B. A.

MINNESOTA DIVISION—25.

12630 Barwick, C.
6625 Chandler, W. D.
6631 Charles, G. M.
11169 Clark, J. S.
2952 Elmer, W. H.
6626 Elmer, E. S.
12270 Forbush, C. W.
6629 Goss, M. G.
12266 Gregory, E. S.
2962 Heath, S. F.
9739 Laird, A. W.
12268 Landon, W. J.
8936 Lusk, I. I.
11170 Marfield, J. R.
12269 Maybury, J. N.
8937 Melvin, H. D.
11171 Merigold, J. A., Jr.
12265 Pett, W. F.
447 Porter, C. H.
11173 Remington, W. W.
2939 Roberts, E. M.
6628 Smith, E. C.
12263 Tearse, R. E.
6620 Worthington, L. W.

MISSOURI DIVISION—8.

10846 Bates, E. C.
7296 Harris, W. W.
10425 Henderson, H. L., M.D.
2720 Hicks, W. E.
9240 Jaccards, E.
11998 Methudy, J. P.
12877 Rhodes, F. C. R.
10248 Stubbs, R. N.

MONTANA—1.

11483 Fowler, W. M.

NEBRASKA DIVISION—2.

3813 Eaton, A. L.
9181 Robertson, F.

NEW HAMPSHIRE DIVISION—32.

3741 Alexander, W. J.
10610 Beacham, M. H.
8228 Boynton, H. E.
10862 Boynton, F.
2335 Burley, H. B.
11808 Camp, D. M.
4936 Church, F. F.
992 Davis, W. L.
8230 Elwell, N. W.
8233 Frisbee, W. B.
2338 Gray, C. W.
10058 Hoyt, R.
3764 Hutchinson, H.
10060 Kingsbury, S. L.
694 Knox, J. H.
5157 Montgomery, H. P.
1034 McIntire, L.
3149 McIntire, W. W.
10864 Nickerson, E. C.
8235 Pearson, A. M. P.
1689 Philbrick, F. J.
2714 Philbrick, G. E.
5889 Powers, T. H.
946 Sawtelle, C. F.
7091 Shillaber, C. F.
1051 Sides, A. H.
975 Speed, J. A.
1075 Tilton, J. S.
5529 Tucker, H. M.
2333 Walton, W. C.
3023 Ward, F. H.
977 Yeaton, H. B.

NEW JERSEY DIVISION—65.

22 Kane, J. O.
31 Kerr, Rev. O. A.
8236 Landon, T. D.
4488 Lescom, E. S.
2423 Longenecker, C. B.
10916 Macpherson, G. W.
7311 Mahan, H. L.
3828 Mead, R. D.
7880 Mulford, F. L.
7881 Mulford, H.
5215 McCullough, Dr. W. G.
6741 Reeve, J. N.
6560 Robinson, F. H.
1776 Rose, B. S.
7882 Sensor, T. D.
11440 Eldridge, W. E.
12413 Fenton, C. R.
7105 Forst, A. D.
8550 Fraley, W. H.
9266 Gaskill, A.
8545 Godley, Dr. J.
3526 Grover, J.
4886 Hahne, A.
7875 Hand, T. L.
7874 Hand, J. S.
7877 Harrison, G. M.
7878 High, S.
8740 Hogate, L. H.
7879 Howell, L. A.
3541 Hubbard, J. L.
1220 Jackson, H. R., Jr.
9902 Jaggers, E. W.
2933 Stevens, C. S.
4979 Surphin, C. T.
6927 Van Gilder, W. H.
6926 Van Gilder, R. S.
7676 Van Rensselaer, J.
11886 Wallington, G. L.
11862 Watson, L. Du B.
6925 Weber, G.
7883 Whitaker, T.
1442 White, H. M.
5323 Whitehead, E.
4976 Whitehead, F. W.
7312 Whitehead, H. F.
4977 Whitehead, R. V.
12813 Wilson, A. C. D.
379 Wood, C. J.
6049 Worstall, W. H.
7225 Wright, E. O.

NEW YORK DIVISION—107.

4093 Babcock, C. W.
757 Baldwin, S. W.
11207 Ballard, S. F.
8961 Bartlett, G. E.
6130 Barnard, H. G.
4128 Bell, H. H., Jr.
12235 Betts, E. S.
5808 Bixby, J. E.
1516 Bradford, E. A.
11863 Brown, A. L.
6307 Brown, E. H.
739 Buchanan, S. E.
3067 Budington, Dr. W. G.
807 Butler, A. R.
12908 Camp, T. C.
9907 Campbell, J. S., Jr.
648 Caney, E. A.
8962 Chichester, R. N.
3077 Clapp, I. M.
1081 Cobb, A. P.
8247 Colwell, F. L.
10638 Conover, S.
8558 Cort, W. L.
3076 Corwin, D. H.
12236 Crafts, E. B.
3882 Crittenden, A. W.
11287 Donaldson, E. L.
525 Donaldson, F. L.
6303 Donaldson, H. F.
9772 Drake, L. F.
9771 Drake, C. P.
1662 Drullard, F. E.
3090 Firth, T., Jr.
8964 Fisher, E. T.
6452 Ford, C. E.
12238 Francis, G. B.
11208 Furst, M.
12906 Galt, W. R.
11209 Gilfillan, Dr. W. J.
10639 Greene, F. D.
756 Guy, A. W.
8133 Hanson, J. H.
11621 Harris, A. H.
746 Harvey, C. E. W.
928 Hibbard, A. S.
7327 Horton, E. P.
12239 Hudnut, Dr. F. P.
5403 Huggins, J. D.
3091 Hulse, W. P.
7317 Hyatt, F. S.
2532 Hyde, S. M.
11622 Isaacsen, I.
11550 Jayne, C. E.
12613 Tollner, E.
10626 Van Dike, F. H.
5404 Vivian, W. H.
9509 Walbridge, G. H.
3110 Warburton, F. J.
6306 Warner, W. H. H.
5396 West, C. C.
2477 Wessells, C. T.
9909 Wheeler, E. J.
6822 Wilder, Dr. L. G.
5296 Williams, W. L.
12812 Wilson, J. E.
9480 Wood, F. H.
8969 Wright, J. B.
12241 Jeffreys, E. A.
8965 Johnson, T. W.
3092 Jones, H. C.
12131 Ketchum, C. E.
2544 Kinch, C. A.
5401 Kolb, A.
12240 Lamberson, T. M.
11447 Land, F.
6305 Luscomb, C. H.
735 Mabie, G. W.
11551 Magee, J.
7203 Mansfield, M. H.
9763 Manson, F. H.
5402 Mersereau, E. W.
13008 Monell, A. Z.
11747 Moore, H. P.
9474 Morrison, W. H.
3483 Muller, C. F. W.
753 McEwan, D. C.
11874 McLafferty, A.
11917 Negus, J. S.
3108 Nichols, E. R.
10640 Orr, R. P.
5398 Powell, A. T.
1331 Pray, C. F.
9908 Rathbone, W. F.
3616 Richards, J. N.
11739 Sammis, F. C.
12242 Sammons, W. H.
12036 Sanders, W. R.
741 Share, W. W.
679 Simonson, F. M.
9292 Smith, A. L.
11552 Smith, F. H.
8771 Spillane, P. H.
12243 Starr, C. W.
6820 Stebbins, W. N.
11555 Swenson, W.
8968 Taft, J. H.
3109 Teller, G. G.
12611 Tollner, E.

NOVA SCOTIA—1.

7164 Hart, H. L.

OHIO DIVISION—40.

4000 Aiken, W. H.
4001 Aiken, L. E.
11928 Ashbrook, C. T.
1874 Avery, C. H.
9782 Blinn, G. A.
103 Bowlby, F. H.
5438 Brobst, W. S.
12404 Brown, S.
3212 Campbell, F. M.
5470 Davis, D. E.
11934 De Camp, F. B.
2237 Goodman, S. M.
11567 Hall, W. H
11811 Hall, W. G.
6575 Harman, L. S.
6668 Hart, F. S.
3211 Henson, S. H.
3180 Higgins, H. E.
2481 Holloway, J. K.
8062 Holcomb, C. E.
5131 Kerch, J.
1299 King, J. T.
11923 Layton, F. S.
10483 Lepper, S. D.
6831 Malone, W. H.
6832 Malone, L. C.
2550 Marsh, W. E. H.
4246 McCully, W. M.
11933 McFarland, E.
2282 Pierson, J. L.
4127 Remsberg, C. P.
6942 Sears, P. E.
5151 Snyder, C.
1535 Spear, H. A.
2219 Upson, C. S.
4143 Wakefield, J. L.
11929 Watters, J. H.
5293 Weiler, H. J.
6669 White, C. E.
9155 Yager, E. B.

Pennsylvania, Rhode Island, etc., Renewals crowded out this week.

RENEWALS.

No. 9—Total, 694.

PHILADELPHIA, PA., February 7th, 1887.

CALIFORNIA DIVISION—6

8641 Cary, A. B.
1936 Crothers, A. M.
8642 DuBois, S. V.
12693 Gordon, W. C.
12965 Lane, M. G.
13020 Nordholdt, W. F.

CONNECTICUT DIVISION—98.

792 Bannihr, C. R.
4442 Barnard, P. H.
8096 Bayliss, C. E.
707 Beach, T. B.
9349 Lessey, S. H.
11498 Mead, W. C.
11320 Middlebrook, L. F.
115 Mildrum, E. W.
710 Belden, F. E.
799 Billings, F. C.
3802 Bradley, A. H.
2752 Brandegee, W. S.
1522 Bronson, A. H.
6379 Burnham, H. A.
3940 Burdett, C. L.
3795 Burt, G. H.
6546 Butler, F. L.
8097 Calhoun, J. G.
12422 Campbell, H. G.
3797 Chase, C. E.
11485 Cheney, E. M.
8655 Clark, C. N.
11484 Cone, R. B.
789 Cornwall, E. T.
8458 Cowles, E. S.
711 Day, G. H.
4731 Douglass, R. M.
8822 Ela, E. E.
9182 Ferris, J. M.
9992 Fisher, A. G.
7167 Flagg, D.
5519 Frisbie, Mrs. W. M.
2334 Frisbie, W. M.
6547 Gillette, T. W.
6544 Griswold, R. S.
1694 Hale, W. H.
1683 Harrington, E. F.
5548 Harlow, F. M.
3805 Hubbard, L. B.
2002 Hubbell, L. L.
2669 Huntington, C. G.
11958 Hyatt, A.
1997 Irving, J. G.
814 Ives, F. A.
9991 Jackson, O. B.
8698 Jewell, C. A.
8853 Jordan, W. P.
7651 Joy, F. T.
8099 Judd, E. Y.
3796 Kellogg, C. A.
611 Knous, J.
492 Latimer, C. B.
573 Lawrence, C.
3804 Leffingwell, G.
3390 Mix, E. E.
6226 Newton, G. B.
171 Oatman, A.
6543 Otis, A. T.
1208 Parmelee, E. L.
6541 Pease, W. C
8100 Peck, R. S.
4098 Peck, W. L.
3343 Post, D. J.
2740 Quiggle, E. C.
6548 Raymond, G. B.
3357 Redfield, H. W.
3378 Redfield, H. G.
1606 Redfield, H. S.
5209 Riggs, W. G.
11486 Riley, C. D.
8654 Royce, C. J.
484 Rogers, C. A.
4854 Shepherd, C. E.
978 Sikes, L. H.
8108 Skelding, A. B.
2784 Skinner, E. J.
6551 Sperry, S. C.
8461 Stannis, W. H.
1840 Steele, T. S.
815 Stoddard, E. J
6549 Swift, O. W.
7950 Taylor, H. H.
3239 Terry, S.
548 Thayer, G. B.
179 Thompson, J. C.
8195 Tinkey, W. W
9359 Tomlinson, E. F., Jr.
1207 Trowbridge, J. M.
9958 Walkley, J. S.
11123 Waterbury, F. S.
3799 Way, R. F.
8101 Way, C. L.
8457 Wells, E. H.
3801 Welles, A. J.
12686 Whittemore, W. E.
6062 Woodruff, H. P.
8102 Wooster, C. K.
5869 Whittlesey, J. C.

DELAWARE DIVISION—2.

9324 Philips, A. C.
11096 Pyle, V. R.

DISTRICT OF COLUMBIA DIVISION—1.

6385 Crampton, C. A., M. D.

GEORGIA—2.

12462 Flynn, J. C.
10306 Moses, W. F.

ILLINOIS DIVISION—23.

5486 Caldwell, J.
6872 Caughney, J. B.
1757 Chappell, O. A.
7074 Clow, H. B.
12538 Condell, T.
7970 Cornell, L. T.
6611 Drips, W. T.
10331 Gilbert, V. B.
1767 Liedler, J. F.
12043 Lloyd, A. H.
9709 Loose, R. D.
5481 Mehring, H. W.
1775 Mosely, W. M.
1777 Paulus, L.
2680 Peters, W. M.
1779 Samuelson, C. W.
7975 Sleight, E. H.
7959 Stiles, H. B.
6785 Strong, W. H.
9997 Tappe, J. L.
12682 Thain, R. S.
5476 Thrasher, J. M.
2622 Wetzell, W., Jr

INDIANA DIVISION—7.

12475 Bullard, G. C.
8468 Davis, W. C.
6906 Hearsey, H. T.
5910 Marson, F. W.
10004 Martin, L. M.
8313 Mehlig, H.
12361 Shields, M.

IOWA DIVISION—5.

11801 Hodgson, A. E.
11136 Long, D. P.
10204 Simmons, F. D.
9038 Ward, O. A.
4857 Worth, F. E.

KENTUCKY DIVISION—2.

6911 Allison, G. M.
6910 Huber, S. B.

KANSAS DIVISION—5.

11720 Atwood, F. J.
12840 Campbell, C. C.
11722 Harrison, D. B.
11724 Pulsifer, P. B.
11725 St. Clair, J. F.

LOUISIANA DIVISION—2.

7781 Fenner, C. H.
229 Patton, S. M.

MAINE DIVISION—2.

11255 Pinkham, A. S.
1476 Woodman, F. W.

MARYLAND DIVISION—2

5709 Hoblitzell, O., Jr.
7789 Justis, R. C.

MASSACHUSETTS DIVISION—86.

9870 Abbot, E. E.
8510 Ames, E.
8867 Ames, W. E.
8868 Ames, W. C.
9669 Arnold, H. F.
9584 Bardwell, F. L.
10022 Barrows, C.
8511 Beals, G. G.
12014 Beals, W. H.
8871 Bell, T. E.
8870 Bell, A. R.
12015 Billings, H. L.
9070 Bird, C. B.
9071 Bird, J. P.
11804 Blanchard, G. G.
10807 Bliss, E. J.
8872 Block, W. R.
8873 Brigham, F. B.
4284 Burdett, E. E.
8512 Burckes, F. E.
4040 Burrell, B. W.
8902 Butman, R. J.
10026 Julian, W. H.
8520 Kimball, F. B.
8878 Kurtz, C. F.
9597 Lane, P. A.
9866 Lienhard, H. A.
8521 Lovejoy, W. F.
8879 Lull, W. E.
8522 Maxwell, W. R.
8880 Mills, F. J.
8881 Moore, C.
121 Morris, F.
8882 Northup, F. W.
9216 Norwood, F. B.
9073 Peare, H. S.
9080 Perkins, C. H.
8883 Plattner, J. G.
8884 Pratt, P. L.
5859 Purdy, F.
4307 Sampson, A. R.
8885 Sandland, C. E.
8523 Sanger, E.
9598 Sawyer, E. K.



THE TOWNSEND
Combination Spring and Saddle.
STODDARD, LOVERING & CO., Boston, Mass.

TO YOU.



In presenting this Saddle to the readers of this paper, and to the Wheelmen at large, we feel at first it will not be well received, for it is of a very different style from all the saddles and springs which have been used heretofore.

At first we did not like the looks of it ourselves, but the number of adherents which it has in England led us to believe there was something in it, and a thorough practical test convinced us that it was the best thing we have yet seen.

We do not say this because we advertise and sell it, but because we believe in it; and to the skeptical rider who does not agree with us, we bid him welcome to his opinion, but simply ask him, before finally making up his mind, to give this saddle a fair trial. If he does this, we are convinced that any doubt which he may have had will be removed. Very respectfully,

STODDARD, LOVERING & CO., Boston, Mass.

8903 Cann, J. B.
2319 Chinn, G.
8513 Clark, H. L.
8874 Clifford, O. W.
10029 Cubberly, C. P.
9072 Cummings, F. A.
11094 Delaharre, F. A.
8514 Emerson, W. J.
8515 Fisk, E.
377 Foote, E. H.
8516 Furber, G. E.
8517 Gilkey, D. E.
5203 Given, J. B.
8518 Godfrey, W. J.
8575 Gorton, H. I.
8502 Graves, H. R.
8876 Hall, H. A.
10025 Head, F. G.
8519 Hobart, F. A.
5037 Jennings, W.
10030 Jennings, H.
9074 Scott, W. W.
8524 Shaw, G
8886 Shepardson, G. L.
4041 Sheppard, C. G.
9381 Sherman, L. F.
11347 Sleeper, C. F.
11096 Steele, G. L.
2787 Steele, G. F.
11145 Stodder, C. F.
8525 Theall, D. C.
8906 Timson, C. H.
9613 Tinkham, C. H.
9076 Walters, T.
9075 Walters, J. E.
2043 Walters, T. A.
8526 West, C. H.
8883 Whittemore, C.
12016 Woodbury, F. A.
8537 Woodbury, J. H.
3379 Worthington, A. E.
8387 Wright, P. G.

MICHIGAN DIVISION—6.

12717 Balch, T. B.
7307 Bromley, T., Jr.
9738 Harwood, H.
1041 Kudner, C.
11743 Roehm, A. H.
11168 St. Clair, J. N.

MINNESOTA DIVISION—2.

3734 Willson, J. I.
8939 Youmas, Miss L.

MISSOURI DIVISION—15.

10345 Ashbrook, L. L.
8021 Boswell, G. W.
9444 Carpenter, F. S.
9010 Carter, E. C.
9747 Chauvenet, W. M.
7715 Clark, C. T.
9315 Crane, N.
11178 Hackstaff, J. F.
12875 Hobson, C. W.
12051 Miltenberger, J. J.
9618 Mosby, E.
12382 Seddon, J. A.
9237 Skinner, C. M.
11182 Snow, M. S.
8539 Taylor, J. H.

NEBRASKA DIVISION—27.

8830 Allen, F. G.
4181 Bacon, W. S.
4178 Badollet, P.
4183 Blackmore, T. F.
10311 Branson, L.
10147 Bush, J. C.
7177 Bush, A. H.
4188 Clarke, F. N.
11675 Coombe, W. E.
10312 Dunlap, F. P.
10532 Gilmore, F. B.
10150 Haynes C. M.
4190 Jolliffe, A. C.
12370 Lytle, E.
8440 Maxwell, J. W.
8441 Miller, W. M.
10153 Mittauer, F. T.
10155 Mulford, H. B.
4191 Rumele, R.
10156 Schwarz, G. F.
12251 Scribner, G. O.
10313 Smith, H. O.
9515 Smith, C. E.
10314 Temple, F. L.
4206 Townsend, W. D.
11676 Williams, Dr. G. W.
1150 Woodman, C. M.

NEW HAMPSHIRE DIVISION—11.

4057 Benson, C. E.
6813 Crapo, F. H.
4047 Drew, G. F.
4037 Duffill, T. P.
4063 Hanson, I. E.
4044 Hill, G. F.
4042 McIntire, J. W.
11436 Payne, W. W.
9242 Pierce, G. H
9746 Russell, W. F.
4038 Stiles, P. H.

NEW JERSEY DIVISION—33.

10886 Abbott, W., Jr.
7228 Banker, W. H.
10887 Blake, R. H.
10888 Blizard, C.
12232 Butterworth, F.
12079 Crounse B.
10890 Crounse, D.
1363 Earnshaw, J. C.
9245 Gregory, W. S.
11188 Hancock, F. C.
10891 Hardwick F. W.
3044 Howell, G. F.
10892 Kilgour, F. A.
10893 Macelius, M. DeM.
8543 Mossup, C. S.
7082 McBurney, E. L.
12438 McConaughy, F.
6553 Palmer, N. G.
11677 Pudney, C. A.
2678 Pugh, J. D.
4083 Romaine, DeW.
10894 Rose, G. K.
10632 Rianhard, C. C.
8955 Sengstack, A. E.
10895 Shelp, W. H.
10896 Shepherd, E. P.
7183 Short, G. H.
10897 Simpson, H. L.
7229 Slade, M. P.
11678 Spencer, C. H.
10898 Spencer, B. F.
10900 Turner, Dr. J. A.
7441 Warner, J. L.

NEW YORK DIVISION—111.

3098 Barnum, W. R.
8165 Bartlett, Dr. G. F. H.
116 Benjamin, E. S.
9140 Betts, C. E.
7712 Bingham, F. L.
12642 Bonner, W.
9455 Book, W. H.
10450 Braden, W. W.
9761 Briare, F. M.
13041 Mabie, R.
2384 Mead, S. A.
620 Meldola, H.
11695 Middlebrook, C. F.
6757 Miller, L. F.
724 Mixer, E. A.
9773 Montanye, W. C.
639 Montgomery, G. S.
9650 Mosher, J. J.
9262 Briggs, J. S.
9317 Brigham, F.
5182 Clark, W. L.
6931 Coffin, H. D.
570 Conolly, C. J.
8759 Cornell, E. T.
5008 Covert, M. F.
13038 Davis, I. G.
11055 Dennison, E. V.
3937 Dorr, G.
577 Dukelow, P. J.
177 Dunbar, A. D.
743 Edwards, W. D.
570 Elbs, J. G.
10105 Elsaesser, F. W.
11360 Everingham, B. C.
3936 Fenton, F. A.
2337 Ferris, B. F.
3000 Flockton, W. E.
10930 Gardner, A. K.
8248 Germoud, M. T.
582 Goetzman, H.
966 Gray, W., Jr.
5935 Griffin, C.
10451 Griffith, C. W.
7715 Halsted, E. I.
13939 Hamilton, R. P.
12549 Hansen, P
12543 Hansen, E.
1984 Hasbrouch, D. C.
580 Hasbrouck, R. S.
2567 Hayward, A. A.
13940 Hesse, F. B.
1345 Hill, E. F.
3517 Hodgkins, E. A.
587 Horcheler, W.
6758 Hudnut, J. M.
589 Hughes, F. L.
3947 Jefferds, O. M.
12643 Jones, R. L.
593 Kenfield, W. W.
52 Kies, C. B.
633 Klein, J. F.
11842 Kreger, G. W.
7718 Leggett, C. H.
10453 Locke, E. C.
614 Lund, C. J.
8249 Norman, F. L.
10455 Osborn, L. C.
7719 Parker, E. C.
8250 Pearse, G. A., Jr.
7200 Pitt, J. W.
12727 Pool, G. E.
7723 Powers, J. W.
11700 Prangen, R. M.
3839 Pratt, B. A.
2843 Quackenbush, W. W.
13042 Quail, J. W. B.
10935 Rand, G. F.
9145 Ransom, T. H.
663 Rapalje, A. B.
3941 Rathbone, W. L.
7902 Ridabock, F. A.
13043 Richards, C. W.
585 Robinson, E. S.
7724 Ryer, F. A.
13044 Ryon, J. R.
13045 Schuller, J. D.
664 Shafer, M. F.
3190 Simpson, H.
12571 Sizelan, F. C.
665 Sprague, H. F.
13046 Stone, L. R.
12553 Tainter, H. H.
3192 Tate, H.
672 Thomson, R.
10270 Toplitz, S. B.
10456 Towle, F. E., Jr.
10271 Trowbridge, M. L.
9280 Ulrich, W. H.
6748 Van Zandt, B.
1395 Veysey, W. H. P.
2173 Veysey, W. H.
9311 Vogel, J. H.
10691 Wardlaw, G. A.
10457 Warous, O. J.
3191 Wessells, S.
208 Willis, H.
12997 Wilcox, L. F.
7775 Wills, N. L.
10938 Woodhul, B.
10458 Zugalla, W. T.
3059 Zugalla, A. H.

NORTH CAROLINA—1.

12909 Hall, A. M.

OHIO DIVISION—35.

3119 Arnold, E. L.
1739 Bacon, J. T.
6827 Ball, H
11018 Burris, W. R.
3117 Coleman, A. H.
3502 Corns, A. C.
3118 Dunn, J. R.
11303 Eckert, E. W.
5449 Field, E. H.
3176 Fraw, J. H.
6630 Garber, L.
6670 Gates, E. C.
12981 Goodman, F. S.
6595 Hadley, G. G., Jr.
10683 Huber, F. A.
1742 Hughes, J. H.
3157 Ives, R. E.
7334 Kemmler, C. A.
8381 Kendrick, G.
7572 Kerstetter, D. W.
1078 McFadden, W. C.
1621 Miller, K. F.
11455 Nold, L. S.
8063 Pyle, G. C.
12287 Regenstein, L.
9307 Rogers, H. C.
3113 Russell, C. M.
3199 Skinner, J. V. R.
1636 Stickney, S. W.
4142 Struckman, G. W.
6295 Titus, G. F.
3121 Warwick, W. K. L.
1701 Watkins, H. J.
12326 Weixelbaum, M.
9946 Williams, F.

PENNSYLVANIA DIVISION—183.

3 Aaron, E. M.
6834 Adams, J. H.
11059 Allen, A.
7147 Allen, W. S.
5274 Allman, H. D.
11631 Andrews, A. H.
11981 Atkins, E.
2615 Bailey, M. J.
896 Bainbridge, J. C.
4951 Battersby, S. E.
6960 Bones, G. D.
5963 Boyd, J. C.
316 Bradley, T. A.
2565 Brown, K.
3834 Brown, F. A.
8668 Brown, J. T.
11789 Burk, A.
4639 Burk, A. B.
6967 Canfield, F. D., Jr.
4056 Chambers, S. B.
7442 Church, N. W.
7752 Clark, J. W.
6833 Clothier, C.
9496 Connor, H.
6207 Cook, G. E.
3427 Klose, H. K.
5420 Kohler, A.
7358 Kohler, F. W.
6697 Laing, G. T.
3240 Lansinger, J. W.
559 Lehman, J. H.
2050 Lippincott, F. H.
11467 Lore, W. N.
11385 Lowry, A.
7355 Lyman, D. C.
2770 Martin, J. W.
7746 Martin, F. C.
7336 Massey, C. R.
827 Matheys, S.
12976 Mayer, H.
9316 Mayer, C. J.
11814 Mayhew, W.
8156 Metzger, G., Jr.
2231 Moore, C. H.
6205 McCarty, N. H.
9667 McDonald, T. S.
8409 McDougal, J. A.
11383 McGlathery, C.
1675 McGlathery, A. G.
5271 McKinstry, L. R.
12512 Crawford, A. L.
843 Crawford, P. R.
2104 Craycroft, W. B., Jr.
3355 Cressman, N. F.
12832 Curl, E. B.
7489 Dallett, E.
7490 Dallett, P. M.
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9802 Deans, Mrs. F. A.
7212 DeHaven, I. N.
5053 Delany, J. A.
10707 Delany, J. W.
11235 Delp, W. S.
10284 Delp, F. K.
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9497 Denn, W. A.
6692 Denn, W. G.
11812 Dixon, J. H. F.
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7449 Dunham, C. N.
846 Eastlack, J. C.
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855 Elwell, I.
11036 Ely, J. F.
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9156 Floyd, J. W. C.
10696 Fontaine, P.
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8153 Gallagher, T.
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6209 Gavigan, J. J.
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79 Gifford, J. T.
11388 Gobl, C. E.
868 Goodwin, H. M.
838 Goodwin, G. N.
4622 Goodwin, W. T.
5030 Gould, J. E.
4009 Graham, G. H.
4644 Graw, H. K.
8063 Gressimer, M. R.
638 Grugan, F. W.
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8070 Hagginbotham, J.
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12053 Hallowell, W. S.
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2564 Hare, T.
973 Harper, W. S.
646 Harper, J.
645 Harper, E.
965 Harvey, C.
8282 Hartzell, W. L.
3236 Henszey, M.
8794 High, J. G.
8071 Hill, L. A.
7921 Hill, W. H.
2167 Howell, E. C.
12523 Hubbard, G. L.
4255 Hull, G. S., M. D.
1203 Johnson, F. M.
5568 Johnson, B. D.
2253 Johnson, J. W.
9956 Johnston, J. F.
7592 Kean, T.
4643 Keen, H. H.
495 Kitchenman, J.
3105 McOwen, F.
3430 McOwen, A. H.
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9317 Nevin, T. H.
866 O'Keefe, W. H.
9007 Pavord, G.
4641 Porter, W. A.
11790 Price, F. C.
12022 Ralston, G. H.
906 Randall, W. W.
877 Read, J. L.
6285 Reese, L. L.
5965 Richwine, F. A.
2038 Richwine, G. F.
5580 Riddle, R.
12437 Riegel, W. A.
9672 Robb, W.
2807 Roberts, C. A.
853 Roberts, H. L.
6200 Russell, F. L.
10512 Seixas, P. M.
10138 Shaffer, R. L.
12898 Shibe, T. S.
2582 Simmons, J. P.
854 Simons, J. F.
8157 Smith, S. S.
941 Smith, C. S.
6698 Smith, E. L.
10714 Soloman, M. S.
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2578 Steppacher, E. M.
6836 Stewart, W. T.
6233 Stevenson, A. W.
12162 Stacy, A.
12995 Stout, C. E.
10513 Strassburger, F. G.
7924 Sulzner, G.
3372 Supplee, W. D.
3823 Swayze, R. C.
12718 Sweeting T. H.
10497 Taylor, L. D.
10140 Taylor, C. D.
3438 Thatcher, J. W.
315 Thompson, I. C.
9321 Thomas, J.
6961 Van Deusen, E. H.
6962 Van Deusen, I.
11813 Vaughn, C.
7143 Walters, C. W.
933 Walton, H.
6 Wells, J. A.
944 Weston, C. N.
11759 Whigham, H. T.
5954 White, S., Jr.
1149 Williams, C. D.
3257 Wildman, W., M. D.
3229 Winsor, C. C., M. D.
7050 Wright, E. A.
4159 Wright, W. S.
5019 Wright, G. A.
882 Wood, H. S.
2170 Yerkes, C. E.
4640 Young, J. B.
2599 Zimmerman, H. A.

RHODE ISLAND DIVISION—2.

11713 Doe, C. E.
9815 Wheeler, J. B.

TENNESSEE DIVISION—17.

7371 Friedman, A.
7372 Hampton, S. W., Jr.
7384 Klyce, W.
9173 Magill, S. E.
11249 Maydwell, C.
7387 Morgan, H. J.
8416 Raybould, D. J.
5043 Scott, J. R.
7390 Schabel, T. B.
7375 Shelley, M. B.
7391 Slusser, R. W.
5633 Surprise, W. L.
12705 Tompkins, C. R.
11250 Trep, F.
12706 Watkins, T. W.
7391 Wood, W.
7378 Yates, W. F.

VERMONT DIVISION—4.

7374 Howard, E. L.
7939 Thayer, L. P.
62 Walker, G. R.
9322 Warner, E. G.

VIRGINIA DIVISION—1.

7763 Rodman, W. B.

WEST VIRGINIA DIVISION—1.

3320 Dorsey, O. H.

WISCONSIN—2.

2899 Bissell, F. C.
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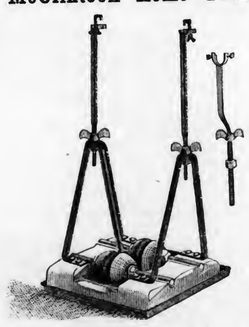
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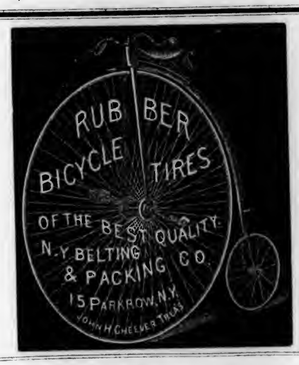
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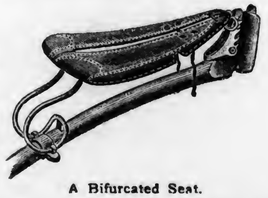
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Springfield Bicycle Manufacturing Co.

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The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest.
Do not buy a wheel before you see the Springfield Roadster.
Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, - $75.00.

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THE "NEW AMERICAN" TRICYCLE.

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We make but one style of machine, and that the *best.* There are *no extras.*

NO DEAD CENTRES. FULL POWER UTILIZED. CLIMBS ANY HILL.

The best machine for ladies, as there are no revolving pedals to catch the skirts. The only Tricycle that can be ridden equally well by lady or gentleman, grown person or child.

EITHER RIDER CAN STEER.

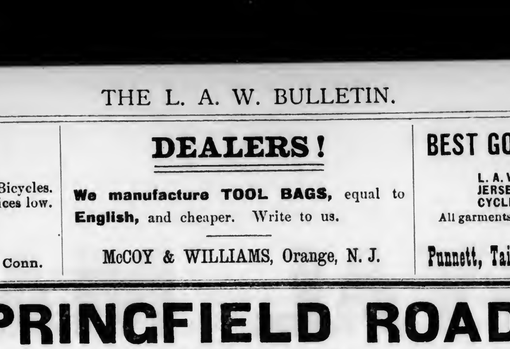
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Reduces in Width to 27 inches.

Has Folding Handle Bar, for Easy Access to Front Seat.

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Bicycles,
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SOLE U. S. AGENTS,

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☞CATALOGUES FREE.

Copy of Testimonial from T. J. Kirkpatrick, Esq., Vice-President of the L. A. W.

SPRINGFIELD, O., January 11th, 1887.

D. ROGERS & CO.

GENTLEMEN:—Respecting the Cunard Tandem, I have to say that it is *beyond question the best tandem* yet produced. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leave nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine *a pleasure.* I have owned other tandems, but this is *the only one that was worth house-room* as a convertible machine. I find it a *perfect machine,* in perfect balance, either as a single or a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day to suggest an improvement in the design and arrangement of the Cunard, I would be free to say that *it is as nearly perfect as this type of machine ever will be.*

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Send for list of shopworn machines, which must be sold to make room for spring stock.

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The Most Complete and Improved Bicycle Ever Offered!

Best Road Record of 1885, 5,056 Miles on One Wheel, Won by ROYAL MAIL!



With the Greatest of Modern Improvement,

Trigwell's Ball-Bearing Head.

1,000 Miles Without Oiling or Adjustment.

Perfect Rigidity and Ease of Steering.

In Use Over Three Years, With Great Approval.

Wheelmen are aware that ordinarily constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the balls ***smoothly,*** without wear, and ***one adjustment*** serves for a very long time—for months, in fact—and no loosening nor setting up is necessary. There being no friction, ***oiling is rarely needed.*** These Heads are made by the finest machinery, all perfectly alike and beautifully finished, every part mathematically true, and

ALL PARTS INTERCHANGEABLE.

Detachable Handle Bars and Lillibridge Saddle.

Best Warwick Rim and Cemented Tyre.

True Tangent Spokes, tied and wound SEVEN times, giving great rigidity and strength.

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TO EXCHANGE FOR OTHER WHEELS

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Also a very few in second-hand state, but perfect as new.

Write at once, giving full particulars of your wheel. We have but a few.

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Write your FULL NAME, your FULL ADDRESS, and your CLUB name IN FULL.

Write very plainly.

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Signed,.....

Club,..... *Residence,*.....

City and State,..... *Date,*.....

ARTICLE IV, SECTION 4, of the L. A. W. By-Laws, contains the following *Definition of an Amateur*:—"An amateur is one who has never engaged in, nor assisted in, nor taught any recognized athletic exercise for money or other remuneration, nor knowingly competed with or against a professional for a prize of any description. To prevent misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist forfeits his right to compete as an amateur, and thereby becomes a professional, by engaging in cycling or any other recognized athletic exercise, or personally teaching, training, or coaching any other person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or for gate money, competing with, pace-making for, or having the pace made by, a professional, in public or for a prize; selling, realizing upon, or otherwise turning into cash any prize won by him. This rule does not apply to teaching the elements of bicycling solely for the purpose of effecting the sale of a bicycle. The League recognizes as athletic exercises all those sports under the jurisdiction of the National Association of Amateur Athletes of America, including running, walking, jumping, pole-leaping, putting the shot, throwing the hammer, throwing the weights, tug of war, and rowing, boxing, sparring, Lacrosse, polo, roller and ice skating."

TO L. A. W. MEMBERS.

Read the Letter in the adjoining columns, and AT ONCE fill out the blank at the bottom and send it with ONE DOLLAR to

Abbot Bassett, Box 1184, Philadelphia, Pa.,

and thus secure for another year your membership in the largest and most popular athletic organization in the country.

OFFICE OF THE SECRETARY-EDITOR, LEAGUE OF AMERICAN WHEELMEN,
PHILADELPHIA, PA., December 6th, 1886.

TO ALL LEAGUE MEMBERS:

THE ADVANTAGES OF MEMBERSHIP in the L. A. W. are so well known and understood that to most of you anything that I might say on the subject would seem superfluous. But to those who, either from the brief duration of their association with our organization or from the fact that they have not availed themselves of their privileges in the League, are not so assured of its great influence for the general good and their individual good in particular, we offer the following brief summary for their careful attention:

The L. A. W. publishes a first-class weekly newspaper, the L. A. W. BULLETIN, which is in itself full return for the annual dues. It will furnish to each member, on application, during 1887, at a nominal price, a HAND-BOOK of useful information, including the Constitution and By-Laws, Racing Rules, Transportation Rates, Rights and Privileges, etc. The L. A. W. affords the privilege of obtaining an excellent UNIFORM at very moderate cost. The L. A. W. stands ready to protect its members in their legal rights, and to sustain them in their efforts to repeal unfavorable legislation. This it has frequently done in the past.

In addition to the above general advantages, most of the State Divisions are striving to outdo the parent body in granting direct benefits to their members, such as Road-Books, maps, Hand-Books, and reduced hotel rates, to say nothing of meets, parades, tours, and entertainments.

The item of the bond of fellowship which exists between League members throughout the length and breadth of our land is admitted by many hundreds to be worth much more than the price of the annual dues.

Believing that all who intend to continue as cyclers will also continue as members of the League, and that most of those who either temporarily or permanently give up active participation in cycling will remain with us for the sake of the past and of the future companionship, I feel that I have but to call your attention to the League's claims on you for 1887 to insure the return of the blank printed below with your signature affixed and accompanied by your annual dues.

Fraternally,

ABBOT BASSETT *Secretary-Editor, L. A. W.*

ABBOT BASSETT, Secretary-Editor, L. A. W.,

Box 1184, Philadelphia, Pa.

Inclosed herewith you will find ***ONE DOLLAR*** *for the Annual Dues for 1887, in the League of American Wheelmen, for the undersigned.*

Name,.....

League No...... *Address,*.....

Club,.....

It would seem to be fate.

It is, however, a fact that the riders of

The American Champion

Have made the most phenomenal long distance and road times of the season.

HERE IS ANOTHER MARVELOUS RECORD

BY JOHN S. PRINCE, AT OMAHA,

On a carefully surveyed indoor and ten lap track, in **48** hours.

767 and 2/10 MILES.

A WORLD RECORD BY 27 MILES.

They all say the same thing, viz.: "the easy running qualities of the G. & J. Bearings."

Then there is the

10	miles in	29	minutes	1¾	seconds.
20	"	59	"	35⅘	"
50	" 2 hours	55	"	46½	"
100	" 6 "	1½	"		

All of these world records made by a roadster on a country road.

Facts of this sort talk.

BY the way, gentlemen, if you want your machine overhauled or repaired, don't wait until the busy spring, and then expect the work to be promptly done. Send your machine to us now and have it ready for the first bit of good riding weather. It stands to reason that it will be more thoroughly done, and at a much more reasonable price.

Since we have completed our manufactory, we can devote a good deal more space to this branch of the business.

Respectfully submitted,

GORMULLY & JEFFERY, Chicago, Ill.

THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED WEEKLY.

$1.00 A YEAR. 3 CENTS PER COPY.

Philadelphia, February 25, 1887.

VOLUME IV. No. 8. WHOLE NUMBER 87.

COLUMBIA BARGAINS.

COLUMBIA DIRECT SPOKE LIGHT ROADSTER.

Price, any size, only - $100 00.

$5 Less if Columbia Parallel Pedals are taken.

This reduction of from $40 to $50 from original price is made wholly on account of the very small stock we have remaining of these machines, and the fact that we can supply only the larger sizes (54, 56, 58, and 60-inch sizes). They are about seven pounds lighter than the Expert, closely resemble it in lines, and are very easy-running bicycles, and are especially recommended for riders who wish light roadsters at a very low price. They have ⅞-inch front and ⅝-inch rear tires, seamless-steel hollow front felloe, 68 and 20 direct spokes, detachable cranks, ball bearings to both wheels, bolted sliding spring, long-distance saddle, straight, hollow handle-bars, ball pedals. If desired, the Kirkpatrick saddle and cow-horn handle-bars will be substituted for the regular equipment. Finish I: enameled wheels, balance nickeled.

An unusual opportunity for a Tall Man to obtain a Low Priced Bicycle.





COLUMBIA GENTLEMAN'S TRICYCLE.

Price, - $165 00.

$5 Less if Columbia Parallel Pedals are taken.

We have constructed a few automatic handle-bar steering light tricycles on the lines of the Racer, shown in the cut, for the use of light gentlemen riders on good roads. They are capable of being used, under these conditions, for high speed, are very true in their steering, and are good hill climbers. The driving wheels are 44 inches in diameter and are constructed with full tangent spokes and ⅞-inch hollow felloes; the steering-wheel, 22 inches, with ⅝-inch crescent felloe and resultant spokes. The saddle-rod and handle-bars are adjustable up and down for riders of different sizes, and the cranks, which are extra long, are also adjustable for reach.

The equipment of the machine includes L. D. saddle, cradle-spring, cow-horn handle-bars, spade handles, "double-grip" ball pedals, and a firm brake operated by the foot. It is geared as a 52-inch driver. Weight, 66 pounds.

POPE MFG. CO., 79 Franklin St., cor. of Arch St., Boston. Branch Houses: 12 Warren St., New York. 291 Wabash Ave., Chicago.



RUDGE TELEPHONE MAN.

HELLO! HELLO!

Cast your eye on the Specifications of the

RUDGE LIGHT ROADSTER

For 1887, and tell me

What's the matter with the Rudge?

ADVANTAGES

OF THE

RUDGE BICYCLETTE.

1. Perfect immunity from headers.
2. Very great brake power.
3. Easy mounting and dismounting.
4. Great power up hill.
5. On account of its dwarf form, it does not offer as great a resistance to the head winds as the ordinary bicycle.
6. Less vibration and bumping.
7. Ability to ride where ordinary bicycle or tricycle could not venture.
8. No skidding when driving up hill.
9. Maximum of speed with minimum of exertion.
10. Comfortable foot rests.
11. Less splashing from mud and wet.
12. Saddle and handles can be raised at will.

BEARINGS. Rudge's unequaled ball bearings to both wheels and pedals.
SADDLE. Townsend.
STEERING HEAD. Long centre; Andrews' patent.
HANDLE-BARS. Hollow weldless steel tubing, cow-horn shape.
SPOKES. Single tangent, riveted at the hub, and attached at the rim with long tube nipples.
HANDLES. Spade handles; detachable and perfectly adjustable.
RIMS. Clement hollow; made in one piece without brazing.
DUST SHIELD. Perfectly tight, with means for oiling head.
FORKS AND BACKBONE TUBING. Very finest cold-drawn weldless steel.
STEP. Latest pattern, adjustable safety.
CRANKS. Long, 6-inch throw
TIRES. Finest Para Rubber; especially manufactured for American roads.
PEDALS. Rudge's ball-tapered pin; warranted not to break. Corrugated rubbers.
FINISH. Two styles. Standard: all nickel, with the exception of the backbone, forks, spokes, and rim. Extra: all nickeled but rims and spokes.
PRICE. 50-inch, enameled and nickeled, complete as per above specifications, $135.

AGENCY.

We are granting a limited number of agencies in unoccupied territory, and application should be made at once.

We hope to see every member of the L. A. W. mounted on a Rudge Cycle in 1887.

SEND FOR 1887 CATALOGUE.

STODDARD, LOVERING & CO.,

152 Congress St., Boston. New York Headquarters, Geo. R. Bidwell, 313 W. 58th St., N. Y.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

For the Executive Committee of the League of American Wheelmen.

AT THE L. A. W. OFFICE,

506 WALNUT STREET, ROOM 12, PHILADELPHIA, PA.

Entered at the Post Office as Second-Class Matter.

SINGLE COPIES, - - - - - - - 3 CENTS.
SUBSCRIPTION PRICE TO OTHER THAN LEAGUE MEMBERS, } $1.00 A YEAR.
CLUBS OF FIVE, - - - - - - $4.00 "

TO LEAGUE MEMBERS.

Until further notice address all letters to the Secretary-Editor, Abbot Bassett, Box 1184, Philadelphia, Pa.

Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list; failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR's hands not later than Saturday afternoon; advertisements not later than Monday morning.

Personal controversy, fault-finding, and allusions to manufactures and manufacturers will not be admitted to the columns devoted to reading matter.

The EDITOR must in all cases have the full name and address of the authors of contributed articles as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

ADVERTISING RATES ON APPLICATION.

Our Circulation this Week is

12,100 Copies.

No. 8. FEBRUARY 25, 1887. VOL. IV.

We are forced this week to desist from publishing stenographic reports, explanations, etc., growing out of the late unpleasantness, and must use the columns of our paper as an outlet to the vast accumulation of matter now on our table. We shall not have room for one-half of it, and much that ought to see the light will have to stand aside. We see clear water ahead, but it is at a very long distance.

* * * * *

The following note is taken from the Philadelphia *Press* of February 19th:

"In the Court of Common Pleas, yesterday, an attachment under the act of 1869 was issued at the instance of John A. Wells against N. Malon Beckwith, T. J. Kirkpatrick, and John C. Gulick, trading as the Executive Committee of the League of American Wheelmen. The defendants publish a paper called the L. A. W. BULLETIN, at 506 Walnut Street.

"The editor of this paper made a contract with Wells to take full charge of the advertising, promising him 10 per cent. on all new contracts, and 10 per cent. on such old contracts as he could get renewed at a higher rate. This contract was approved by the three members. Beckwith paid him his money for some time, but has lately refused to pay any more, and the amount now due plaintiff is $572.52. Wells claims that defendants are about to remove to Boston."

This means that Mr. Wells has presented a bill to the Executive Committee for commissions on advertising during the whole of the year 1887. He claims commission on advertisements inserted by the Pope Manufacturing Company, Stoddard, Lovering & Co., Overman Wheel Company, Gormully & Jeffery Manufacturing Company, and other well-known firms. The Executive Committee are not yet willing to pay the bill, but they have not refused to. Mr. Wells presented his bill on February 1st, and on February 18th he attached all of the effects of the League in Philadelphia, including the office fixtures, bank account, etc. The attachment still holds, and we are unable to avail ourselves of the benefits of the League's resources. This whole matter will soon come before the courts for settlement. Meantime we commend to the attention of League members the action of one who holds the position of Chief Consul of a large division.

* * * * *

"Where is my ticket?" Coming! This is our answer to scores of inquiries. The tickets are going out as fast as they can be written, and we cannot hurry matters. We have but one renewal book and one clerk must do all the work. He is working night and day. We pray thee patience.

PRACTICAL WORK.

EDITOR L. A. W. BULLETIN:—

For the encouragement of our friend Phœnix and the other Missouri wheelmen who made the fight for good roads, we take pleasure in reporting the result of our political campaign for the same object. While, of course, we do not wish to compare the contest in one city to one extending over a large State, yet the result shows what can be accomplished by a determined effort, even against strong opposition.

A short time ago a meeting of some of the members of our Club was held to consider the best move to make to have our principal street repaved. It is now paved (?) with an old worn-out cobblestone pavement, full of holes.

After a full consideration of the matter it was decided that the first step to be taken, and one that was absolutely necessary, was the election of new Councils favorable to the improvement.

We went quietly to work and put things in shape, and then, when the proper time arrived, brought out our candidates, all leading citizens, some of them being members of our Club. This aroused the ire of the old fossils and the politicians who ran the city ring, and brought on the most exciting local election ever held here, but resulted in the election of Councils with a majority pledged for improvements.

We now will go forward and finish the good work, because we believe it to be for the best interests of the city.

May the efforts of all amateur politicians in the same cause meet with as good success. "1952."

NEW CASTLE, PA., February 16th, 1887.

CURRENT NOTES AND COMMENTS.

D. C. H., of Toledo, O., writes that he will ride from that city to Boston the coming summer, and asks for information regarding roads, etc. He should apply to the Bookmaster.

Wife—"Well, Ned, what do you think Charlie wants now? He asked me to-day if I wouldn't help him tease you to buy him a bicycle."

Indulgent Father (who once had ambitions himself)—"Bicycle? Nonsense! The boy can't have it. Tell him to go up in the attic and fall down two flights of stairs. It will be just about the same thing, and will save me $100.—*Somerville Journal.*

The League of the American Wheelman members are everywhere serving the general public as well as themselves, in striving with all their might to improve the condition of American roads, and keep them from the well-merited reproach of being the worst of those in use by civilized nations.—*Harper's Weekly.*

TO CORRESPONDENTS AND EXCHANGES.

On and after March 1st send all Letters and Papers to

ABBOT BASSETT,
SECRETARY-EDITOR,
No. 22 School Street,
BOSTON, MASS.

The "non-cropper" is the name of a new device patented by an Englishman and designed to prevent headers from bicycles. It consists of a fine ratchet wheel, fastened to the outside of the hub. In the teeth of this the ratchet falls, one end of which is pivoted on the fork. The moment that a tendency is shown for the fork to pitch forward the ratchet and wheel engage and push it back.

One great little thing about the Ramblers' recent 100-mile ride has not been spoken of much. It has been mentioned occasionally among the wheelmen, but not as frequently as its importance deserves. I refer to the effect of liquor upon the staying powers of the riders. As everybody remembers, the day of the ride was raw and cold, and the temptation to yield to stimulants was great. The majority of the 15 did yield, but they gained nothing by it, as I am told by one who knows that those who imbibed no alcohol finished in better form than the others. They weren't as lively during certain portions of the ride as others, but they "got there" at the finish. One incident of the ride in particular convinced me of the necessity of pointing out the danger of liquors in out-door exercise. A Rambler that day came out of a road-house and swung himself into the saddle, smacking his lips. "Oh! I feel immense," he cried, as he caught up with the crowd, "I just got a good drink of whisky." Twenty minutes later the reaction had set in, and a sickness and weakness came over him that eventually made him abandon the ride.—*St. Louis Spectator.*

Thomas Stevens is to be invited to attend the annual banquet of the Massachusetts Club, of Boston, which is to be held next month.

Mr. E. N. Blue, of the Citizens' Bicycle Club, was recently engaged by *Puck* at a salary of $10,000 a year, for which he will contribute a weekly cartoon for the back page of that paper. Mr. Blue designed the covers for the Citizens' race meet programme and he is at present engaged on the *menu* card for the Stevens' Dinner.—*Wheel.*

Kaufman's latest achievement is to balance himself on one wheel, and then give a juggling performance. This has taken tremendously in Glasgow, and the local papers speak in the highest terms of his performance.

The publishers of *Outing* are naturally indignant that Captain Cloudman, who commanded the Outing, and was cast away on the Florida coast, should make statements to a reporter of a New York daily which imply that they pursued a niggardly policy in the purchase of the boat and its fitting-out. No one who knows the liberal policy they have pursued with Thomas Stevens and that which characterizes the conduct of their magazine will for a moment credit the word of one who evidently desires to excuse his want of skill as a navigator by condemning his employers.

Thomas A. Stevens arrived in New York on the evening of February 13th, and was met by members of the Citizens' Bicycle Club, who escorted him to the Club-House on Sixteenth Street, where he received a cordial welcome and was entertained for several hours.

THE STANLEY SHOW.

[Specially reported for the BULLETIN by "FAED."]

The tenth annual exhibition of bicycles, tricycles, and their accessories, promoted by the Stanley Cycling Club, opened last Thursday at the Royal Aquarium, Westminster, London, and is proving to be the greatest success ever achieved. As was the case last year, the Club Committee is strengthened by a committee of ten representatives of the trade, and the "show" is at once representative and comprehensive. The whole of the Aquarium is devoted to the exhibits, the usual music hall entertainments being shifted into the theatre annexed, while Wilson and Alden, two trick riders from America, perform twice daily in an upstairs side-hall. The exhibits, both individually and as a whole, are a distinct advance upon previous shows, and the attendance of visitors is very gratifying.

The gentleman who recently visited England, and returned to America full of "impressions," which he retailed to the copy-seeking reporter, would be startled, indeed, to find how the actual facts differ from his "impressions." If I mistake not, Mr. Corey told the American public that two bearings to the axles of tricycles would remain the predominating style this year, or words to the same effect. Now, I have for four or five years past been persistently pointing out the absurdity of the "Humber" type axle, with two bearings placed close together in the middle, and therefore I was not convinced by the opinions of even such a great man as Corey; and at the Stanley Show I have simply reveled in success, for my views are at last adopted by almost every maker, Rudge & Co. being about the only firm to adhere to the old two-bearing axles. Mr. Corey argued that four bearings would entail extra friction; but any engineer would soon contradict that notion. Although it may seem a trifle egotistical, I must just quote the remarks of a Scottish paper on the subject, as it is really the chief improvement of the year:

"Except, perhaps, for very light riders, and possibly ladies' machines, the single tricycle for season 1887 will be manufactured by all the leading firms with an improved axle-bridge and an extra number of bearings, with the gear-box in centre. It is quite possible that the days of axles with only two bearings in the middle are numbered, so far as gen lemen's mounts are concerned. Mr. A. J. Wilson, better known as 'Faed,' the popular editor of that clever little paper, the *Tricycling Journal*, which every tricyclist should read, sums up the subject in his issue of 31st ult.: '*Two* bearings mean a bending axle; *four* a straight axle; and although wheels with two bearings to their axle may *spin* easier when no weight is on them, they will *drive harder* when carrying a load.' Now, 'Faed' is admittedly a smart amateur mechanic and a thoroughly practiced road and path-rider of many years' experience, and his advice is worth listening to. We are not positive, but from memory we think he has come to grief on more than one occasion through broken axles."

The above was published before the Show opened, and its accuracy is confirmed by an enormous number of makers, the four-bearing axle being, indeed, now the rule, and the two-bearing the exception.

The other notable feature of the Show is the decisive popularity of large steering-wheels to tricycles, and the decadence of spring-to-centre "automatic" steering. The "Cripper" pattern tricycle, in fact, is so far improved as to no longer deserve the name which it originally bore, the present type being more rationally termed the "direct steering" type of tricycle. Not only has the lead set by the Quadrant Company been followed, but 26-inch steerers are even surpassed, and in some cases the steering-wheel of a tricycle is actually larger than the driving-wheels, noticeably in Albone's "Anfield Ivel," and Pansey's "Pioneer C. C. C." tricycles, both of which machines, by the way, are convertible into near-driving safety bicycles. Only one tandem bicycle is on view, but that has, I am given to understand, solved the long-vexed problem by being constructed so that both its wheels steer. Ordinary bicycles have scarcely any alterations in their details, the growth of the American style of combined saddles and springs, and the development of ball steering-heads being the chief advances.

Descending to details, and alluding only to items likely to interest American readers, a stroll round the Show reveals the following exhibits in

BICYCLES.

J. H. Dearlove's "Rational" bicycle is the outcome of an idea that a direct-action bicycle—an "ordinary"—can be made approximately exempt from headers by the use of a driving-wheel well within the rider's height; with narrow tread, long cranks, good rake, large back wheel, and good large rubbers. It has been well tried on the road, and has now a simple form of ball head made out of a Bonn ball pedal. He also makes a rear-driving safety with his patent horizontal spring fork to the front wheel.

W. Travers has reduced his racing bicycle—a 54-incher, upon which he won a race, the first time of using, last autumn—to less than 17 lbs. complete.

Tugwell, Watson & Co., by whom the ball head was perfected, also fit an anti-vibration handle-bar, which is, however, rather too easy in its "give."

Ellis & Co. have taken a new lease of popularity for the Facile, with a geared-up wheel driving by the usual levers, extended in their throw, the speeding being accomplished by a singularly neat and strong sun and planet motion. They have also a rear-driving Facile, which is not a success.

Albone has scored strongly with the "Ivel" rear-driving safety, its steering being so cunningly arranged that it can be ridden for miles at a stretch with the hands off, while its speed is attested by its holding the 50 miles and 24 hour records.

Humber & Co.'s bicycle exhibit consists chiefly of machines upon which records were made last year. In addition to their rear driving safety with small steering wheel, they make an equal wheeled one, with a very expensive-looking frame, spring front fork, and steering arranged so that the centres are theoretically at the right angle, which is found in practice to be all wrong, this machine being one of the most difficult and tricky to steer.

Pansey & Co.'s safeties—of the Ivel pattern—have an exaggerated curve to the front forks, which, although it may be thought pretty in appearance, is detrimental to steering and strength.

Bricknell's "Merlin" this year takes the form of a rear-driving dwarf safety, with the ratchet clutch and lever driving which is familiar to Americans in connection with the "Star" bicycle.

Linley & Biggs introduce a dwarf safety—rear driver, of course—on the principle of their "Whippet" tricycle, the saddle, handles, and treadles being all connected rigidly to one another, but hinged to the rear wheel spindle, and having a strong spring controlling their vertical play in front.

"The Swift" is the appropriate name of the Coventry machinists' rear driving safety, which has the great advantage of coil springs to deaden vibration on the ends of the front fork, just as used so successfully on the Marlboro' Club tricycle. Welch's patent "Club Dicycle" is an improvement upon the original "Otto" bicycle, viz.: it has two equal driving-wheels and a central chain, like a tricycle; but, in place of Otto's difficult and imperfect steering and driving arrangement, there is absolute double driving gear, and the steering is all done by one handle instead of by each handle alternately. If anything can revive the popularity of dicycles, this new patent has a fair chance of doing so.

Especially for the American market the St. George's Engineering Company present their "New Rapid" ordinary bicycle in a guise of enhanced attractiveness, Palmer's patent combined spring and saddle on the bifurcated system, which can be removed from the backbone in a moment, looking very comfortable. These wheels are now made strictly on the interchangeable system, every part fitted to exact gauges, so that repairs and renewals may be effected with facility.

The "Quadrant" safety bicycle is an adaptation of the very successful tricycle of the same name, a rear driving-wheel and triangular frame being steered by a 26 inch front wheel in the rigid "horseshoe" shaped frame. It is strong and rigid, but the steering is not free enough to please most riders who have experienced the value of ball-head steering.

The "Premier" people have always had something novel, and this year is no exception to the rule. A rear-driving safety, weighing 21½ pounds complete for the path, is a surprise; its pedals are extremely light, braced together by cross wires, and weighing 12½ ounces a pair. Another pattern, of equal-wheeled dwarf safety, is made for two riders, tandem fashion, both driving the front wheel by one chain each side; the front rider is considerably forward of the steering post, and the rear rider does the steering and balancing by both wheels, which are connected together by linked levers for the purpose, turning, of course, in opposite directions; thus the steering is very quick, and overcomes much of the difficulty hitherto experienced in steering tandem bicycles.

Singer & Co., although making the fashionable type of dwarf safety, still sell the "Xtraordinary" in both its tall and its dwarf form, the latter being geared up to 60 inch at pleasure, or left at its normal 40 inch for hill climbing by means of the Crypto two-speed gear.

The Surrey Machinists' Company revive an old idea of John Keen's in the form of a single-legged fork, if such a contradictory term is allowable. In the early days Keen made ordinary ball bicycles with an elongated backbone, supported direct on the back wheel pin at one side, instead of terminating in a back fork. This is what the Invincible firm now do with the dwarf safety, putting a single tube to each wheel instead of two forks; this reduces the weight, but is doubtfully advisable as regards strength and durability, as the strain on the wheel pins or spindles must be very great. A most ingenious ball head is made which can only be opened by experts in the secret, the balls being so introduced into their grooves that the parts are locked together, the last ball being smuggled in o position through the small lubricating hole at the top, whence it passes down the oil worm and slips into place, preventing the other balls being removed.

The "Rover" is constantly altering its shape, variations in the details of its tubing taking place so rapidly that one can never tell which is "the very latest" pattern. In addition to the ordinary rigid framed rear driver, Starley & Sutton now cater to the demand for anti-vibratory front forks by setting up a sort of parallel ruler-shaped frame consisting of the steering post carrying the handle-bar, parallel to which is the short post surmounting the front fork, these two being jointed together by diagonal cross-pieces hinged on, and a coiled wire spring, something like the half of a "cradle" spring prevents the two parallel posts completely closing together, allowing a fair amount of "give" whenever shocks are encountered.

F. Week introduces a "safety" 56-inch bicycle, its rake being adjustable by means of a rising and falling back fork controlled from the handle bar.

The "Claviger" bicycles are on all patterns, with a kind of combination of the Facile, Xtra, and parallel ruler lever action. They have been on the market for a few months, but no hing seems known of their value.

H. Sims takes pride in the "Muswell" tall and dwarf bicycles upon which the two hill-climbing competitions were won last autumn. The tall one is a close-built ordinary, with long cranks, skeleton hubs, and very stiff laced spokes; and the dwarf is of the Ivel pattern, also with laced spokes.

Bowley & Co., a new firm, have a "Quickcycle," on ratchet and lever principle, driven by small chains and reciprocating quadrants.

For the prevention of headers from the ordinary bicycle, Fisher's "Non-Cropper" appliance is offered to the trade in a perfected form. Originally consisted of an annular ratchet, screwed on outside one hub flange of the driving-wheel, with a hanging click to gear in with its serrated teeth, so that when the driving-wheel met an obstacle, the momentum of the rider could not force the front fork forward of the vertical, but communicated itself to the driving-wheel by means of the ratchet. This was open to the objection of being noisy; but the improved appliance is quite silent, and consists of a smooth ring and a smooth quadrant piece hanging on it, the latter being so hung from the fork leg as to allow the wheel to turn freely forward, but to jamb against it if a jerk comes, acting, in fact, by frictional jambing instead of by the mechanical action of the serrated teeth. I have tried the appliance on a 56-inch bicycle up and down curbstones, and found that it did its work effectively.

LONDON, February 2d, 1887.

The Kings County wheelmen come into the League this week 83 strong. This is second only to the Buffalo Club, which sent 85 names. We are waiting for the clubs with three figures.

MASSACHUSETTS DIVISION.

The Board of Officers of the Massachusetts Division of the League of American Wheelmen dined at Young's Saturday afternoon, 12th inst., and after dinner held the usual monthly business meeting. Chief Consul Herbert W. Hayes presided, and the following Representatives were present: Sanford Lawton, of Springfield; Dr. W. G. Kendall, W. I. Harris, J. S. Dean, E. G. Whitney, and Charles E. Pratt, of Boston; Dr. W. H. Emery, of Roxbury; John Amee, of Cambridge; J. Fred. Adams, of Haverhill; W. O. Green, of Holyoke; W. C. Marsh, of Springfield, and H. E. Chase, of Haverhill, of the general membership. Representative Frank P. Kendall, of Worcester, was present before the dinner, but was obliged to leave on account of illness.

Dr. Emery made a speech, highly complimentary to Chief Consul Hayes, and moved that the Massachusetts Division present the name of that gentleman as its candidate for Vice-President at the annual meeting of the national body, to be held at St. Louis next May. The motion was seconded by E. G. Whitney and carried unanimously.

Chief Consul Hayes, in a neat speech, thanked the Board for its mark of confidence, and accepted the nomination.

Mr. Lawton said that the Division had in its treasury about $700, a sum sufficient to more than meet its immediate wants, and he moved that the funds due the Division from the National League be allowed to accumulate in the hands of the Secretary-Editor until such time as the money might be needed by the Division. He offered the motion, as he understood that the national treasury might be somewhat embarrassed during the next two or three months, and because he understood that several other Divisions had or intended to take similar action.

Mr. Pratt dissented. He said it was true that the League might be embarrassed, but he thought the proper way was to move regularly. He contended that the Treasurer of the League had been something of an ornamental officer, and had not been allowed to have the knowledge of the League's affairs that was due him as one of its executive officers, and he thought it was about time that the Massachusetts Division, one of whose members, Mr. Lawton, held the office, should put itself on record as protesting against the little consideration accorded to that officer, who had simply been a machine during the last two years. There should be funds enough in the League treasury to meet all demands. If there was not it was the fault of the Executive Committee, and should be explained by them. When the Executive Committee make it known that they are in need of funds, and explain what for, then if the State cares to do so it can come forward and loan the League such sums as it can. He thought that the Division should collect what was due it from the Secretary-Editor. He referred to the exciting events at the recent Board meeting in New York, and said he was averse to extending any financial aid to the League until the Executive should show by their acts that they intended to take a straightforward course and tell the members at large all about the recent revelations at the officers' meeting. He understood they had decided to do so, and hoped they would.

Mr. Pratt's views were supported by Messrs. Harris and Emery, and Mr. Lawton then withdrew his motion.

Dr. Kendall asked why the facts had not been given out.

Mr. Harris said that the Executive Committee had been directed to publish the proceedings in full, but had decided to disobey the directions of the Board for the good of the League and to save Mr. Aaron from humiliation. Since that decision Mr. Aaron and his friends had arraigned the Committee and the Board for their acts, and the Committee had finally resolved that their leniency had been a mistaken one, and in the next two ensuing numbers of the BULLETIN would give the story in all its details.

Dr. Emery said the League had been paying its printers a very large sum of money, and he understood it had cost the League $40 a page to set it up and print advertisements, for which it received only $20. Some further discussion followed, and the subject was dropped.

Mr. Harris, Chairman of the Committee on Rules and Regulations, presented a new Constitution and By-Laws, which were discussed, amended, and adopted.

The principal matter in the new rules was the method of apportioning the State for Representatives, and the method of casting and counting the votes.

Article V of the Constitution provides that "for the purpose of electing Representatives the State shall be divided into districts, and the number of Representatives that each district shall be entitled to shall be determined by the Committee on Rights and Privileges, subject to the approval of the Board of Officers, to whom said Committee shall report at the March meeting of each year."

Article II of the By-Laws prescribes that the State shall be divided into seven districts, as follows: 1, Norfolk and Suffolk Counties; 2, Middlesex County; 3, Essex County; 4, Worcester County; 5, Plymouth, Bristol, Barnstable, Dukes, and Nantucket Counties; 6, Hampshire and Hampden Counties; 7, Franklin and Berkshire Counties.

It also provides that the Secretary-Treasurer shall, on or before March 25th, send out ballots containing the nominations for Chief Consul and Representatives, and each member in good standing March 1st shall be entitled to vote for Chief Consul and such Representatives as his district may be entitled to, and the ballots must be returned to the Secretary-Treasurer of the Division before April 10th.

All nominations must be sent to the Secretary-Treasurer before March 20th, and no nominations shall be considered by him unless made by ten members of the Division. The votes shall be counted by a Returning Board consisting of the Chief Consul, Secretary-Editor, and the several Chairmen of the standing committees.

Another important section is that relating to the legal rights of wheelmen, which provides that any member of the Division may present his case to the Committee on Rights and Privileges, and if worthy it will be pushed at the expense of the Division.

It was voted to send a sufficient number of Representatives to St. Louis to cast the entire vote of the State, the Representatives to be selected by the Chief Consul, and their transportation expenses to be paid by the Division.

The Secretary-Treasurer was directed to have copies of the Constitution printed and sent to all members of the Division, and also to send out a circular urging all to renew their membership in the League.

This new plan of apportionment is an entire departure from past methods, and gives each Representative a definite constituency. Nominations made by Clubs should be certified by their Secretaries to the Secretary-Treasurer of the Division, and in the ballots sent out the names of candidates will be printed without name of Club, together with full directions for filling out and casting the same.—*Globe*.

Correspondence.

The Editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

MICHIGAN CHIEF CONSUL.

EAST SAGINAW, MICH., February 14th, 1887.

EDITOR L. A. W. BULLETIN:

I wish through the BULLETIN to caution fellow-members of the Michigan Division against hasty action in the coming election. The present Chief Consul has shown that he is well fitted for that place. Nobody has anything to say against his record; one who should know writes me that "to him more than to all its other members put together is due its—the Division's—present prosperity;" so that prudence as well as gratitude would seem to dictate that he should be allowed to finish the work he has begun. I represent the views of the local members, and of all whom I have consulted elsewhere, when I say that the interests of the Division require that Mr. Johnson should be re-elected.

I write thus early as I think no one has yet been named for the place from which it is proposed to oust him, so that I shall escape suspicion of personal motives. All I want is to warn against hasty action, and to suggest that a good man should not be let go without better cause than a club feud. His usefulness is not local, but for the State.

FRED. T. RICHARDSON, *Local Consul*.

MR. PONTIOUS WITHDRAWS.

EDITOR L. A. W. BULLETIN:

In your of issue January 21st I find that members of the Club of which I am President have placed my name before the wheelmen of Indiana as a candidate for Chief Consul. To these gentlemen I have tendered my thanks for this expression of their regard and confidence personally, and assured them that while I felt more than honored by their action, that I could not, in justice to myself and the opinions I have always held regarding this office, take the place. The fact that when my friends took this action I was taking a vacation in South Florida, and therefore knew nothing of it until the day before I started North, will account for my delay in withdrawing my name. As it was made without solicitation, so it was as to my knowledge, and came to me in mail forwarded from home.

I wish in this connection to say that personally I favor the re-election of our present Chief Consul for the same reasons that I favored Mr. L. M. Wainwright before him. Mr. W. was a hardworking official, had been largely instrumental in organizing our Division, had done more for the advancement of our interests than any man in it, given more time, and spent more money, and was a capable and painstaking official, and I was in favor of his election against Mr. Irwin. As soon as our organization had assumed a position where any honor might attach to the office of Chief Consul he was turned out in a manner that lacked but little of being underhanded.

Mr. Irwin has made, in my judgment, a good Chief Consul. Some find fault with him, but the Creator don't build a man now who *will* suit everybody. He has worked hard, is capable and conscientious in the discharge of his duties. What more do we want? What more can we ask of our chief official? There is an old saying which in the brief period of my existence I have noticed to work well, viz.: "When you get a *good* thing, keep it."

We have a good Chief; let us have him another year. To every one who has asked me in person to take this race (and while their name is not legion the number is respectable), I have invariably declined to do so, so that it does not suit me to be called an "aspirant for the place." The wisest of birds has also had occasion to mention in his inimitable way the fact of my being placed in nomination for our highest office. I must say that he is "galloping with the gang" when he alludes to me as "Pontious Pilot." Very many are not as good to me as this, and suggest "Pontious Pilate." I like the former better.

The name is rather uncommon, and to those to whom I am presented it is not unusual for me to say, "You will find it in the Bible in connection with its most notable event." Respectfully,

W. H. PONTIOUS.

CRAWFORDSVILLE, IND., Feb. 16th, 1887.

ILLINOIS DIVISION ANNUAL TOUR.

CHICAGO, February 13th, 1887.

Annual tour and sports of the Illinois Division will be July 2d, 3d, and 4th. Route from Chicago to Aurora, thence to Princeton, Senachwine Lake, and down the Illinois River bank to Peoria. Details will be planned for hill-climbing contests and road races en route, with appropriate medals.

B. B. AYERS, *Chief Consul*.

ATTENTION, NEW JERSEY DIVISION MEMBERS!

Your careful consideration is requested to the following matters of correspondence, etc., as the same relates to the coming election of Chief Consul and Representatives for the ensuing year:

PLAINFIELD, N. J., February 16th, 1887.

DR. ELLIOTT W. JOHNSON:

DEAR SIR:—At a meeting of the Plainfield Bicycle Club, held on Monday evening, February 14th, a committee was appointed in connection with the coming election for Chief Consul and Representatives of our New Jersey Division, L. A. W., and it was proposed to give you our support in the event of your running for re-election as Chief Consul.

It has, however, come to our ears that you decline to run again for the office of Chief Consul of our New Jersey Division.

The present is, therefore, to inquire if what we hear is true, and if so, to ask whom you would recommend as a person suitable and capable to fill the office of Chief Consul, in order that we may know to whom it would be best for our Club to give its support.

Yours, fraternally,
HAROLD SERRELL,
JOHN M. CRANE,
R. F. MURRAY.

NEW YORK, February 17th, 1887.

MESSRS. HAROLD SERRELL, ROGER F. MURRAY, JOHN M. CRANE:

DEAR SIRS:—Your favor of 16th inst. to hand in relation the office of Chief Consul of the New Jersey Division, L. A. W.

You are correct in what you have heard, as I most positively decline to be a candidate for re-election as Chief Consul of the New Jersey Division. My business and other engagements positively forbid my taking the office for another year.

I think you need not go far from home for one to whom you can give your support as a candidate for Chief Consul, as I think in Representative Dr. J. H. Cooley, of your city, the President of your Club, you have a man who is enthusiastic as a wheelman, and who is well qualified to fill this office.

Yours, fraternally,
ELLIOTT W. JOHNSON,
Chief Consul New Jersey Division.

PLAINFIELD BICYCLE CLUB.

PLAINFIELD, N. J., Feb. 19th, 1887.

TO THE MEMBERS OF THE NEW JERSEY DIVISION, L. A. W.

BROTHER WHEELMEN:—We will soon be called upon to again vote for Chief Consul and Representatives of our New Jersey Division, L. A. W., for the ensuing year.

Our present Chief Consul, Dr. Elliott W. Johnson, positively declines a re-election to office, as will be seen by reference to above correspondence.

The districts of Orange, Elizabeth, and Jersey City have, since the formation of our Division, been represented in the present and past Chief Consuls, and we feel that the *Plainfield Bicycle Club*, as one of the *oldest clubs* (No. 47) in the L. A. W. and one of the *largest clubs in the New Jersey Division*, have a *claim* upon the office of Chief Consul, and feel themselves privileged to nominate from among their large membership of over 50 a man who will do honor to the office of Chief Consul.

The Plainfield Bicycle Club therefore takes pleasure in nominating and bringing prominently before the members of the New Jersey Division the name of Representative Dr. J. H. Cooley, of this city, as a candidate for the office of Chief Consul for the coming year, believing that in him the Division will find an enthusiastic champion and a gentleman possessing the necessary executive ability, time, etc., to attend to the duties of this office.

The Plainfield Bicycle Club ask that you will indorse and vote for Dr. J. H. Cooley as a candidate for Chief Consul; that you will instruct your Representative to the Nominating Committee to cast your vote for Dr. Cooley, and that you will co-operate with them to secure his election to this office.

The Plainfield Bicycle Club,
G. HAROLD SERRELL,
R. F. MURRAY,
JOHN M. CRANE,
Committee.

TO KANSAS MEMBERS.

The *Kansas City Sunday Journal* will hereafter contain the official announcements of the Kansas Division, notices affecting the Division, and general news of interest to wheelmen throughout the State. No financial arrangement is made with the *Journal*, and wheelmen may subscribe or purchase copies at their discretion.

By direction of Chief Consul Everest.
CHAS. C. CANDY, *Secretary-Treasurer.*

In accordance with the above, I would be pleased to receive cycling items of interest from members of the Division, and also Kansas City members.

Yours, fraternally,
HARRY G. STEWART, *Kansas City Journal.*

FORT LEAVENWORTH, February 14th, 1887.

A CORRECTION.

EDITOR L. A. W. BULLETIN:

I write to correct a statement made in a late BULLETIN under head of "Oriole News." "Lone Star Wheelman" is usually very correct in his impressions, and we read his notes with much interest. He will pardon me for appearing against him in this instance, as I feel it may do the Club an injustice. The Baltimore Cycle Club have not and do not intend to make a free initiation for the purpose of gaining members sufficient to justify a "move into better quarters," or for any other purpose.

They have a flourishing organization, composed of 63 riding members, and of the large number of clubs throughout the country I think it is no exaggeration to say they rank fifth or sixth so far as club-house and equipments are concerned. 8321.

PHILIPSBURG, PA., February 13th, 1887.

PENNSYLVANIA DIVISION, L. A. W.:

GENTLEMEN:—It is well known to you all by this time the position our Representative, Mr. C. B. Holly, took at the last Board meeting, held at New York, and it must be apparent to you, also, that it is by reason of this position that the Nominating Committee, who are all "Aaron-Wells men," have dropped his name from the list of nominations. We therefore nominate Mr. C. B. Holly Representative for Pennsylvania, and hope that you will give him your vote and aid, if, after reading the stenographer's report of the New York meeting, you think he acted wisely and for the good of the Division. Fraternally,

MOUNTAIN WHEEL CLUB.

Attest:
ROBT. F. MULL, *Secretary.*"

NEW HAVEN, February 18th, 1887.

At a meeting of the New Haven Bicycle Club, held at the Club-Rooms on Friday evening, February 18th, 1887, the following resolutions were adopted:

WHEREAS, Charles G. Huntington, now Chief Consul of the L. A. W. for Connecticut, declines renomination for that office.

Resolved, That we nominate Mr. Winslow T. Williams, of Yantic, Conn., for Chief Consul, and

Resolved, That we nominate Mr. Charles G. Huntington, of Hartford, Conn., for Representative for the League year ensuing.

WM. M. FRISBIE, *President,*
HENRY W. REDFIELD, *Secretary.*

SPRINGFIELD, MASS., February 21st, 1887.

TO THE BOARD OF OFFICERS, MASSACHUSETTS DIVISION, L. A. W.:

GENTLEMEN:—There will be a meeting of the Board of Officers of the Massachusetts Division, L. A. W., at Young's Hotel, Boston, Saturday evening, March 5th.

The usual dinner will be served at 7.30 o'clock, after which the Committee on Rights and Privileges will report on the apportionment of the State for the coming election, and such other business as may come before the meeting will be transacted. Members of the Division are welcome, as heretofore. Officers intending to be present will please notify the Chief Consul. Fraternally,

SANFORD LAWTON, *Secretary-Treasurer.*

LEAGUE CLUB RENEWALS.

The following League Clubs have renewed through the proper officers the number of members given below:

Feb. 12th,	Germantown Cycling Club, Germantown, Pa.,	27
" "	Owl Cycling Club, Chicago, Ill.,	30
" "	Pawtucket Bi. Club, Pawtucket, R. I.,	12
" 14th,	Avondale Bi. Club, Cincinnati, Ohio,	21
" "	Essex Bi. Club, Newark, N. J.,	17
" "	Niagara Falls Bi. Club, Niagara Falls, N. Y.,	14
" 16th,	Cambridge Bi. Club, Cambridge, Mass.,	47
" "	Troy Bi. Club, Troy, N. Y.,	40
" 17th,	Ixion Bi. Club, New York, N. Y.,	34
" "	Portland Wheel Club, Portland, Me.,	4
" 18th,	Worcester Bi. Club, Worcester, Mass.,	2

Touring Department.

B. B. Ayers, Tourmaster, Chicago; A. B. Barkman, Bookmaster, 608 Fourth Ave., Brooklyn, N. Y.; Geo. R. Bidwell, Chief Marshal, New York; Dr. W. G. Kendall, Marshal Eastern Division, Boston, Mass.; W. S. Bull, Marshal Middle Division, Buffalo, N. Y.; W. G. E. Peirce, Marshal Western Division, Chicago; N. L. Collamer, Marshal Southern Division, Washington, D. C.; Joseph Pennell, Marshall Foreign Division, London, England; H. D. Corey, General Agent, Boston, Mass.; Fred. Jenkins, Chief Quartermaster, New York; Edwin Oliver, Secretary, Chicago, Ill.

The following L. A. W. works are officially recommended by the L. A. W. Bureau of Information. No preference is expressed, and each reader must draw his own conclusions as to relative merit.

HAND-BOOK OF MASSACHUSETTS (1884):—Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address H. E. Ducker, Springfield, Mass.

L. A. W. ROAD AND HAND BOOK OF PA., N. J., AND MD. (Official):—Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, no advertisements, bound in flexible leather. A copy of the revised and enlarged 1886 edition was furnished *free* last year to every League member in Pennsylvania, New Jersey, and Maryland who joined before April 1st. A limited supply sold to League members only or to those ineligible to membership. Price, $1.00. Inclose cash to T. Houard Wright, Box 1619, Philadelphia, Pa.

L. A. W. HAND-BOOK OF OHIO (Official):—Complete official lists of officers, Consuls, hotels, etc. General description of riding districts, fine large folding road-map of the State. Price, $1.00; address T. J. Kirkpatrick, Springfield, Ohio.

L. A. W. ROAD-BOOK OF LONG ISLAND, with the best riding within 50 miles of New York City—very thorough. Three fine maps on one sheet folded in the book, style of tabular form, same as *Pa.-N. J.-Md. Book*, advertisements, bound in flexible cloth. Price, $1.00; address A. B. Barkman, 608 4th Avenue, Brooklyn, N. Y. For sale with Brooklyn and New York bicycle dealers, etc.

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, advertisements. Price, 15 cents; address A. L. Atkins, 597 Washington Street, Boston, Mass.

IN AND AROUND CAPE ANN, bound in cloth; finely illustrated. The wheelmen's hand-book of Gloucester, Mass., and vicinity. Price, 75 cents; address John S. Webber, Jr., Gloucester, Mass.

ROAD-BOOK OF CONNECTICUT, in progress. Address for information, Charles G. Huntington, Hartford, Conn.

L. A. W. ROAD-BOOK OF MICHIGAN (Official); with best roads of Ontario and through route from Chicago to Buffalo. Sectional and general maps; complete lists of Consuls, hotels, repair shops, and points of interest. Flexible leather cover. Free to Division members joining before April 1st. Price to L. A. W. members of other States, $1.00. For further information, address J. H. Johnson, 107 Spruce Street, Detroit, Mich. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

L. A. W. ROAD AND HAND-BOOK OF NEW YORK (Official):—Ready in March, 1887. 200 pages. All sections of the State are well reported, except the northern or Adirondack region. The routes will extend east to Boston, south to Staunton, Va., and it is expected west to Chicago. The compiler hopes to have the books ready for delivery by the 1st of March next. The method of distribution as adopted by the Committee is as follows: All persons renewing or joining between January 1st and March 31st, 1887, will receive one copy free. All persons joining between April 1st and June 30th will receive a copy upon payment of 13 cents. All persons joining between July 1st and September 30th will receive a copy upon payment of 25 cents. All persons joining after October 1st will receive a copy upon payment of 37 cents. The book will be sold to League members of other States, or to those who are not eligible to League membership, at $1.00 per copy. Address A. B. Barkman, 608 4th Avenue, Brooklyn, N. Y.

ROAD-MAP OF BOSTON AND VICINITY (Warren's).

ROAD-MAP (WHEELING CHART) OF SPRINGFIELD AND VICINITY. Address Henry E. Ducker, Springfield, Mass.

ROAD-MAP OF NEW JERSEY (L. A. W. Official):—Three parts, Northern, Central, and Southern, folded in stiff covers; price, 50 cents each or $1.50 for the set. Address Dr. G. Carleton Brown, Elizabeth, N. J.

COLTON'S ROAD-MAP OF PENNSYLVANIA:—Three parts, Eastern Counties, Central Counties, Western Counties. Price, $2.00 per section. J. L. Smith, Map Publisher, Sixth Street, above Chestnut, Philadelphia, Pa.

MARTINET'S ROAD-MAP OF MARYLAND:—Splendid work. Price, $10.00. J. L. Smith, as above.

ROAD-MAP OF OHIO. See *Ohio Hand-Book.*

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS. Sketches of cities and towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. By George Chinn. Third edition. Beverly, Mass., 1886, 50 cents.

L. A. W. ROAD AND HAND BOOK OF CALIFORNIA (Official):—Officers, Consuls, members, hotels, and By-Laws of California Division. California bicycle clubs and officers; advertisements. Issued in monthly parts, 75 cents to League members. Part I now ready, bound in flexible cloth, 25 cents. Address J. W. Gibson, No. 612 Hyde St., San Francisco, Cal.

TURNPIKE ROAD-MAP OF CENTRAL INDIANA (L. A. W. Official): Covering an area of 90 miles north and south and 153 miles east and west and showing the roads of the famous Crawfordsville record-breaking district. Contains list of Consuls and hotels, and shows location of all towns, railroads, etc. To be distributed to members of the Indiana Division on the same basis as the New York Road-Book is given to New York members, see above. Price, to other League members, 75 cents. Scale of nine miles to one inch. Address inquiries and remittances to Josh. Zimmerman, Secty.-Treas., 37 Alabama Street, Indianapolis, Ind.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Ave., Brooklyn, N. Y.

HOW TO USE L. A. W. STENCILS.

The following instructions accompany each set of Stencil outfits with which local Consuls are supplied by their State Division:

This outfit is the property of your Division of the League of American Wheelmen, and is intrusted to your care with the expectation that it will be promptly used in the interest of touring wheelmen. You are desired to see that the authorized signals are painted on signboards, posts, and fences at such points in your vicinity as you think necessary or desirable, particularly at the tops of dangerous hills and at forks of the road, etc., where a stranger might wish to know which is the best route for bicyclists.

The authorized signals are these:



No. 1 is the O. K., or direction sign. It means: bicyclers, go this way, the best road. At the top of a hill it means: may be safely coasted.



No. 2 is the Cautionary signal. It means: ride with care; at the top of a hill descend carefully, dangerous coasting. (The arrow points in the direction of the danger.)



No. 3 is the Danger signal. It means: better dismount, unsafe riding—no coasting. (The horizontal arrow points in the direction of the danger.)

Always obtain the consent of the local authorities before putting the signs on public or private property, as the person using the stencil will be held responsible.

As far as possible post the signs on the right hand side of the road as you go. Make as neat a job as possible. On fresh paint, if the surface is slightly roughened with sand-paper it will take a better impression, and when extra nice work is desired a subsequent coat of varnish will improve its appearance and add to its durability.

The size of the stencil is thought to be the best for most purposes, but if Divisions desire to have larger ones there is no objection to their use, if they wish to supply them.

A set of letters and numerals added to the outfit would also be convenient.

The three authorized signals are all that are intended to be used at present, but other combinations will suggest themselves. It is important that the uniformity of the signals shall be universal, and to that end the following additional code is presented for optional use. They should be used sparingly to prevent confusion.



No. 4 means O. K., the same as No. 1, but is used on upright posts, where there is not width for the usual form.



No. 5 means you are advised to take the foot-path, but if you are *on* the footh-path and riding in the contrary direction it means *come off* here, as if you ride farther a ditch or curb will necessitate a dismount.



No. 6 means the foot-path may be going either way.



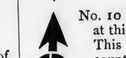
No. 7 is the League hotel sign, and may be put at the entrance of a hotel, restaurant, or place of refreshment favoring bicyclers.



No. 8 is the club-room or rendezvous sign, Come in.



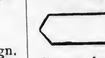
No. 9 is a modification of the danger sign used on hills, smooth but crossed by railroads, or other dangerous thoroughfares.



No. 10 means: cyclers, attention! something at this point worth seeing: don't miss it. This sign at convenient intervals on a country road may also mark a pleasant resting place, and may serve, too, as a sort of road post-office, where written instructions may be pinned above or near this sign by the advance guard of a party who wish to leave word for those following them.



No. 11 has a similar meaning, and heads any bulletin or circular addressed to wheelmen. It means, wheelmen, read this.



No. 12. Shape of the Official League Sign-board. The pointed end of the board indicates the direction, and the ground color must be white, with lettering in black. The stencil signals may be used on these boards.

MACHINE MARKING.

An English exchange tells of the latest wrinkle in machine marking: In these days when the cycle thief stalks majestically throughout the land, laying his hands upon whatever machine he happens to find unguarded, cyclists are waking up to the fact that it is necessary to have some mark of identification upon their machines. To have one's name or initials painted upon one's machine is a somewhat expensive and lengthy process, so Mr. Gay has come to the rescue with his metal transfers. The design, whatever it may be, is painted in gold, on very thin tissue paper, and the part of the machine which is to bear the design is cleaned and varnished, the transfer is then placed upon the machine with the color side next the varnish pressed closely, and then the tissue paper carefully washed off with a wet sponge, when the design appears upon the machine, is varnished, and looks exactly as if painted on. These transfers, which are used by a number of the leading makers, can be manufactured in any design. This is what they call "decalcomaine" on this side of the pond.

Club Life.

Club officers are invited to keep us posted about all changes in their officers, past and future events in which their clubs have participated, and such gossip relating to them or their members as will be of interest to our readers. Write all communications for this column on one side of the paper, with plenty of room for interlineation, and not on same sheet that contains other matter.

ELIZABETH WHEELMAN, Elizabeth, N. J., officers elected January 12th: President, Russell A. Clapp; Vice-President, Thomas Bergen; Secretary, George C. Pennell; Treasurer, Edward A. Faulks; Captain, George J. Martin; First Lieutenant, L. B. Bonnett; Second-Lieutenant, L. K. Hayard; Sergeant, A. S. Brown; Color-Bearer, Bicycle Division, W. H. Caldwell; Color-Bearer, Tricycle Division, Mrs. D. B. Bonnett; Bugler, S. B. Bowman; Surgeon, Dr. A. H. Oliver; Counsel, J. C. Garretson; Associate Trustees, Paul A. Oliver, Augustus S. Crane, C. A. Hutchinson, J. C. Clirehugh.

THOMASTON CYCLE CLUB, Thomaston, Conn. Officers elected January 3d for the ensuing six months: President, G. I. Tuttle; Vice-President, T. F. Sheridan; Secretary-Treasurer, H. H. Teames; Captain, A. B. Schneider.

The Seventh Annual Dinner of the New Haven Bicycle Club was held at Downes' Restaurant, January 24th, at 9 P. M. Twenty-eight of the members of the club and nearly a dozen invited guests sat down to the tables, which were arranged in the form of a rectangle, open at one end. In front of President Frisbie were the club colors, and at his right was Toastmaster Thomas, while Captain Hale was at his left. During the dinner and afterward speeches were called for on "The Club," by President, Wm. M. Frisbie; on "Roads," by Captain W. H. Hale; on "Headers," by First-Lieutenant C. E. Laron. Harry Thompson gave a humorous recitation, and Toastmaster Thomas recited the Accolade. Following the dinner nearly every one present was called on and replied. The exercises were not concluded until midnight.

THE BUFFALO RAMBLERS' BICYCLE CLUB has elected officers for 1887 as follows: John S. Kellner, President; Emmet S. Wade, Vice-President; Louis Bruch, Secretary; George C. Laub, Treasurer; Financial Secretary, C. G. Wanenmacher; Captain, Wm. L. Fuchs; First Lieutenant, John Hauenstein; Second Lieutenant, Frank R. Schwinn.

The Ramblers have had a hard struggle for existence during the past year, fire having destroyed their former quarters in the early spring. The Club now numbers 30, and has quarters over No. 531 Main Street, directly opposite the League Hotel, the "Genesee," and visiting wheelmen are requested to bear in mind that the L. A. W. sign of welcome is upon the door; and a cordial greeting waiting them within. That the Ramblers are all active wheelmen is shown by the fact that no member has made less than 500 miles during the past season. The Club proposes offering a suitable badge the coming season to all members making century runs, which will undoubtedly take place over the fine 100-mile straight-away course from Erie to Buffalo, described by "K. K." 12,056

LONG ISLAND WHEELMEN, Brooklyn, N. Y.—Officers elected January 4th for the ensuing year: W. W. Share, President; E. A. Bradford, Vice-President; Michael Furst, Secretary; Joseph D. Huggins, Treasurer; George W. Mabie, W. H. Hoole, L. G. Wilder, and A. L. Brown, Trustees; Charles H. Luscomb, Captain; R. M. Chichester, First Lieutenant; George G. Teller, Second Lieutenant; C. E. Jayne, Lieuteant of Tricycles; H. F. Donaldson, First Color-Bearer; C. F. Pray, Second Color-Bearer; E. T. Fisher, First Bugler; Ira M. Clapp, Second Bugler; F. P. Hudnut, M. D., Surgeon.

CHICAGO BICYCLE CLUB, Chicago, Ill.—Officers elected January 12th: R. P. Gormully, President; John C. Ellis, Vice-President; F. A. Ingalls, Captain; Richard E. Schmidt, Secretary-Treasurer; B. B. Ayers, W. G. Peirce, S. M. Crennan, Lieutenants; S. B. Wright, Quartermaster; Edwin Oliver, Librarian.

Official Announcements.

LEAGUE OFFICERS.

OFFICERS OF THE BOARD.

PRESIDENT.—Dr. N. M. Beckwith, 21 W. Thirty-seventh Street, New York.

VICE-PRESIDENT.—T. J. Kirkpatrick, Springfield, Ohio.

TREASURER.—Sanford Lawton, Springfield, Mass.

STANDING COMMITTEES.

EXECUTIVE.—N. M. Beckwith, 21 W. Thirty-seventh Street, New York; T. J. Kirkpatrick, Springfield, Ohio; John C. Gulick, 132 Nassau Street, New York city.

MEMBERSHIP.—E. F. Hill, Chairman, P. O. Box 797, Peekskill, N. Y.; Dr. G. Carlton Brown, 16 Broad Street, Elizabeth, N. J.; J. R. Dunn, Massillon, Ohio.

RACING.—Abbot Bassett, Chairman, 22 School Street, Boston, Mass.; Ewing L. Miller, 134 S. Front Street, Philadelphia, Pa.; W. M. Brewster, 309 Olive Street, St. Louis, Mo.; Chas. H. Potter, Cleveland, Ohio; Gerry Jones, Binghamton, N. Y.

RULES AND REGULATIONS.—W. I. Harris, Chairman, Box 5132, Boston, Mass.; Dr. C. S. Butler, 263 Main Street, Buffalo, N. Y.; Knight L. Clapp, 328 West Sixtieth Street, N. Y.

RIGHTS AND PRIVILEGES.—Charles E. Pratt, 597 Washington Street, Boston, Mass.; John C. Gulick, 132 Nassau Street, N. Y.; A. S. Parsons, Cambridgeport, Mass.

TRANSPORTATION.—Burley B. Ayers, Chairman, 152 S. Hoyne Avenue, Chicago, Ill.; Geo. R. Bidwell, 313 W. 58th Street, New York city; W. S. Bull, 587 Main Street, Buffalo, N. Y.; J. H. Livingston, Editor *The Reformer*, Bennington, Vt.; Fred. T. Sholes, Marsh-Harwood Co., Cleveland, O.; Frank Read, *Record* Building, Philadelphia; Frank A. Elwell, *Transcript* Office, Portland, Maine; Columbus Waterhouse, 16 Beale Street, San Francisco, Cal.; M. E. Graves (at large), Mannheim Building, St. Paul, Minn.

BUREAU OF INFORMATION.—A. B. Barkman, Chairman and Bookmaster, No. 608 Fourth Avenue, Brooklyn, N. Y.

OFFICIAL HANDICAPPER.

N. P. Tyler, M. D., New Rochelle, N. Y.

NEW YORK APPOINTMENTS.

NEW YORK, February 5th, 1887.

NEW YORK STATE DIVISION, L. A. W., CONSUL APPOINTMENTS.—LIST NO. 8.

No.	Place.	Name.
96.	Jamaica, L. I.,	Newton F. Waters.
97.	Suspension Bridge,	Otis Phillips, c. Phillips & Co.
98.	Gerry,	Charles E. Gates.

RESIGNATION.

I have to announce the resignation of A. G. Hills, Consul at Brighton, N. Y.

CHANGE OF ADDRESS.

The address of Consul James P. Becker, Syracuse, N. Y., will hereafter be 40 West Fayette Street.

REPAIR SHOPS APPOINTED.—LIST NO. 4.

No.	Place.	Name.
30.	Rochester,	Thompson & Kenfield, 92 South St. Paul Street.
31.	Jamestown,	Clark Salisbury, East Second Street.

GEORGE R. BIDWELL,
Chief Consul.

NEW YORK, February 5th, 1887.

NEW YORK STATE DIVISION, L. A. W., HOTEL APPOINTMENTS.—LIST NO. 8.

No.	Place.	Hotel.	L. A. W. Rate.	Regular Rate.
120.	Bainbridge,	Central,	$1 60	$2 00
121.	Castleton,	Pecks,	2 00	2 50
122.	Scott,	Dunbar,	1 00	
123.	Amenia,	Amenia,	2 00	
124.	Oswego,	Lake Shore,	1 50	2 00
125.	Castile,	Lane House,	2 00	

The League Hotel at Batavia will now be known as "Purdy's," with Certificate No 30, the hotel having changed proprietors, and re-named.

GEORGE R. BIDWELL,
Chief Consul.

NO RACE MEETING AT ST. LOUIS.

By a unanimous vote of the Racing Board it has been decided inexpedient to hold a race meeting in connection with the Annual Meet of the L. A. W. for 1887, at St. Louis, Mo. The one mile championships will be allotted to such club or clubs as the Racing Board may select later in the year.

ABBOT BASSETT,
Chairman Racing Board.

TO IOWA DIVISION.

JEFFERSON, GA., February 1st, 1887.

All members of the Iowa Division are requested to report as per following section of article 4, so that appointments may be completed by March 1st:

SEC. 1.—The members shall report to the nearest Representative, or the Chief Consul, the choice of their respective wheelmen for Consuls, and their choice for League hotels, and the Representative shall recommend upon approval the appointment as designated.

W. M. FERGUSON, *C. C.*

TO TENNESSEE MEMBERS.

CLARKSVILLE, TENN., February 12th, 1887.

We, the undersigned members of the League of American Wheelmen, nominate the following gentlemen as officers of the Tennessee Division. We believe it is to the interests of the Division to have these nominees elected:

For Chief Consul—E. D. Fisher, of Nashville.

For Representative—J. S. Miller, of Clarksville.

For Secretary-Treasurer—C. J. Scherer, of Memphis.

J. M MACRAE,
WM. S. PAYNE,
JEFF. D. HERNDON,
S. M. VISER,
G. F. NICOLASSEN,
R. F. BUNTING, JR.,
WM. EMERY,
JOS. R. WILSON, JR.,
Consul.

OHIO APPOINTMENTS.

No. 2.

District 2.	Representative,	Rollin B. Cary, Elyria, vice C. B. Brown, resigned.
" 4.	Representative,	R. E. Ives, Jefferson, vice Lew V. Snow, resigned.
" 17.	Representative,	W. H. Slack, Marietta.

CONSULS.

District 4.	Jefferson,	Sherry Fetch, vice R. E. Ives.
" "	Warren,	C. D. Rice, vice W. D. Packard

HOTELS.

District 1.	Toledo, The Jefferson,*	$2 00
" "	Defiance, The Crosby, ...	2 00
" "	Bryan, Bryan House, ...	2 00
" "	Bowling Green, Central, ...	——
" "	Perrysburgh, Exchange; meals, .	30
" 3.	Cleveland, Hawley,*	2 00
" 12.	Columbus, Park,*	2 50–2 00

Let me caution every member of the Division not to delay the renewing of his membership. Blanks for renewal and applications can always be obtained from your local Consuls and Representatives.

Fraternally yours,

JAMES R. DUNN,
Chief Consul.

MASSILLON, OHIO, February 1st, 1887.

THE NORTH CAROLINA CASE.

Following is a letter written to Mr. H. Burkheimer by the attorney that was sent to Raleigh to labor with the Legislature to the end that the discriminating act be repealed. Mr. Burkheimer writes that, although the Legislature would not repeal the act, he is in hopes that the Supreme Court will decide in favor of the wheelmen.

February 10th, 1887.

MR. H. BURKHEIMER, *President Bicycle Club:*

DEAR SIR:—Replying to your request that I would state in writing how the bill to repeal the act forbidding the use of bicycles on the Wilmington and Coast Turnpike was defeated in the Legislature, I have to say:

1. That I went to Raleigh, had the bill introduced in the House, and referred to the Committee on the Judiciary, appeared before the Committee, got a favorable report, and the bill was made a special order for Saturday.

2. That Lieutenant Governor C. M. Stedman, President of the Senate, who is also President and attorney of the Turnpike Co., after sending a message to the Judiciary Committee not to take any action on the bill until he could be heard, vacated the chair of the Senate on several days, and went over to the House, where, as he frankly informed me, he diligently "lobbied" against the bill day by day during the week and during the sessions of the Senate, until the hour for the special order arrived (Saturday, 12 o'clock), at which time he was on the floor of the House, near the Speaker's desk, actively at work among members.

3. I told him I was not a lobbyist, and had not asked and should not ask any Senator or Representative to vote for the bill; that with the favorable report of the Judiciary Committee my duty as attorney for the Club ceased.

4. The official position and influence of the President of the Senate, thus brought to bear in behalf of the corporation of which he is President and attorney, was, of course, irresistible, and the bill was overwhelmingly defeated.

Yours respectfully,

A. M. WADDELL.

CURRENT NOTES AND COMMENTS.

The London *Daily News* proclaims the fact that an Englishman named Stevens has been riding around the world on a bicycle in the interest of a San Francisco sporting journal. This is news indeed.

Bicycling is rapidly taking its place among the older and established sports and pastimes, the indulgence in which is not limited to the youthful portion of the community but continues an equal pleasure to the man as well. So it has come to pass that the hoodlum and street gamin are slowly learning that the sight of a "man with whiskers," mounted upon a wheel and riding through the streets of the city, is not an object to be contemplated and addressed as would be a circus, and such an appearance even now, except in cases of unusual depravity, does not stimulate and encourage an expression of juvenile wit.—*N. Y. World.*

*By recent action of the Board of Officers the appointment of additional hotels (second-class) in these cities, was required.

RENEWALS.

No. 10.—PHILADELPHIA, PA., February 14th, 1887.

[CONCLUDED FROM PAGE 150, LAST NUMBER.]

PENNSYLVANIA DIVISION—107.

11233 Achre, H. T.
11044 Atwood, J. W.
2289 Beck, J. A.
6679 Bidwell, F. C.
4952 Bidwell, H. E.
2616 Bigham, L. W.
11465 Burger, J. A.
6685 Calder, J. W.
10279 Carmack, F. S.
11960 Chayne, C. H.
10701 Cheney, F. J.
4145 Clarke, C. M.
5061 Cone, L. H.
12246 Cook, F. L.
876 Craven, G. F.
11971 Cueto, J. de.
895 Curran, J. P.
2588 Daugherty, J. M.
12188 Daugherty, C. S.
10705 Davidson, G. H.
2892 Delbert, S., Jr.
7772 Doblebower, I.
4950 Downey, S. B.
6765 Foster, J. R.
12060 Fowler, L. C.
12787 Fry C. F.
11705 Garvin, M. T.
353 Gideon, G. D.
4637 Gideon, S. M.
2426 Gorrecht, F. W.
8781 Groves, G. F.
2590 Guthrie, S. W.
4656 Hambright, A. B.
11304 Hansen, A.
907 Harley, C. R.
852 Harris, F. S.
7581 Harris, J.
7743 Hering, C. O.
2893 Hering, W. E.
10286 Heilig, G. T.
13002 Heritage, A. N.
8170 Hiorns, E. B.
6501 Higbie, H. C.
7582 Humphreys, R. E.
6604 Johnson, A.
6684 Kaercher, J. B.
10287 Kershner, E. C.
883 Knerr, C. B.
9166 Lanning, P. L.
10316 Lee, W. M.
7583 Lee, T. B.
10710 Lincoln, N. G.
11937 Livsey, J. H.
1637 Lord, E. A.
4633 Lorimer, E. D.
11974 Luckey, F. E.
7584 Magill, F.
6768 Macomb, W. S.
7744 Makuen, G. H.
2432 Miller, C. M.
9807 Miller, F. V.
5270 McCormack, J. S.
7459 McFarland, E. E.
12150 McGowan, J. W.
7586 McKown, J. C.
870 Nicholson, J. W.
4635 Nichols, C. B.
2814 Norman, W.
4647 Owrid, J.
6460 Paramore, E.
4949 Peiffer, A. H.
1905 Pentecost, J. W.
11711 Peters, F. S.
1638 Randle, G. M.
514 Read, F.
6502 Reeves, W. H. T.
3406 Reid, A. B.
3404 Reid, C. V.
3234 Rice, R. A.
6504 Rittenhouse, D. S.
9169 Robinson, T.
927 Rogers, H. T.
2428 Rudy, M.
11075 Sair, I. M.
1020 Scism, D. W.
11077 Sharpe, J. H.
7923 Shepard, C. B.
731 Shirk, J. G.
11627 Smith, G. A.
6837 Smith, I. N.
11991 Smythe, R. F.
6683 Sneathen, F. S.
502 Spain, E.
6375 Talmage, E. A.
7590 Tate, R. S.
8175 Tatnall, J. E.
5430 Thorne, J. T.
878 Trotick, E.
9009 Turney, A. R.
2596 Vogle, E.
11972 Voorhis, C. B.
9490 Walker, W. S.
12323 Wells, J. E.
2591 Wheiling, F.
2143 Williamson, C. D.
862 Wright, C. G.
2291 Wright, T. H.

RHODE ISLAND DIVISION—28.

7602 Borden, F. H.
12168 Bosworth, C. T.
12544 Bullen, J. E.
10518 Carpenter, A. G.
3818 Chase, Dr. J. A.
9814 Danforth, E. C.
8081 Doyle, H. C.
12494 Eastman, S. E.
3837 Gardner, B. W.
12096 Hayward, A. H., Jr.
12495 Horton, S. L.
1121 Henry, C. W.
8683 Hodges, W. H.
11239 Kelley, G. H., Jr.
8631 Lee, H. C.
1129 Littlefield, A. H., Jr.
1117 Mann, A. B.
11086 Maxfield, C. A.
3836 Metcalf, A. H.
1301 Newell, G. C.
4368 Newell, C. H.
8293 Payne, C.
7928 Peck, E. H.
9011 Place, L. E.
8803 Sanford, L. S.
1115 Spencer, H. L.
7603 Williams, A. N.
6101 Wilbur, H. J.

TEXAS—2.

11100 Monagan, T. L.
7410 Knox, W. A. L.

TENNESSEE DIVISION—1.

8632 Specht, J., Jr.

UTAH—4.

9329 Angell, T. O., Jr.
119 Davis, D. L.
5036 Johnson, C. E.
12584 Wood, J.

VERMONT DIVISION—13.

4410 Atherton, E. H.
4412 Childs, N. W.
4413 Crosby, C. R.
3682 Emerson, H. L.
7395 Gordon, W. E.
3921 Kirkland, S. W.
3693 Leonard, O. R.
7397 Marshall, O. A.
3684 Reed, G. J.
4404 Reid, F. T.
9975 Rolfe, G. H.
7398 Scott, L.
3685 Shaw, F. L.

VIRGINIA DIVISION—1.

12430 Leigh, S.

WEST VIRGINIA DIVISION—6.

10166 Behrens, F.
10734 Broch, A.
12913 Lewis, C. C., Jr.
10733 Menkemeller, C.
3924 Singleton, S. I.
8191 Smith, C. C.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date and published in accordance with Article III of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeds, as above, it must necessarily tade several days for their ticdet to be issued, as it passes through two hands before being mailed *to them*. After four weeds from date of publication you may look for your ticdet.

It is expected, and it is the duty, of all members to examine the list of applications for their respective States and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeds from date of publication. It will be cousidered confidential.

Candidates will please notice if their names and addresses are correct.

No. 75—Total, 105.

PHILADELPHIA, PA., February 21st, 1887.

CALIFORNIA DIVISION—2

Unattached.
13655 Gibson, M. R., 612 Heyde St., San Francisco.
13686 Libby, P. A., 8 California St., "

CONNECTICUT DIVISION—3.

Rutherford Bi. Club.
13730 Smith, Louis S., Box 1016, Middletown.
Cincinnati Bi. Club.
13725 Somers, A. D., Ansonia.
13641 Woodford, Leon M., Naugatuck.

DISTRICT OF COLUMBIA DIVISION—2.

Capital Bi. Club.
13743 Jannus, Frankland, 938 F St., Washington.
13744 Macdaniel, N., 601 Pennsylvania Ave., "

ILLINOIS DIVISION—7.

Ill nois Cycle Club.
13690 Morris, H. E., Chicago.
Owl Cycle Club.
13727 Stevens, W. S., 3701 Ellis Ave., Chicago.
Unattached.
13676 Denton, G. H., Sycamore.
13685 Dole, M. O., Paris
13673 Downing, W. R., 177 South Adams St., Peoria.
13699 Miller, W. D., 2125 58th St., Hyde Park.
13728 Trewren, John, 51 and 53 North State St., Chicago.

KENTUCKY DIVISION—7.

Harrison Wheel Club.
13720 Cooper, T. Y., Cynthiana.
13722 Martin, J. T., "
13724 Northcutt, John K., "
13721 Redman, H., "
13723 Stevens, J. R., "
13719 Wittmann, E. A. "
Unattached.
13658 Verhoeff, W. L, 1001 Second St., Louisville.

MASSACHUSETTS DIVISION—5.

Cambridge Bi. Club.
13671 Clark, C. S., care Taylor Bros., Boston.
Jamaica Cycle Club.
13698 Mosman, W. A, Jamaica Plane.
Unattached.
13734 Ferguson, C. S., 69 Bedford St., Boston.
13643 Roberts, Robert A., care Nat. Needle Co., Springfield.
13642 Ross, David, care Southworth Paper Co., Mattiweague.

MISSOURI DIVISION—1.

Unattached.
13737 Ocker, Louis H., 522 North 2d St., St. Louis.

NEBRASKA DIVISION—3.

Omaha Wheel Club.
13644 Conner, F. N., Creighton Block, Omaha.
13646 Mayne, Miss Winifred M., 2520 Douglas St., Omaha.
13645 Moyer, Miss Nello A., 2520 " "

NEW JERSEY DIVISION—7.

Essex Bi. Club.
13647 Hurd, Frank F., 13 Vanderpool St., Newark.
Ixion Bi. Club.
13696 Sutherland, J. A., 65 Grand St., Jersey City.
Passaic County Wheelmen.
13708 Harmon, B. S., Passaic.
Rutherford Bi. Club,
13729 Morgan, A. L., Rutherford.
13726 Morgan, Stephen L., "
Trenton Bi. Club.
13710 Biddle, Horace, 148 North Green St., Trenton.
Unattached.
13731 Mead, Harry D., Hanover.

NEW YORK DIVISION—34.

Brooklyn Bi. Club.
13711 Abby, Chas. T., 431 a Fifth St., Brooklyn.
13712 Oakley, Chas. M., 88 Monroe St., "
Calumet Cycle Club
13672 Montgomery, F W., 176 Lewis Ave., Brooklyn.
Ixion Bi. Club.
13694 DeGoicouria, W. A., 261 West 45th St., New York.
13691 Lansing, H. E., 220 West 124th St., " "
13695 Lockwood, G. O., 1597 Broadway, " "
13693 Stub, C. W., St. James Hotel, " "
13692 Wall, W. F., 4 East 54th St., "
Long Island Wheelmen.
13700 Evans, Robert, 366 a Monroe St., Brooklyn,
13701 Miller, A., 979 Bergen St., "
13702 Richards, C. M., 916 Gates Ave., "
13703 Smith, E. W., Box 180, "
New York Bi. Club.
13654 Archer, H. W., 14 West 52d St., New York.
Troy Bi. Club.
13669 Alexander, L., Troy.
13667 Baker, J. H., 3d St. and Broadway, Troy.
13662 DeGolyer, J., Troy.
13665 Hagben, A., 5th St. and Canal Ave., Troy.
13663 Hanley, P. F., 337 Broadway, "
13664 Kelley, H. R., 45 Pine St., Green Island, "
13660 Morris, Dr. J. M., "
13668 Robinson, A. L., 4 Museum Building, "
13659 Smith, S. G., 8 Third St., "
13661 Streckler, E., 166 First St., "
13666 Zeiser, J. J., "
Walden Bi. Club.
13745 Tears, Erwin, Walden.
Unattached.
13705 Blennerhassett, H , 210 Quincy St., Brooklyn.
13649 Grosse, Emil A., 37 Chester St., Buffalo.
13674 Helms, H. B., 18 East 17th St., New York.
13688 Hunt, A. S., 16 Spring St., Utica.
13648 Patterson, G. J., Box 2599, New York.
13706 Parker, O. E., 166 14th St., Brooklyn.
13657 Sankey, J. F., 148 South Oxford St., "
13687 Stallman, W. G., Mansion St. near Cottage, Rochester.
13733 Widmayer, H., Jr., 435 West 61st St., New York.

OHIO DIVISION—9.

Avondale Bi. Club.
13650 Diss, A., care Belding Bros., Cincinnati.
Cincinnati Bi. Club.
13742 Schultz, T. H., 64 Hopkins St., Cincinnati.
Dayton Cyclers.
13718 Altick, H. M., 131 Jones St., Dayton.
13715 Baumann, O., East 3d St., "
13717 Chamberlin, H. T., Summit St., "
13714 Kiser, W., "
13716 Kohnle, F., 35 East 2d St., "
13713 Protzman, D. K., "
Unattached.
13732 Norten, E. J., Burton.

PENNSYLVANIA DIVISION—19.

Belmont Cycle Club.
13653 Buckley, J. H., S. E. cor. 52d and Master Sts., Phila.
Germantown Bi. Club.
13652 Binder, R., 808 North 7th St., Phila.
Homestead Wheel Club.
13741 Nicholson, Robert, Homestead.
Westminster Cyclers.
13738 Elliott, A. H., New Wilmington.
13740 Kraeer, S. M., " "
13739 Sininger, J. C., " "
Unattached.
13678 Bailey, F. W., 702 Sassafras St., Erie.
13677 Bliss, G. T., 204 West 6th St., "
13679 Brown, L. J., 801 French St., "
13697 Brown, J. S., Pottstown.
13680 Fairbairn, F., 513 West 11th St., Erie.
13682 Crawford, D. S., 1022 Sassafras St., Erie.
13689 Kress, C. F., Jr., Johnstown.
13681 Leask, J., 217 West 3d St., Erie.
13683 McIntire, G. B., 223 West 11th St., Erie.
13685 Patterson, J. E., Williamsburg.
13684 Pressly, W. W., 2104 Myrtle St., Erie.
13675 Spano, le, E., Lewistown.
13670 Weber, W. E., 509 South 10th St., Phila.

RHODE ISLAND DIVISION—2.

Unattached.
13709 Blaisdell, S. S., 435 Potters Ave., Providence.
13704 Eddy, C. E., 8 Ring St., "

WISCONSIN DIVISION—4

Milwaukee Wheelmen.
13736 Hosch, A. S., 785 Marshall St., Milwaukee.
13651 Kassuba, W. H., 111 Wells St., "
13735 Mayer, F., Jr., 172 Walnut St., "
13707 Wood, C., 270 13th St., "

RENEWALS.

No. 11.—Total, 674.

PHILADELPHIA, Pa., February 21st, 1887.

CALIFORNIA DIVISION—12.

7467 Akin, A. J.
11489 Beulah, E. J.
11259 Brenner, J., Jr.
13018 Field, F. W.
7469 Kryzer, C. J.
4524 Little, A. E.
10543 Mason, G. H.
7639 Percival, J. P.
7941 Rosborough, A. J.
13052 Searles, W. A., Jr.
13021 Smith, H. C. F.
4718 White, N.

CANADA—1.

2989 Rubenstein, Louis.

COLORADO DIVISION—3.

5499 Kennedy, H. G.
11494 Kittredge, C. M.
7161 Van Horn, W. L.

CONNECTICUT DIVISION—13.

3007 Adams, F. M.
9338 Bassett, T. W.
2277 Brainerd, W. H.
2779 Buxton, G. B.
9344 Clark, C. E.
9838 Codding, Dr. C. F.
1515 Hubbard, S. H.
261 King, E. A.
10325 Platt, J. M.
6003 Pratt, E. R.
1808 Stephens, F. L.
10327 Stowe, C. E.
2229 Tucker, B. A.

DELAWARE DIVISION—2.

11098 Kurtz, C. C.
2754 Robinson, J. N.

DISTRICT OF COLUMBIA DIVISION—4.

5982 Foote, A. R. S.
1996 Forney, E. B.
740 Myers, G. M.
1039 Rawlings, F. T.

FLORIDA—5.

9005 Coulter, J.R.
5625 Farrell, W. J.
12299 Perkins, L. A.
12297 Rawls, T. G.
12298 Rawls, W. A.

ILLINOIS DIVISION—21.

4800 Avery, F. C.
12511 Baldwin, R. H.
12261 Boyden, F. K.
2147 Brown, W. C.
9845 Burrows, T.
5731 Camp, E. N.
12042 Close, D. R.
9360 Cragin, G. A.
5320 Fanning, A. L.
10752 Frazier, E. S.
12648 Jenkins, G. H.
12513 Jamison, J. W.
12515 Kurtz, G. E.
13050 Parker, M. F.
9998 Redington, F. B.
12834 Simons, E. M.
9536 Smith, C. R.
4532 Stine, W. C.
4030 Van Sicklin, N. H.
12725 Wimmerstedt, O.
8463 White, T. C.

INDIANA DIVISION—11.

6221 Blair, W. H.
7660 Cosand, A. P.
6905 Hug, H. M.
2128 McWorkman, W,
223 Metzger, L. J.
12526 Newmeyer, E.
11402 Phillipson, J.
12573 Taylor, A. B.
4268 Wainwright, L. M.
72 Wooden, W. H., M. D.
12530 Young, J. H.

IOWA DIVISION—1.

6527 Post, F. A.

KENTUCKY DIVISION—27.

8202 Baldwin, R. B.
8203 Beach, G.
11787 Brown, W. W.
11137 Campbell, A. C.
9712 Clark, J.
9046 Condell, W.
6909 Creaghead, T. J.
9047 Croninger, C. M.
8209 Croninger, E. H.
8851 Currie, H. S.
11509 Enslow, L. B.
8204 Fenley, G. D.
11407 Gedge, L. H.
9713 Gregson, H.
7258 Gilbert, C.
8206 Hanauer, F. C.
11325 Johnson, F. C.
10341 Kerr, C. L.
8212 Murray, W. H.
8207 Ramsey, W. J.
8208 Rogers, H. S.
6716 Smith. L. C.
12899 Spaulding, L. F.
7255 Toie, E. C.
11832 Tresise, E. G. N.
12200 Watcher, A. M.
8210 Willison, T. J.

KANSAS DIVISION—9.

12839 Bitterman, M. K.
9976 Chambers, R. S.
11886 Clark, E. S.
7057 Davis, C. S.
11883 Dixon, C.
12340 Dorn, T. W.
8809 Hale, H. S.
11884 Hogan, T.
8776 Parsons, G. W.

LOUISIANA DIVISION—7.

8666 Fairfax, H. W.
7783 Fenner, F.
7782 Fenner, E. C.
6014 Hughes, W. L.
1682 Tyler, L. E.
12381 Wooldridge, E. T.
100 Zeigler, F. M., Jr.

MAINE DIVISION—53.

373 Adams, J. H.
10528 Ayer, H. W.
12775 Barnes, G. W.
3685 Batchelder, C. D.
6024 Beaumont, C. H.
5631 Beckett, W. W.
6251 Bickford, L. M.
6026 Brewer, E. E.
6023 Cahill, H. D.
5630 Carney, L. J.
485 Clarke, F. S.
9978 Clark, I. E.
11419 Clifford, N. J.
11413 Cole, H. R.
8187 Coombs, C. R.
7474 Dow, Dr. G. E.
6396 Elwell, F. A.
11414 Fassett, F. G.
12486 Fox, S. C.
3702 Gardiner, H. S.
13054 Goody, J. J.
11330 Hamilton, C. S.
4728 Higgins, H. S.
1861 Howell, W. E.
1865 Kennard, E. S.
11238 Kilborn, A. S.
10307 King, W. T., Jr.
1307 Lamson, J. H.
698 Lamson, C. H.
11764 Leavitt, G. M.
12379 Longley, J. H.
1866 Lord, F. F.
1867 Mitchell, C. B.
10300 Moore, J. B.
4727 Morrill, G. B.
10308 McDowell, F. W.
6025 Palmer, F. H.
8188 Palmer, F. W.
6048 Payson, E. R.
11365 Pendexter, E. S
6250 Pierce, F. H.
1488 Pitcher, W. R.
13053 Randall, W. M.
5035 Sawyer, R. F.
11415 Seavey, C. L.
7475 Simonds, C. H.
1489 Sparrow, W. K.
184 Stevens, C. C.
11416 Studley, W. A.
12980 Thompson, G. W.
1483 Tukesbury, C. C.
6022 Warren, F. E.
11257 Walker, H. C.

MARYLAND DIVISION—4.

12989 Kingsland, H. L.
12719 Sadtler, C. C., Jr.
2648 Stran, C. T.
12052 Thomas, W. H., Jr.

MASSACHUSETTS DIVISION—118.

7794 Adams, G. B.
7263 Amee, J.
7795 Amee, A. F.
7527 Arnold, C. W.
10589 Kenney, T. J.
5246 Logan, J. W.
7817 Lombard, H. E.
9200 Lord, T.



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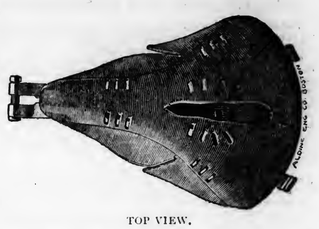
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9087 Brown, C. W.
7533 Bruso, C.
7993 Caldwell, H. L., Jr.
9088 Campbell, G. A.
2850 Carter, J. R.
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2021 Chandler, L. E.
12857 Chickering, F. S.
9593 Cobb, C. S.
7266 Cobb, S. H.
10386 Collins, G. J.
7802 Coleman, A. W.
7803 Coleman, E. B.
10018 Coon, F. C.
7535 Corbett, G. H.
2613 Corey, H. D.
7805 Danforth, C. O.
11794 Danforth, G. H.
10222 Davis, O.
2365 Davies, O. E.
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9390 Elliot, S.
4963 Farr, D. L.
7808 Faulkner, S. C.
457 Fay, F. L.
12353 French, J. B.
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7809 Getchell, H. C.
2257 Gill, W. T.
9393 Glines, A. A.
7810 Gould, G. H.
6993 Grimes, J. H.
3342 Harris, W. I.
7812 Hastings, F. W.
3158 Hayes, H. W.
7414 Haynes, J. E.
10781 Hichborn, H. G.
5207 Higgins, W. H., Jr.
8481 Hill, A. G.
20 Hill, E. K.
8331 Hilton, E. S.
10020 Howes, H. M.
8695 Howard, C. S.
7814 Hunnewell, F. M.
5317 Johnson, D. T.
7815 Kendall, A. S.
1615 Kendall, F. P.

7819 Mason, F. S.
9425 Midgley, J. F.
6994 Mooney, J. T.
6915 Morgan, C. A.
7539 Morse, C. H.
7818 McConnell, J., Jr.
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11603 McKee, H. F.
10819 McPherson, W. D.
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7826 Noyes, E. I. K.
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3299 Pickett, W. A.
27 Pratt, F. S.
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10824 Russell, G. R.
4601 Saben, H. M.
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11955 Shaw, H. E.
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7545 Sibley, L.
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7831 Smith, C. L.
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8916 Stewart, S. A.
7546 Stewart, R. E.
8117 Strickland, T. J.
4621 Taylor, G. W.
384 Tolman, E. F.
12799 Tracy, A. A.
12230 Ultsch, W. J.
12632 Underwood, C. A.
5046 Vant, A. W.
7548 Wakefield, O. J.
9604 Wentworth, G. S.
12692 Wellington, F. C.
7834 Whitney, G. W.
8339 Wilder, R. S.
7549 Wood, J. F.
10805 Woodard, F. T.
7835 Wright, H. D.

Michigan Division—13.

7188 Cary, E. E.
6731 Carter, B. J.
11152 Final, H. D.
11671 Gage, C. T.
10598 Gray, W. H.
6279 Harris, W. M.
12453 Heim, W.

9875 Irwin, G. B.
8120 Lawrence, W. B.
6805 Mooar, E. M.
Smith, D. W.
11280 Watkins, Dr. R. B.
8182 Wendell, E. B.

Minnesota Division—2.

6809 Dearth, E. H.
12507 Lund, B. C.

Missouri Division—14.

9744 Blanchard, A. M.
10423 DeTar, J. A.
12650 Downing, J. B.
8009 Exley, W.
12654 Forgey, E. M.
12570 Gazzam, J. P.
10053 Ghiselin, R. R.

11350 Glancy, W. H.
2826 Greenwood, H. W.
8010 Henderson, Dr. G. L.
8011 Higdon, J. C.
12651 Moody, E. N.
7793 Peirson, C. J.
12900 Pickering, J. C.

Nebraska Division—4.

12517 Eastman, G. H.
8095 Peabody, C. C.

8490 Smith, R.
10160 Young, E.

New Hampshire Division—4

10065 Hoyt, L. H.
6643 Kendall, F. W.

10855 Proctor, E. H.
8142 Sinclair, C. H.

New Jersey Division—54.

8734 Benedict, H. R.
10073 Benedict, G. B.
5216 Bergen, P. V.
5362 Bickley, J. H.
1756 Browne, J. T.
1411 Brown, S. B.
7308 Buckley, W. W.
3986 Chester, W. W.

7198 Morton, C.
5942 Mount, W. B.
8554 Misskelley, J. M.
7096 McCormick, H. D.
8556 Osmond, W. B.
3258 Parsons, W. H.
3042 Pearson, J. B.
11439 Porter, J. S.

8951 Chittenden, S.
10968 Crabbe, H. W.
1436 Denman, A. R.
10910 Dodd, A. T.
3972 Downs, J. P.
1420 Farnsworth, E. D.
10067 Halsey, E. M.
9246 Halsey, C. G.
1426 Harris, E. C.
2340 Hardham, L. J.
12295 Hawley, S. S.
2339 Hoag, C. R.
12077 Hunt, G. T., Jr.
8553 Hurd, F.
10630 Kattell, J. C.
311 Knight, H. W.
2363 Lunger, J. B.
3770 Manson, L.
10443 Martin, E. M.

10080 Powlison, C. F.
2369 Rhett, W. B.
12074 Righter, W. S
3537 Riker, C. DeK.
12452 Sandy, W. C.
3981 Sargeant, S. H.
7995 Sargeant, E. E.
3994 Smith, H. A.
9623 Snow, A. W.
11356 Speedling, J. J.
2364 Swift, J.
9453 Teel, C. E.
4504 Thompson, C.
10634 Van Cleve, W. S.
4207 Voorhes, G. E., Jr.
3030 Voorhes, J. D.
9270 Watson, J.
12770 Wert, J. R.
3829 Worden, J. H.

New York Division—163.

8585 Agresta, P.
11556 Archibald, G.
5081 Baldwin, R. C.
325 Barclay, J. C.
1816 Bass, W. L.
10929 Benjamin, G. G.
10653 Bentley, D. F.
10947 Benson, O. N.
488 Bidwell, G. R.
8040 Bliss, G. R.
10948 Bovee, R.
8586 Britton, J.
10099 Bruch, E. B.
1797 Burch, J. G., Jr.
10950 Bunny, W. D.
4090 Campbell, H. P.
7423 Campbell, H.
7424 Campbell, W. S.
12867 Carr, J. G.
10946 Cassedy, F. H.
6571 Catlin, O.
10952 Church, H. R.
5810 Clancy, T. H.
8744 Clawson, F. E.
8745 Clawson, J. S.
10984 Cone, G.
5527 Coon, R.
1214 Dailey, S. H.
5806 Darbee, W. W.
4399 DeGraaf, W. H.
12055 Deitzer, E.
11745 Delanoy, E. P.
7426 Devlin, S. J.
6392 Diamond, C. H.
6450 Donald, H. W.
9914 Dunn, C. A.
4400 Dusenbury, L.
2204 Egan, F. A.
10649 Evans, C. H.
6825 Fellheimer, W. J.
624 Frasse, H. F.
12097 Gemmill, G. W.
328 Guiterman, E. W.
12059 Glanz, C. A.
10959 Goss, P. B.
12338 Gow, W.
8587 Gustow, H
6309 Hall, S. L.
6632 Hamill, D. L.
8762 Hance, W. W.
9131 Harriman, C.
2200 Harris, P. M.
11214 Hart, D. B.
9935 Henderson, A. G.
11294 Hepworth, J. T.
7037 Herring, W. C.
8764 Hiller, F. J.
12330 Hill, C. R.
10962 Hislop, T. W.
10964 Hogben, A R.
10965 Hogben, W.
754 Howell, W. E.
4379 Hoyt, G. P. B.
10432 Jackson, V. H.
6816 Jennings, A. B.
8978 Josephs, H. S.
8588 Keddie, W. A.
12647 Keily, F. H.
10967 Kelly, M. R.
989 Kendall, H. H.
3137 Kipp, Rev. P. E.
8589 Knight, F. M.
8130 Knowlson, J. R.
6650 Kolb, R. A.
443 Lane, G., Jr.
1974 Leypoldt, R. G.

6499 Lingle, B. J.
9132 Louderbach, W. B.
12327 Loveland, H.
10661 Lynch, J. F.
7429 McBean, H. W.
7428 McBean, A., Jr.
10968 McKee, J. W.

10981 Woodhull, W.
733 Wyley, W. J.
12616 Young, R. P.
10982 Young, G. B.

North Carolina—1.

1465 Vopp, J. L.

Nova Scotia—1.

11730 Casey, A. C.

Ohio Division—70.

8255 Albrecht, H. E.
3912 Allen, R. G.
2102 Allen, E. H., Jr.
1892 Amann, E.
9481 Andress, F. W.
4295 Bahman, W.
2473 Bebb, M. J.
12276 Belding, T.
9482 Bennett, F. W.
1891 Bennett, A. A.
5898 Benninghofen, E. A.
3244 Benninghofen, P.
8137 Black, W. A.
1894 Brady, G. K.
1626 Brown, O. G.
10109 Burroughs, G.
8256 Burroughs, H. B.
11452 Carruthers, R. W.
5017 Chapman, F. H.
3891 Chiswell, H. G.
10026 Clapsadel, F. A.
5446 Craig, C. H.
9783 Crawford, R. S.
205 Dump, A.
2480 Estabrook, C. T.
4111 Estabrook, W. H.
1830 Flowers, F. W.
1899 Galway, C. M.
2236 Galway, W. H.
669 Garford, A. L.
10110 Hafer, F.
10506 Hafer, G., Jr.
2701 Hall, W. A.
4116 Haven, W. A.
3637 Herman, A. P.

2966 Hough, A. H.
12277 Jennings, S. T.
7122 Justis, H. L.
11017 Ketcham, W. E.
7233 King, R. W.
810 Kitchell, H. N.
12278 Krippendorf, P. C.
4232 Krimm, D.
812 Livingston, H. S.
813 Livingston, S. M.
6764 Love, Rev. R. B.
2482 Magill, R. A.
11024 Matthews, W. T.
1921 Miles, W. G.
9944 Miller, F. J.
6389 Mudd, F. X.
11302 McDermott, J. M.
4139 McMullen, D. B
5974 Pigman, J. R., Jr.
10277 Sammet, D. J.
2548 Sargent, F. L.
8613 Seaman, J. F.
671 Smith, F. N.
12675 Smith, W.
4252 Stevens, C. A.
7735 Steward, E. E.
2505 Taylor, A. A.
6335 Tower, C. A.
2122 Warder, F. W.
9483 Watts, M. T.
5450 Wayne, T. L.
8382 Weeks, D. O.
3152 Wilhemy, A.
10124 Williams, G. T.
11406 Yonce, W. R.

Pennsylvania Division—37.

6406 Aaron, Mrs. E. M.
2141 Ayars, S.
10280 Bates, S.
8300 Brown, T. C.
704 Bucher, J. C., M. D.
9954 Chase, J. A.
8678 Clark, C. C.
9489 Corwin, G. W.
7324 Dawson, S. H.
11466 Douredoure, A.
9804 Elliott, J. M.
9805 Elliott, A. G.
7361 Feurer, C. F.
4636 Harper, T. R.
510 Hazard, H. W.
7599 Henning, F. H.
12023 Hutchinson, J. W.
7238 Hutchinson, W. L.
9669 Jackson, S., Jr.

2135 Kulp, J. S.
942 Merchant, H. W.
4062 Miller, C. W.
8287 Morrison, D. C.
10288 McCutcheon, W. H.
11707 McLaughry, D. O.
888 Nelson, E. K.
2569 Nicholson, G. F.
438 Patton, J. H.
8388 Reifsnyder, J. C.
10137 Schall, J. H.
12187 Seaman, H. B.
3651 Smith, M. E.
11391 Trethaway, J.
9674 Vandegrift, W. H.
11317 Wakefield, H. W.
11639 Weidermann, O. H.
864 Zahn, G. W.

Rhode Island Division—4.

1116 Binford, F.
11088 Bosworth, W. G.

11240 Neff, C. A.
8292 Turner, M. W.

Tennessee Division—6.

8633 Byrd, F.
8634 Dammann, H. E.
11718 Herndon, J. D.

7382 Johnson, F. C.
7388 Reder, H. Z.
7389 Robinson, J. S.

Vermont Division—5.

10297 Allen, F. H.
7929 Ayres, J. H.
10298 Batchelder, F. L.

7396 Houghton, F. H.
8182 Moore, C. A.

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11914 Hazlett, S.

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926 Chestnut St., PHILADELPHIA, PA.

FOR SALE.—Genuine Beeston Humber Tandem, good as new. Price $200, or will exchange for two Bicycles.

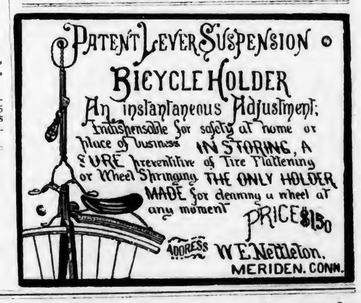
J. C. MOTT, 118 Warren St., New York.

FOR SALE.—48-inch Star Bicycle, full nickel, noiseless ratchets, solid front fork, hollow and cone-bearing levers. Address E., 414 Berkley St., Camden, N. J.

BARGAIN.—56-inch Expert, dropped bars 32 inches long, lamp, swing spring, suspension saddle, square rubber ball pedals, patent stand, extra handle-bars, and spring. All full nickeled and in A 1 condition. $100. Good reasons for selling. C. C. MOWTON, 4 Irving Place, New York City.

PATENT LEVER SUSPENSION BICYCLE HOLDER

An instantaneous Adjustment;
indispensable for safety at home or place of business IN STORING, A SURE preventitive of Tire Flattening or Wheel Springing. THE ONLY HOLDER MADE for cleaning a wheel at any moment. PRICE $1.50



ADDRESS W. E. Nettleton, MERIDEN, CONN.

NOW is the time to secure a bargain, as we must make room for new stock; hence a **CLEARANCE SALE.** ***Note Prices.***

List No.	Size.	Bearings.	Make.	Finish.	Condition.	Price New.	Price.
318	36	Ball	Facile	Enamel	1st Class	$137 50	$65 00
259	36–54	"	Kangaroo	"	Good	130 00	60 00
353	48	Plain	Star	Nickel	Good	100 00	50 00
348	48	Ball	Expert	"	1885 New	137 50	100 00
351	50	"	Howe	"	Good	140 00	60 00
316	51	Plain	Star	Enamel	"	80 00	40 00
328	54	Ball	Harvard	Nickel	"	110 00	60 00
331	54	"	Expert	"	1st Class	145 00	95 00
359	55	"	Humber Racer	Enamel	"	150 00	75 00
			TRICYCLES.				
350	40	Ball	Humber Cripper	Enamel	1st Class	187 50	120 00
356	42–52	"	Humber Tandem	"	"	265 00	200 00
349	48	"	Col. Two-Track	"	"	160 00	100 00

Any of these machines may be seen and tested at Oraton Hall, Newark, N. J., or they will be shipped to any address C. O. D., with the privilege of examination, provided the person ordering will remit enough money to pay express charges both ways in case machine is not accepted.

HOWARD A. SMITH & CO., Oraton Hall, Newark, N. J.

BEFORE ◆ YOU ◆ BUY ◆ A ◆ BICYCLE

of any kind, send stamp to

A. W. GUMP, - Dayton, Ohio,

for Large Illustrated Price-List of New and Second-Hand Machines. Second-Hand Bicycles taken in Exchange and Bought for Cash.



Largest Stock of Second-Hand Bicycles in America.

BICYCLES REPAIRED and NICKEL-PLATED.

A. W. Gump, Dayton, Ohio.

SECOND-HAND GUNS TAKEN IN EXCHANGE FOR BICYCLES.

TO WHEELMEN.

VAIL BROTHERS. Princeton, N. J., February 9th, 1887.

GENTLEMEN:—I have used your **Quinine & Sulphur Soap**, and find it the best article I have ever tried for chafes and blisters after a day's ride on my wheel, and I have been very badly chafed, especially on hot days.

Yours very truly,

J. A. CALHOUN.

If you choose, you may publish this, as my feelings are somewhat enlisted as regards the comfort and success of brother wheelmen.

USE IDEAL TOOTH POWDER, Price, 25 cents per Bottle.

Messrs. Stoddard, Lovering & Co. have lately received some elegant colored show cards of the Rudge machines, 18x24 inches in size.

On it there are five pictures drawn by George Moore, who is recognized to be the finest artist in the world for cycle drawings, and each machine is represented in a very attractive sketch.

It will be sent to their agents and will make a very handsome picture to hang in a bicycle club-room.

Mr. W. S. Doane, winner of the last 100-mile Boston Club race, has entered the Bicycle Department of Messrs. Stoddard, Lovering & Co., and would be glad to see his friends at 152 Congress Street after this date.

SALESMEN WANTED! !
SALARY AND EXPENSES PAID!!
For terms and particulars address (*mention this paper*).
W. R. McNARY & CO., Nurserymen, Dayton, Ohio.

Bicycle and Gymnasium Goods.

THE KINGSTON KNITTING CO.
No. 27 Kingston Street,
BOSTON, MASS.,

Manufacture from the Finest Worsted Stock all of the latest novelties in Jerseys, Guernseys, Knee Tights, Full Bodied Tights, Hosiery, etc., and in all the Popular Colors—in Plain, Striped, and Trimmed.
We make a specialty in these **Garments**, and our prices are very reasonable. We refer to a large number of Wheelmen who use our goods.
ORDERS SOLICITED.

STEEL BALLS For Anti-Friction Bearings.
OF BEST CAST STEEL.
Hardened, Ground, and Burnished.
3-16" to 3" diam. Samples and Prices on application.
Simonds Rolling-Machine Co., Fitchburg, Mass

BROOKLYN RIDERS,

Take your Wheels to

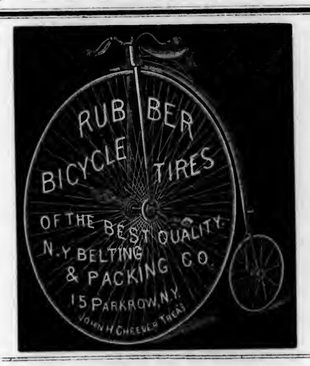
Schwalbach & Willdigg,

Prospect Park Plaza, and have them Overhauled.

Call and Inspect the WHEEL OF PERFECTION, THE NEW MAIL.

REPAIRS.

Send postal card and have us call for REPAIRS.



Ira Perego
128 and 130 FULTON ST., 87 NASSAU ST.,
NEW YORK.

The only Official Outfitter to the L. A. W.

L. A. W. REGULATION CAP,	-	$1 50
" " HELMET,	-	1 50
" " SHIRT,	-	2 25
" " HOSE,	-	1 10
" " SILK BELTS,		1 00

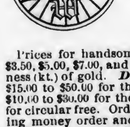
All orders must be accompanied by money order for the amount, also name and League number.
English C. T. C. Cloth, double width, $4.00 per yard.

58-INCH EXPERT COLUMBIA BICYCLE

will be awarded to the highest bid received by the 28th February. Machine full nickeled, some used, in excellent condition, tires equal to new.

THE CINCINNATI BICYCLE CO.,
No. 6 East 4th Street,
A. A. BENNETT, President,
CINCINNATI, OHIO.

Patented 1881. **L. A. W. BADGES.**



For Gold Pins of the Official Design, send direct to
CHAS. H. LAMSON,
177 Middle St., Portland, Me.,
The Designer and Sole Authorized Maker.

Prices for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. ***Diamond Badges***, $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.
Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.



New Style B.

BROWNING, KING & CO.,
406, 408, 410, and 412 BROOME STREET, NEW YORK.



THE ONLY OFFICIAL CONTRACTORS FOR THE
LEAGUE UNIFORM.

LIST OF PRICES:

Plaited Blouse, $9.50; KneeBreeches, $6.00; Suit, $15.50. Regulation League Cloth, made by the Middlesex Mills, cost $2.00 per yard. League Buttons, large size, 5 cents each; Small size, 2½ cents each. Full set for suit, 55 cents.

TERMS:

All uniforms or parts of uniforms sent C. O. D., with privilege of examination. All orders for cloth or buttons must be accompanied by Money Order. Blank forms for self-measurement furnished on application. Orders for L. A. W. Goods will be received at any of our branch stores, as follows:

136 and 138 Madison St., 144 to 148 Clark Street, CHICAGO, ILL.
76 and 78 West Fourth St., Cincinnati, Ohio; 210 and 212 N. Broadway, St. Louis, Mo.
Wisconsin and E. Water Street, Milwaukee, Wis.
910 and 912 Chestnut Street, Phila., Pa.
All orders must be accompanied by League number

TWO LEADERS!

The "New Rapid."

FULL ROADSTER, 50-Inch, 40 Pounds.
LIGHT ROADSTER, 50-Inch, 36 Pounds.

Rover Pattern Safety.

All with TRUE TANGENT WHEELS.

The "Quadrant" Tricycles.

No. 8 FOR GENTLEMEN. No. 14 FOR LADIES.

No. 15 TANDEM,

For Two Gentlemen, Two Ladies, or Lady and Gentleman.

BICYCLE STEERING FRONT AND BACK.

You will do wrong if you order your new mount before seeing these machines or reading our catalogue, which illustrates and describes them and their **IMPROVEMENTS FOR 1887.**

SAM'L T. CLARK & CO., Baltimore, Md.

GOING FAST.

In the February 11th issue of the "L. A. W. Bulletin" we advertised a special sale of wheels, giving very low prices for NEW wheels; also agreeing to accept bids until April 1st, under plan mentioned therein.

The sales and bids have far exceeded our expectation, and therefore we say the wheels are GOING FAST and you had better write at once if you wish to

Secure a New Wheel at Second-hand Price.

Send for circular giving full particulars.

A. G. SPALDING & BROS.,

241 BROADWAY, NEW YORK.

108 MADISON STREET, CHICAGO, ILL.

PRICE LIST,

Second-Hand Bicycles, Tricycles, and Tandems.

Note Prices, and Compare with other Lists.

CORRESPONDENCE INVITED.

GEORGE R. BIDWELL,

313 West 58th St., New York.

FINISH.

A. Full nickel.
B. Wheels enameled, balance nickeled.
C. Enameled, except head, handle-bar, spring cranks; these parts plated.

CONDITION.

1. New, never used.
2. Used but little, good as new.
3. Tires showing slight wear; finish excellent.
4. " " newly painted and plated.
5. " " finish marred somewhat.
6. New tires, newly painted and plated.

BEARINGS.

D. Ball, both wheels and pedals.
E. " " plain pedals.
F. Double ball front wheel, single to rear; plain pedals.
G. Ball front wheel, cone to rear; plain pedals.

LIST NO.	SIZE.	MAKE.	FINISH.	CONDITION.	BEARINGS.	PRICE.
1.	40-inch	Standard Columbia,	A	2	G	$ 55 00
2.	46 "	Expert Columbia,	C	2	D	90 00
3.	46 "	American Rudge,	C	1	D	90 00
4.	48 "	Rudge Light Roadster,	B	3	D	90 00
5.	48 "	Expert Columbia,	A	2	D	95 00
6.	48 "	" Light,	A	2	D	95 00
7.	48 "	Rudge Light Roadster,	C	4	D	90 00
8.	48 "	American Club,	A	3	E	70 00
9.	48 "	Harvard,	A	5	F	50 00
10.	49 "	Columbia Light Roadster,	B	2	D	105 00
11.	50 "	Expert Columbia,	A	3	E	90 00
12.	50 "	"	A	5	F	85 00
13.	50 "	"	C	6	D	80 00
14.	50 "	American Club,	A	5	F	55 00
15.	50 "	Rudge Light Roadster,	C	3	D	100 00
16.	51 "	Royal Mail,	C	5	E	90 00
17.	51 "	Star Light Roadster, tangent spoke,	C	1		110 00
18.	52 "	Rudge "	C	5	D	95 00
19.	51 "	" "	C	2	D	110 00
20.	52 "	Victor,	C	5	D	85 00
21.	52 "	Expert Columbia,	C	6	E	75 00
22.	52 "	"	A	2	D	100 00
23.	52 "	American Rudge,	C	2	D	90 00
24.	52 "	Rudge Light, Roadster,	B	2	D	95 00
25.	52 "	" " "	B	2	D	95 00
26.	52 "	American Rudge,	C	5	D	75 00
27.	52 "	Rudge Light Roadster,	C	3	D	95 00
28.	52 "	Expert Columbia,	A	2	D	100 00
29.	52 "	American Challenge,	C	1		55 00
30.	53 "	Rudge Light Roadster,	C	4	D	95 00
31.	53 "	" "	C	5	D	90 00
32.	54 "	Expert Columbia,	A	2	D	100 00
33.	54-inch	Standard Columbia,	C	2	G	$70 00
34.	54 "	Rudge Light Roadster,	C	4	D	75 00
35.	54 "	Invincible,	C	5	D	50 00
36.	54 "	Rudge Light Roadster,	C	4	D	75 00
37.	54 "	American Challenge,	C	1		55 00
38.	54 "	Expert [Light],	A	3	D	100 00
39.	54 "	Herald,	A	3	D	60 00
40.	54 "	Victor,	C	1	D	100 00
41.	54 "	Rudge Light Roadster,	B	2	D	110 00
42.	54 "	Expert Columbia,	A	3	D	90 00
43.	54 "	" "	C	1	D	110 00
44.	56 "	" "	A	3	D	100 00
45.	56 "	Standard "	A	3	G	70 00
46.	56 "	Yale,	B	5	E	50 00
47.	56 "	British Challenge,	C	1	F	90 00
48.	57 "	Rudge Light Roadster,	C	2	D	100 00
49.	58 "	Standard Columbia,	C	5	G	50 00
50.	60 "	Rudge Light Roadster,	C	1	D	110 00
51.	55 "	" Racer,	C	2	D	70 00
52.	52 "	" Light Roadster,	C	4	D	75 00
53.	52 "	Standard Columbia,	C	4	G	60 00
54.	52 "	British Challenge,	C	1	F	90 00
55.	50 "	" "	C	1	F	90 00
56.	52 "	American Rudge,	C	1	E	95 00
57.	50 "	" "	C	1	E	90 00
58.	52 "	Club	A	5	F	70 00
59.	53 "	Rudge Light Roadster,	C	1	D	110 00
60.	56 "	American Rudge,	C	1	E	95 00
61.	52 "	Club,	C	5	F	60 00
62.	52 "	Centaur,	Painted	5	G	25 00

TRICYCLES.

63.	Columbia Two Track,	Enameled	1	Ball		130 00
64.	" "	"	3	"		110 00
65.	" "	"	3	"		110 00
66.	" "	"	3	"		110 00
67.	" Three Track,	"	2	"		90 00
68.	" "	"	3	"		70 00
69.	" "	"	3	"		80 00
70.	Rudge Double Driver,	"	5	"		75 00
71.	Rudge Crescent,	"	3	"		140 00
72.	Gentlemen's Columbia,	"	2	"		140 00
73.	Rudge Cripper,	"	2	"		130 00

TANDEMS.

74.	Humber (Beeston),	Enameled	6	"		175 00
75.	Rudge Humber,	"	3	"		190 00
76.	"	"	3	"		185 00
77.	"	"	2	"		200 00
78.	Marriott & Cooper Humber,	"	5	"		175 00
79.	Coventry Rotary,	"	5	"		135 00
80.	Club,	"	2	"		175 00

IMPORTANT.

Any second-hand machine on this list will be sent C. O. D. to any address, with privilege of examination, providing the person ordering will pay the express charges both ways in case the machine is not accepted. Parties ordering should send with the order a sufficient amount to cover the transportation charges. A detailed description of the machine ordered will be given if requested. Address all orders to

GEO. R. BIDWELL,

313 West 58th Street, New York City.

Before purchasing your mount for this year, see the celebrated

"ROVER" BICYCLE.

FITTED WITH EVERY POSSIBLE IMPROVEMENT.

Faster than a Bicycle.

Safer than a Tricycle.



The "ROVER" BICYCLE as ridden by the Right Honorable Viscount Bury, President of the National Cyclists' Union.

No Skidding or Side-Slipping on Greasy Roads

And no Fear of Falls.

Starley's new Patent Spring Fork is now ready, whereby entire insulation from shocks is obtained in handles, pedals, and seat.

This Fork can also be applied to any tricycle.

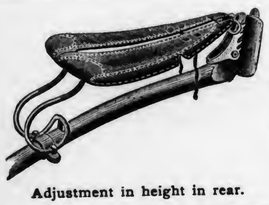
Price-lists, testimonials, etc. (including one from Viscount Bury, which every rider should read), post free.

Complete catalogue of all our machines, 2 stamps.

STARLEY & SUTTON, Meteor Works, - Coventry, England.



Adjustment in height in front.



Adjustment in height in rear.



Adjustment in width.

When you buy, buy the best.

When you order your new mount, order it with only the old reliable

Lillibridge Saddle.

FOR SALE EVERYWHERE.

Price, Nickeled, - - $5.00

Adapted to all makes of machines.

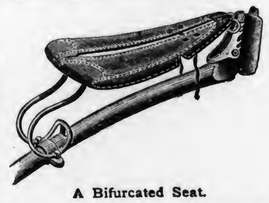
Special styles for the Safeties and Star.

FREEMAN LILLIBRIDGE,

ROCKFORD, ILL.



Adjustment in length.



A Bifurcated Seat.



A Comfortable Coasting Plate.

BARGAINS!

Now is the time to buy Second-Hand Bicycles. Send size and price you wish to pay. Prices low. Send for Catalogue of the New Rapid.

WM. M. FRISBIE & CO.,
P. O. Drawer 64. New Haven, Conn.

DEALERS!

We manufacture TOOL BAGS, equal to **English,** and cheaper. Write to us.

McCOY & WILLIAMS, Orange, N. J.

BEST GOODS. LOWEST PRICES.

L. A. W. SUITS, - - - $12.00
JERSEY CLOTH SUITS, - - 13.00
CYCLISTS' TOURING CLUB SUITS, 13.00

All garments custom made.
Send for circulars and measure blanks.

Punnett, Tailor and Outfitter, - Rochester, N. Y.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

Springfield Bicycle Manufacturing Co.

(Yost & McCune Patents),

19 PEARL STREET, BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest.
Do not buy a wheel before you see the Springfield Roadster.
Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, - $75.00.

JOHN P. LOVELL'S SONS, 147 Washington St., Boston, Sole Agents for New England.

THE "NEW AMERICAN" TRICYCLE.

639 Arch Street, Philadelphia.

We make but one style of machine, and that the *best.* There are *no extras.*

NO DEAD CENTRES. **FULL POWER UTILIZED.** **CLIMBS ANY HILL.**

The best machine for ladies, as there are no revolving pedals to catch the skirts. The only Tricycle that can be ridden equally well by lady or gentleman, grown person or child.

EITHER RIDER CAN STEER.

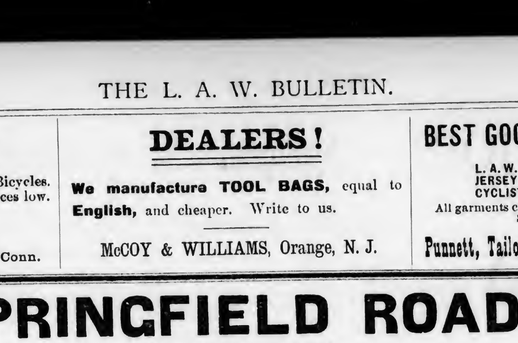
May be Ridden by Two Ladies.

HAS AUTOMATIC STEERING.

Reduces in Width to 27 inches.

Has Folding Handle Bar, for Easy Access to Front Seat.

Is the Most Unique Machine of its Class.



THE CUNARD CONVERTIBLE TANDEM.

CUNARD

Bicycles,
Tricycles,
Tandems,
Safeties.

D. Rogers & Co.,
SOLE U. S. AGENTS,
75 Clinton Avenue,
NEWARK, N. J.

☞CATALOGUES FREE.

Copy of Testimonial from T. J. Kirkpatrick, Esq., Vice-President of the L. A. W.

SPRINGFIELD, O., January 11th, 1887.

D. ROGERS & CO.

GENTLEMEN:—Respecting the Cunard Tandem, I have to say that it is *beyond question the best tandem* yet produced. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leave nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine *a pleasure.* I have owned other tandems, but this is *the only one that was worth house-room* as a convertible machine. I find it a *perfect machine,* in perfect balance, either as a single or a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day to suggest an improvement in the design and arrangement of the Cunard, I would be free to say that *it is as nearly perfect as this type of machine ever will be.*

Yours truly, [Signed] T. J. KIRKPATRICK.

SEND YOUR ORDERS AT ONCE FOR SPRING DELIVERY, AND DON'T GET LEFT.

☞ACTIVE AND RESPONSIBLE AGENTS WANTED.

Send for list of shopworn machines, which must be sold to make room for spring stock.

HOW TO JOIN

THE

L. A. W.

Fill up the blank in the adjoining column and, together with **TWO DOLLARS,** send it to the Secretary of the League,

ABBOT BASSETT,

Box 1184, Philadelphia, Pa.

Write your FULL NAME, your FULL ADDRESS, and your CLUB name IN FULL.

Write very plainly.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,
Box 1184 Philadelphia, Pa.

Dear Sir:

Inclosed you will find **$2.00** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed below. I refer to the persons named below.*

Signed,.....

Club,..... *Residence,*.....

City and State,..... *Date,*.....

ARTICLE IV, SECTION 4, of the L. A. W. By-Laws, contains the following *Definition of an Amateur*:—"An amateur is one who has never engaged in, nor assisted in, nor taught any recognized athletic exercise for money or other remuneration, nor knowingly competed with or against a professional for a prize of any description. To prevent misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist forfeits his right to compete as an amateur, and thereby becomes a professional, by engaging in cycling or any other recognized athletic exercise, or personally teaching, training, or coaching any other person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or for gate money, competing with, pace-making for, or having the pace made by, a professional, in public or for a prize; selling, realizing upon, or otherwise turning into cash any prize won by him. This rule does not apply to teaching the elements of bicycling solely for the purpose of effecting the sale of a bicycle. The League recognizes as athletic exercises all those sports under the jurisdiction of the National Association of Amateur Athletes of America, including running, walking, jumping, pole-leaping, putting the shot, throwing the hammer, throwing the weights, tug of war, and rowing, boxing, sparring, Lacrosse, polo, roller and ice skating."

TO L. A. W. MEMBERS.

Read the Letter in the adjoining columns, and AT ONCE fill out the blank at the bottom and send it with ONE DOLLAR to

Abbot Bassett, Box 1184, Philadelphia, Pa.,

and thus secure for another year your membership in the largest and most popular athletic organisation in the country.

OFFICE OF THE SECRETARY-EDITOR, LEAGUE OF AMERICAN WHEELMEN,
PHILADELPHIA, PA., December 6th, 1886.

TO ALL LEAGUE MEMBERS:

THE ADVANTAGES OF MEMBERSHIP in the L. A. W. are so well known and understood that to most of you anything that I might say on the subject would seem superfluous. But to those who, either from the brief duration of their association with our organization or from the fact that they have not availed themselves of their privileges in the League, are not so assured of its great influence for the general good and their individual good in particular, we offer the following brief summary for their careful attention:

The L. A. W. publishes a first-class weekly newspaper, the L. A. W. BULLETIN, which is in itself full return for the annual dues. It will furnish to each member, on application, during 1887, at a nominal price, a HAND-BOOK of useful information, including the Constitution and By-Laws, Racing Rules, Transportation Rates, Rights and Privileges, etc. The L. A. W. affords the privilege of obtaining an excellent UNIFORM at very moderate cost. The L. A. W. stands ready to protect its members in their legal rights, and to sustain them in their efforts to repeal unfavorable legislation. This it has frequently done in the past.

In addition to the above general advantages, most of the State Divisions are striving to outdo the parent body in granting direct benefits to their members, such as Road-Books, maps, Hand-Books, and reduced hotel rates, to say nothing of meets, parades, tours, and entertainments.

The item of the bond of fellowship which exists between League members throughout the length and breadth of our land is admitted by many hundreds to be worth much more than the price of the annual dues.

Believing that all who intend to continue as cyclers will also continue as members of the League, and that most of those who either temporarily or permanently give up active participation in cycling will remain with us for the sake of the past and of the future companionship, I feel that I have but to call your attention to the League's claims on you for 1887 to insure the return of the blank printed below with your signature affixed and accompanied by your annual dues.

Fraternally,
ABBOT BASSETT *Secretary-Editor, L. A. W.*

ABBOT BASSETT, Secretary-Editor, L. A. W.,
Box 1184, Philadelphia, Pa.

Inclosed herewith you will find ***ONE DOLLAR*** *for the Annual Dues for 1887, in the League of American Wheelmen, for the undersigned.*

Name,.....

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ROYAL MAIL!

The Most Complete and Improved Bicycle Ever Offered!

Best Road Record of 1885, 5,056 Miles on One Wheel, Won by ROYAL MAIL!



With the Greatest of Modern Improvement,

Trigwell's Ball-Bearing Head.

1,000 Miles Without Oiling or Adjustment.
Perfect Rigidity and Ease of Steering.
In Use Over Three Years, With Great Approval.

Wheelmen are aware that ordinarily constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the balls ***smoothly,*** without wear, and ***one adjustment*** serves for a very long time—for months, in fact—and no loosening nor setting up is necessary. There being no friction, ***oiling is rarely needed.*** These Heads are made by the finest machinery, all perfectly alike and beautifully finished, every part mathematically true, and

ALL PARTS INTERCHANGEABLE.

Detachable Handle Bars and Lillibridge Saddle.
Best Warwick Rim and Cemented Tyre.
True Tangent Spokes, tied and wound SEVEN times, giving great rigidity and strength.

The Royal Mail is too well known to need minute description. It has, as a Light Roadster, for the past four years been in the front rank; gained the prize for the greatest amount of road work in 1885, with 5,056 miles to the credit of one wheel, and has increased in popularity each year. We claim no other in the market is of such first-class workmanship, and we think it is conceded to be the handsomest wheel in the market. Having a small lot which came from the factory last fall, too late for sale, and hence carried through the winter, we offer these few, and these only, before the regular season opens and new lots arrive,

TO EXCHANGE FOR OTHER WHEELS

on very low terms—in fact, at such terms as we would not entertain after the season opens, in another month. This is the opportunity of the season to wheelmen desiring to exchange their old mounts for a ***Superb Light Roadster.***

Also a very few in second-hand state, but perfect as new.

Write at once, giving full particulars of your wheel. We have but a few.

WILLIAM READ & SONS, 107 Washington St., Boston, Mass.

It would seem to be fate.

It is, however, a fact that the riders of

The American Champion

Have made the most phenomenal long distance and road times of the season.

HERE IS ANOTHER MARVELOUS RECORD

BY JOHN S. PRINCE, AT OMAHA,

On a carefully surveyed indoor and ten lap track, in **48** hours.

767 and 2/10 MILES.

A WORLD RECORD BY 27 MILES.

They all say the same thing, viz.: "the easy running qualities of the G. & J. Bearings."

Then there is the

10	miles in	29	minutes	1¾	seconds.
20	"	59	"	35¼	"
50	" 2 hours	55	"	46½	"
100	" 6 "	1½	"		

All of these world records made by a roadster on a country road.

Facts of this sort talk.

BY the way, gentlemen, if you want your machine overhauled or repaired, don't wait until the busy spring, and then expect the work to be promptly done. Send your machine to us now and have it ready for the first bit of good riding weather. It stands to reason that it will be more thoroughly done, and at a much more reasonable price.

Since we have completed our manufactory, we can devote a good deal more space to this branch of the business.

Respectfully submitted,

GORMULLY & JEFFERY, Chicago, Ill.

THE L. A. W. BULLETIN.

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN: PUBLISHED WEEKLY: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

$1.00 A YEAR. 3 CENTS PER COPY. BOSTON, MARCH 4, 1887. VOL. IV. No. 9. WHOLE NUMBER, 88.

FOR THE SEASON OF 1887.

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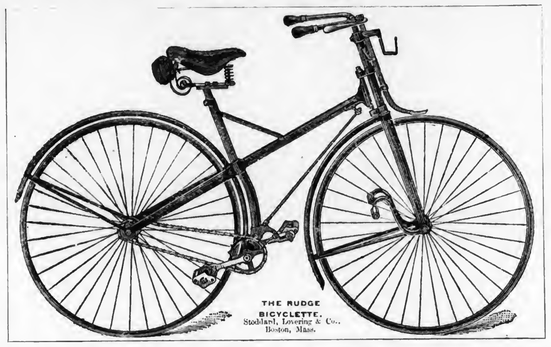
THE RUDGE BICYCLETTE

(Patented 1879.)

PRICE:

Enamelled and Nickelled,

$135.00.



The Fastest and Easiest Running Safety Machine on the Market. Finished in Harrington Enamel. Bright Parts Nickelled.

Extra Ball Pedals. $5.00.

We wish to say a few words concerning this already celebrated machine before describing its specifications.

We believe it to be conceded, both in England and America, that **Rudge & Co.** have been the most successful in introducing to the cyclist novelties which have resulted in marked improvements; and while it has required some little time for the public to appreciate this fact, the results plainly show that their efforts have been successful.

The **RUDGE BICYCLETTE** was patented by **RUDGE & CO.** in **1879**, but their time was so taken up in the manufacture of other machines that they could not give it the attention which it required; but the recent enlargement of their works and machinery has enabled them to perfect it, and it is now introduced with the greatest confidence as a **SAFETY** bicycle, which will, we are confident, be pronounced as one of the most comfortable, safest, and tempting to ride amongst steel steeds. To bicyclists who love bicycling and enjoy something easy in every respect, but feel some slight objection to the risks accompanying high machines, we can with confidence recommend this one with the belief that the result will be very satisfactory.

SPECIFICATIONS.

The **WHEELS** are thirty inches in size.

The **TIRES** are seven-eighths inch, and made of the very finest red Para rubber.

The **SPOKES** are of the direct pattern, forty being fitted to each wheel.

The **HUBS** are of solid steel, three inches in width, from flange to flange, and five inches between the forks.

The **BEARINGS** are **Rudge's** unequalled ball bearings to both wheels.

The **FRONT AND REAR FORKS** are of the **Rudge Light Roadster** pattern, very full in shape, and hollow in both wheels, giving to them great strength and rigidity.

The **BACKBONE** is cold-drawn, weldless steel tubing, one three and quarters inches in diameter. Special attention has been paid to this, as the whole weight comes principally upon this part of the framework.

The **HANDLE BAR** is hollow and of the same gauge as in the **Rudge Light Roadster**, and is curved in such a manner that the rider is in exactly the same position on the Bicyclette as he is on the ordinary bicycle.

The **HANDLES** are horn of the largest size.

The **CRANKS** vary from four and three quarters to full six inches.

The **SEAT ROD** is hollow, adjustable, and suitable for a rider varying from 48 in. to 58 in.

The **SPRING.** — Special attention has been paid to this point in order to make the machine as comfortable as possible, and we have succeeded in placing a spring on this machine which, we think, will obviate all jar or vibration. The spring can be had in different weights to suit the individual rider.

The **SADDLE** is Brooks' Long Distance, triple tension, which has a motion both forward and back, and from side to side.

The **STEERING.** — The great fault of most safety machines of this type lies in the fact that it requires great care in steering. We have given special attention to this point, and have attached the neck to the steering head with a hinge joint, which is perfectly adjustable, as in the ordinary head; and after a little practice the rider can ride the **Rudge Bicyclette** without using his hands, which, we believe, is about the only machine on which this can be accomplished.

MUD GUARDS are fitted to both wheels, being riveted to the framework, thus preventing any disagreeable rattle, and can easily be detached if desired.

The **BRAKE** is of the spoon pattern, controlled by a powerful lever, which closely follows the handle bar, and which will bring the machine to a standstill, when going at full speed, in its own length.

The peculiar construction of the **Rudge Bicyclette** gives it numerous advantages without in the least detracting from bicycle action in propulsion, guiding, and balance. It is safe in every respect, a header being impossible,— the seat of the rider being so low he feels as secure as when on his feet; in fact, his feet are only a few inches from the ground, so that if it were possible to fall, no injury would arise. The wheels are of equal size, the hind wheel being the driver by means of an endless chain communicating from the hub to the pedals, which are situated between the two wheels. The front wheel is the steerer, so that the power required to propel the machine does not affect the steering, as in the ordinary bicycle. On this account, and the proximity of the rider to the ground, a learner can make himself master of the art of riding in a much shorter time, and with considerable less danger, than upon the ordinary bicycle.

The seat and handles can be adjusted so that the machine can be altered in a few moments to suit the length of leg or arm of the rider. The weight is a little more than the ordinary bicycle, on account of its great number of parts.

As a runner on level ground, its speed fully equals the ordinary bicycle, and as a hill climber it easily excels any type of bicycle, as this fact has been proved time and again.

As a machine for road use combined with speed, we point to the performance of Mr. G. P. Mills, who recently accomplished **294 1-2** miles in twenty-four hours, on this type of machine. This was his first attempt, but before the close of the year 1887, we predict that all road records will be held on this pattern safety.

Regarding the advantages of this machine, we clipped the following note from the **BICYCLING WORLD**, under date of Nov. 19, 1886:

"We have received so many questions concerning this type of **SAFETY** that we have decided to ask our prize hunters to briefly express their opinion about this class of machines, and as nearly every contributor has sent us his opinion, we have gone carefully through each paper, and have selected what appeared to us, after a protracted trial of this **SAFETY**, to be the best answers.

"ADVANTAGES.

"1. *Perfect immunity from headers.*
"2. *Very great brake power.*
"3. *Easy mounting and dismounting.*
"4. *Great power up hill.*
"5. *On account of its dwarf form it does not offer as great a resistance to the head winds as the ordinary bicycle.*
"6. *Less vibration and bumping.*
"7. *Ability to ride where ordinary or tricycle could not venture.*
"8. *No skidding when driving up hill.*
"9. *Maximum of speed with minimum of exertion.*
"10. *Comfortable foot rests.*
"11. *Less splashing from mud and wet.*
"12. *Saddle and handles can be raised at will.*"

See this Machine before ordering.

STODDARD, LOVERING & CO. - - - - 152 Congress Street, BOSTON, MASS.

The L. A. W. Bulletin.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the Executive Committee of the League of American Wheelmen,

AT THE L. A. W. OFFICE,

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Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be address'd to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

THIS issue of the BULLETIN will go from Boston. Such was not our plan, but the step was forced upon us by the firm of printers in Philadelphia who have been printing the BULLETIN since it started. They received an official notice that their contract would be terminated March 1, but it was afterwards understood that they would be expected to print the issue of March 4. On Saturday last, the firm suddenly discovered that they were so busy that they could not print the issue for this week, and we were obliged to make a quick move to Boston. This is only one of the many annoyances we have been subjected to in the City of Brotherly Love by Mr. Wells of the printing firm, and it is in keeping with the attachment of all the League effects in Philadelphia, the refusal to furnish us a mail list, the demand for weekly payment of printing bills, etc., etc., etc. All these things annoy, but do not prevent the prosecution of League work. We are put to a great disadvantage in the matter of the mail list, but it will only be temporary.

CAN it be that Pennsylvania will indorse this action of its Chief Consul? We think not. Mr. Wells has presented a bill to the Executive Committee claiming nearly $600 in commissions on contracts which he claims to have influenced. These contracts the League is powerless to carry out. Mr. Wells claims to have used his influence to persuade several advertisers to pay $20 each for what would cost the League $40 in each case, and for this he wants a commission. The courts will decide the case.

WE are firing at long range this week, since the rush of business at the close of the renewal season keeps us in Philadelphia. We hope for fair results, however, and expect no greater delay than we have experienced several times since we have been here.

THE STANLEY SHOW.

[Specially reported for the BULLETIN by "FARD."]

NO 2.—TRICYCLES.

WITHOUT attempting to report every exhibit, confining myself to such new things as will be readily understood by the American reader is the only course open to me in the limited space at my disposal. On almost every stand, tricycles of the "Cripper" or "Direct-steering" variety are to be seen, the rejection of the original ily-to-centre steering of the small Cripper wheel being very marked, the "Direct steerer" supplanting the Cripper form; large front wheels, and either free or stuffing-box steering, being the essential feature of the time.

Prominent among tricycle makers, Humber & Co. this time follow instead of leading, but are making up for their dilatoriness by the thorough and perfect manner in which they carry out the principle of supporting the axle-bridge upon four bearings instead of two, the outer pair of bearings being so close to the hubs that their cases almost touch the hub-flanges. The first machine made by the firm with this important improvement was the Cripper, upon which G. P. Mills rode from Land's End to John-O'-Groats in the best time on record, last autumn,— a feat which could never have been done with the old style of weak axle. On Humbers' tandems, this feature is especially noticeable, its necessity having been demonstrated by the breakage of three axles during attempts at the twenty-four hours road record last year. A racing tandem, with very large diameter axle and four bearings, is on view, made for A. J. Nilson and G. P. Mills, who will now be able to demonstrate the possibilities of tandem-riding on the road infinitely better than they had a chance of doing on the two-bearing machines last year. Humbers also make a Cripper-pattern tandem, for the first time, with a very long wheel-base and plenty of room between the riders.

The Sparbrook Company have a "Cripper" pattern roadster with a neat right-and-left-handed screw arrangement for tightening up the break connections. A very strong looking tandem of the "Humber" type, with the four-bearing axle-bridge originated by this firm, has the front saddle and the steering-post arranged well apart, to overcome the uncomfortable jolting common to the front seats of this type tandem; the trailing-wheel is of a good size. A central-geared rack-and-pinion-steering tricycle has the two-speed gear actuated by two chains and a foot-striker. There is also a nice-looking "Cripper" style racer, noticeable on which is a strong skeleton bracket to the lower cog-wheel.

Pansey & Co., of Clapham, show some of their old pattern front-steerers, having small but strong driving-wheels, and relatively large steerers, the front forks being curved in a very decided manner. One of these, made on racing lines, is convertible into a rear-driving safety bicycle of the "Ivel" type, by a very clever method; the off-side wheel is detachable from the balance-geared axle, and has a driving-cog on its hub; the back-fork of the frame is released from the axle-bearings by two nuts, and fits over the spindle of the detached wheel already mentioned, the axle and left wheel being discarded, and the machine is a perfect bicycle. A specially constructed ball-bearing spindle is made to facilitate this conversion, and the only defect about it seems to be that the back-fork is higher, and consequently the frame is more tilted forward, in the tricycle form than in the bicycle form. This consideration brings me to

Dan Albone's stand, where we find the new "Anfield Ivel" tricycle, in both its forms — for the fair and the stern sexes — but not shown in its convertible form. I am told, however, that the conversion is effected by similar means to that adopted by Pansey, but with the difference that the adjustment is precisely similar in its angles in both bicycle and tricycle form, and also that the Anfield Ivel steers straight without any controller. The two specimens shown are staunch roadsters, the lady's machine having the front frame of a V shape, instead of a straight tube, and the gent's machine being fitted with a long axle-bridge, ball bearings, and Sansome's new balance-gear.

Starley Brothers have a very pretty "Psycho" tricycle, for a lady, with a neat dress-guard arranged flush down the central tube, an elegantly tapered four-bearing axle-bridge with Sansome's balance-gear, and break on the front wheel acting quite vertically. Several other "Psychos" are shown, also with four-bearing axles; and others have two bearings to the axle, placed well apart. Tandems on the lines of the "Psycho" single are exhibited, with band-breaks, and connecting-rods between the right-hand extremities of the steering-bars. The steering centres of most of these machines deserve notice, being of a rational pattern (a plain, right-angled joint), which looks much stronger than the bicycle-shaped necks usually in vogue for this class of steering.

The Centaur Cycle Company's strong point, as usual, lies in their various modifications of roadster tandems of the front-steering variety originally introduced by this firm. One of these, convertible central geared, has a spoon-break on the large front wheel, as well as a grip-lever band-break on the balance-gear, and can be ridden by two ladies. Two other central-geared tandems, and a loop-framed one of the original pattern, are shown, apparently only altered in trifling details from last year's styles, the alternative handle-bar and spade-steering being retained for the back rider's use.

Marriott & Cooper's elegant show of wheels includes the "good old" "Humber" double-steerer, and some very taking "Crippers," having larger front wheels than previously made by this firm. The front part of the central tube, too, is stayed at the bend by a tube shaped in the arc of a circle, which is both pretty and strong, and the axle-bearings are placed further apart than formerly. A "Cripper" tandem, with very small but strongly-made driving-wheels and large steerer, has the handle-bars connected by a rod on their left-hand extremities. A very effective method of attracting notice to this firm's Humber tandem consisted of a couple of wax-work figures — a lady and gentleman — mounted on a tandem, with their feet and hands in natural positions; and the wheels of the machine were revolved — and consequently the figures made to work as in riding — by concealed machinery.

The Crypto Cycle Company display several machines fitted with their unequalled two-speed gearing, a noticeably neat arrangement being that in combination with the balance-gear of a Singer's "S. S. S." tricycle. Also a tricycle which looks like a modernized edition of Kerlign's "Leicester,"— on the lines made familiar by the Ranelagh Club — with large front wheel. A curious tandem called the Rota Pede, is made with perfectly open front, like the old original "Challenge," rear-driving tricycle, the rear rider being perched on top of the large central driving-wheel, both riders driving that wheel by duplex levers.

Rudge & Co.'s exhibit comprises specimens of the "Royal Crescent" in single and tandem form, a very tasty racer being included. Here, again, we find the sensible arrangement of a connecting-rod between the ends of the two handle-bars to the tandem. A rear-steering "Parcels Express" tricycle has its basket mounted on four springs; and in addition to the familiar "Coventry Rotary"— both single and tandem — we see a rear-steering tricycle propelled by hand-levers, and steered by rack and-pinion gear on the right spade-handle.

A. L. Bricknell still clings fondly to his pet ideas, exhibiting three "Merlin" tricycles; one on the old central-geared lines, with spade-handle steering, and two direct Steerers — also with the "Merlin" lever action, similar to that of the "Star" bicycle — upon the handle-bars of which is a very novel and ingenious contrivance consisting of a sort of winch, to screw the break on and off, which also serves to raise and lower the handles when the nut is loosened. The pedals on the ends of the driving-levers have hinged extremities to lengthen or shorten the stroke. By loosening a nut inside the hub of each driving-wheel, the axle telescopes, for purposes of passage through narrow doorways.

Bayliss, Thomas & Co.'s, racing and roadster "Cripper" tandems are a very decided improvement upon the so-called racing tandem of last year's Show. Four bearings to the axle, connected handle-bars, hand-and-foot breaks, are noticeable on these, and a single tricycle on the same lines looks fit for rough work.

The Coventry Machinists' Company have a grand array of "Marlboro' Clubs," many furnished with coiled springs, to deaden vibration, on the front-forks, the two axle-bearings on these are placed well apart; and there are several modifications of the racing "Marlboro'," with balance-gears in centre or at the side, beautifully built at feather weight. The latest form of parcels carrier is an uncommon pattern, the front wheel being steered from behind the box by a handle-bar connected to the steering-post by bridle-rods. Welsh's patent improved

"Club Dicycle" is now made by this company, and contains radical improvements which obviate many defects of the original "Otto," steering both ways by one spade-handle, and driving truly double by a chain instead of by the old alternate and slipping system. The break also acts on both wheels when applied by only one handle; and the handles are adjustable horizontally as well as vertically. The forward position of the handles enables the rider to use smaller wheels, and makes the balancing more easy; the pull is in a direct line with the push of the foot. The "Club" tandem, in both its three-wheeled and four wheeled form, is shown, the three-wheeled form having a new arrangement for the quick removal of the rear parts. A "Marlboro'" tandem has the rear part curved backward, so that instead of the frame forming a V it more resembles a wide U, thus allowing plenty of room for the skirts of a lady, supposing that two of the fair sex ride it together.

A most peculiar sociable is also shown by the C. M. Co., its riders sitting side by side in the old fashioned style; but, instead of rack and pinion steering, the right-hand rider steers the central front wheel by means of a handle-bar on the Cripper pattern. The steering-wheel is large, and the front of the loop-frame curves over it in a broad arch. A large, flat shield is placed on the left, to prevent a lady's dress touching the spokes of the driving-wheel.

J. H. Dearlove's Phantom stands in such guise as to dispel the former idea of its ugliness, a new pattern frame being both taking and strong. This tricycle drives by the rear wheel, steering by the two front wheels; and the front wheels, with their axle, remove by the unscrewing of two nuts only. A new "automatic" controller, adjustable to different powers, is both neat and simple; the chain adjustment is an improvement upon the old "tuning-fork" fashion, and the break is a long spoon on the driving-wheel. When disconnected — the work of a few moments — the whole machine will go into a box 52×35×10 in. The "Cripper" tricycle, with horizontal spring fork, as shown last year, is also on view converted into single Crippers.

Amongst Hillman & Co.s machines are a central-geared spade-handled "Premier"; a "Cripper" pattern single, with not only four bearings to the axle, but also a bridge below as well as above the axle; a neat-looking four-bearing-axle "Cripper" semi-racer; and a tandem of the pattern first introduced last summer; all beautifully finished, and bearing evidences of thoughtful care in their designing.

Singer & Co. have an enormous allotment of space devoted to their many patterns, the "S. S. S.," with its four-bearing axle, enlarged front wheel, and a new-shaped main frame. One of these is fitted with a tube joint behind the saddle, to which the rear driving-wheel and frame of an "Apollo" safety bicycle can be quickly attached, thus converting it into a triple-driving tandem. Another feature consists of two distinct breaks, applied respectively by a hand grip-lever to the front wheel, and by the foot to a band on the balance-gear drum. For a lady, the "S. S. S." is shown with V frame, and band-break applied by a grip-lever. A large assortment of carrier tricycles, in various styles for different trades, is a striking point with this firm. Two new patterns are respectively a carrier in which the rider sits in front of the basket and steers *à la* "Cripper," and one with two riders in front of the basket, steering like the "Humber,"— this latter being already in use by the postal authorities. Perhaps the greatest novelty of the year is the "Victoria" tandem, which can be ridden by four riders together, or can be converted into two separate tandems for two riders, or one tandem and one single. The "S. S. S." tandem is another new design, the large front wheel having no tall steering-post, but an open front, the steering being thus effected by the rear rider, side handles being provided for the use of the lady in front.

In the Surrey Machinists' Company's stand of large-rubbered light cycles, in addition to several of the patterns shown last year, the "Invincible" makers have a central-geared front-steerer, with a large front wheel *minus* a fork, supporting the frame by a single tube on one side of the wheel, and steered by a neatly-covered-in rack-and-pinion action. Their new "Cripper" roadster break is cleverly arranged, so that no nuts have to be loosened to make it adjust itself when the handle bar is being raised or lowered, the upper part of the down-lever sliding inside two rings on the lower part. The familiar rear-steering tandem is arranged to afford increased comfort to the front rider, by the more forward position of its handles, and the provision of a foot rest. "The survival of the fittest" is exemplified by the reappearance of our old friend the "Invincible" sociable, — the best of the side-by-side doubles, — this time with separate foot rests in front of each rider; and the racing "Invincibles" of "Cripper" type have single tubes, instead of forks, to the steering wheel. Double-steering "Humber" pattern racers, a two-track front steerer, and a T-frame front steerer, are included in the display. This company was the first to put four bearings to the axle, and the system is carried to perfection in all these tricycles.

The Quadrant Tricycle Company's novelties include a new tandem front steerer, with the guidance under the control of both riders, by means of a pair bridle rods placed low down out of sight. By a new patented arrangement, the front handle is kept well forward, so that a lady can easily get in between the handle and the driving wheel. The break power is applied by V levers at the left-hand side, within reach of both riders. The "Lady's Quadrant" is an adaption of the No. 8, the handle bar being bent back from its centre, and (by a patented catch) being released so as to turn in a semicircle upwards and forwards, thus leaving a very clear space for getting in and out. On the back of the saddle pin a new luggage carrier in two parts is fitted. Last year's patterns of Nos. 8 and 9, in single and tandem form, are all shown, and we are told that this season's machines will all be fitted with but-ended spokes and ball pedals, as well as the travelling mud guard (which *is* a mud guard) supported on stays which serve the additional purpose of keeping the horseshoe frame more rigid.

Starley & Sutton's "Roamer" tricycle is a four-bearing direct-steerer, with the same kind of parallel-ruler-shaped anti-vibration front as I described on their Rover bicycles.

The "Jewell" is a new invention, shaped just like a Humber ordinary double-steering tricycle, but with a 28-inch rear wheel geared up to drive, the side wheels only steering.

Ellis & Co., of "Facile" bicycle fame, offer a central, rear-driving, double-front steerer, somewhat resembling the old Challenge tricycle, but with modernized details and particularly adapted for ladies.

There are several monstrosities and absurdities, including the inevitable "rowing" tricycle; but none deserve mention.

FROM A FEMININE POINT OF VIEW.

MOST respectfully I make my bow to the ladies and gentlemen of the League, and I beg their kind indulgence. He who has preached in the village pulpit cannot bring himself to look upon his advent to the desk in the metropolitan house of worship without feelings of alarm lest he prove inadequate to the larger and more demanding field of usefulness; and so I, who have been talking to a little coterie of ladies through the columns of another journal, take upon myself my new task with many misgivings, fearing that the intellectual food that I served out to my old friends may not prove palatable to my new ones.

AND yet the effort is well worth the while, and so I will set out upon my task with no further apology. I am talking to the ladies, now. The gentlemen may listen, if they choose to. I want to make this column a medium for the interchange of ideas among the lady members of the L. A. W. Write me if you have anything to say, any question to ask, any suggestion to make, or any criticism to offer. I do not claim to be an infallible guide, and many questions may puzzle me; but I move in a circle of ladies who ride the wheel, and know very much concerning it, and I can depend upon their co-operation in anything that I undertake.

I WANT to give you, for my first instalment, a paper that I prepared for the *Cycle*. To those of you who were not my readers in that journal, I will say that I was busy collecting and publishing the records of lady riders in America, when my work was abruptly terminated by the discontinuance of that paper. The following would have seen the light had my work gone on: —

THE ability to command and direct the services of others is greatly to be desired, and he who can do this will have more of what is called success in life than he who works out his own destiny. I don't know that anybody ever said that thing in just that way before, but I have been thinking of it the past few weeks as I have looked over what has been done for me by the lady riders, in the way of writing out their experiences on the wheel, for I have found that they have taken a world of weight off my shoulders, and given my column a charm it never had before.

I HAVE a few more letters to lay before you, which, I think, will interest you.

Mrs. Stall writes that she hardly knows what she has done in the way of distance, but estimates that she has ridden five hundred miles on the single, and as much more on the tandem, or one thousand miles in all. She hopes to begin her record for 1887 the present month (January) on the asphalt pavements of Washington. She has her little 48-pound wheel with her, and wants only a fair day to try it. (Perhaps Mrs. Stall can now give us her Washington experience.)

MISS S., of Portland, who was with us on the ladies' runs at the League Meet, tells me that, having to ride much alone, she has not done much on the wheel this year. She says: —

"I know of no other lady rider in Portland, and, of course, I can have little company. I have lots of friends who own and ride bicycles, but I would hesitate a good while before asking one of the dear creatures to sacrifice the pleasure of a long, swift ride through the country for the sake of accompanying my slowly-moving trike on one of my snail-like excursions for a short distance. Our roads are not very well fitted for amateur lady riders, unless the latter be exceptionally strong ones. The longest rides I have taken were those at the League Meet, in Boston, last spring, and I might add, the most enjoyable. As I was one of the weaklings on those excursions, I could have some idea of the pleaure it must have been for the ladies who were fitted by practice and physique to take the lead in some of those jolly rides we took to Brighton, Newton, etc. My swiftest and most novel ride, certainly, was taken on the foaming billow, aboard ship, awheel, on a voyage from Europe to America, nearly two years ago. The gallant captain of the Netherland steamship 'Coland' had my wheel ordered on deck, and as the sea was comparatively calm and smooth, the ride on the July day, a the rate of fourteen knots an hour, was delightfully easy, even to an amateur like myself. The road being hard and smooth, with an occasional ascent, varied by a short coast, as the steamer plowed through the water at full speed.

"I mean to do great things the coming spring and summer in the way of riding, if nothing happens, and hope if ever you make another request for my 'record,' I can send one that even my brethren on the bike would not be ashamed of."

THAT was certainly a novel ride, and one that I would like to imitate. Miss S., like all pioneers in a good cause, has a difficult task to win over the Mrs. Grundy of Portland, and show her that there is something worth having in the wheel. I have been a pioneer myself, and I know very well what the situation is. But my little city is now converted, and the ladies of the place are divided into but two classes, — those who ride, and those who want to. From Yonkers, N. Y., comes the following letter: —

MY husband and I ride a Coventry Rotary tandem. We began riding last April. I was rather timid at taking my first ride, as I knew that, being the only lady rider in this place, I should create a sensation, and I can assure you I did; but after the first few rides, I did not mind the stares and comments of the public, but thought only of the pleasures and comforts I was enjoying. The roads about our city are very fair, although rather hilly. We have ridden to Tarrytown several times, which is a delightful run of about twenty-five miles, there and return. The rest of our riding was done mostly in the evening, taking short runs of from five to twelve miles. My longest ride was about thirty miles, and total for the season about four hundred and fifty. In July I was taken very ill, so that I have not been able to ride much since; so, considering all in all, I think we have done pretty well for our first season. I only wish more ladies would ride here, as I think it would be pleasant to go out in parties for short runs. I think ladies would derive much pleasure and benefit from such exercise. I know that my health has been better for the few rides I have taken. I only hope to be able to send you a much better record for my next season. I remain, L. A. W., No. 10,472.

MRS. WILLIAM L. FISH, of Newark, writes of her season as follows: —

It will be impossible to give you any record for this season, as, owing sometimes to lengthy interruptions, my riding was limited to a hundred or so miles. I will, however, give you this information, which you may use if you wish. During a recent visit to Baltimore, I was entertained with a most delightful reception by the Baltimore Cycle Club on the evening of January 6, at their very chaste and homelike house on Madison avenue. The proverbial hospitality of Baltimoreans made the evening one long to be remembered with most pleasurable recollections.

I HAVE one very charming article written by a well-known lady rider, but this I shall save till next week. DAISIE.

STEVENS WITH THE CITIZENS.

THEY were broad-shouldered, athletic young men, members of the Citizens' Bicycle Club, who gathered last evening (24 Feb.) at Morrelo's, in West Twenty-ninth street, to greet Thomas Stevens, who has just returned from his trip around the world on a bicycle. Instead of knickerbocker bicycle suits the young men wore swallow-tails, and their form of greeting to Mr. Stevens took the shape of an elaborate dinner. There were over a hundred present, and included many well-known wheelmen. Among those present were Col. A. A. Pope of Boston; W. S. Bull, of Buffalo; Frederick Opper and E. N. Blue of *Puck*; N. M. Beckwith, President of the League of American Wheelmen; Poultney Bigelow, of *Outing*; William R. Pittman, the first bicycle rider in America; A. E. Paillard, Richard Nelson, George R. Bidwell, Knight L. Clapp, J. S. Wood, Captain T. C. Smith, and John C. Gulick, president of the club.

The machine on which Stevens made his trip around the world was on exhibition, and attracted great attention, showing as it did the many hard knocks received in many climes. About the room in which the dinner was held were hung the colors of the club, and also some souvenirs of the journey which the daring bicyclist had brought back with him. When coffee was served, the toastmaster, Mr. Simeon Ford, introduced the guest of the evening. The introduction was greeted with loud applause. Stevens, in replying to the reception, made a very happy speech. He outlined his trip and told of his adventures in the far East, where he was styled the "foreign devil" by the natives.

He gave a rapid sketch of his journey through Eastern Europe, coasting down the caravan road of Mount Ararat, and his struggles with the Afghan Boundary Commission. Continuing, he said:

In Turkey, the people kissed my feet to get me to ride for them. In Persia, every other man offered to buy my machine, and wanted me to ride and show them how the thing worked. Thus the Yankee-like Persians differed from the straightforward Turk. In India, I found 1,600 miles of the best road in the world, built by the English Government, and called the "Grand Trunk." In China, the bicycle was only an incumbrance. There are no roads in China. The rivers are the only highways.

Colonel Pope, of Boston, spoke for the Massachusetts Club; Captain T. C. Smith did the honors for the Citizens; and J. S. Wood answered for "the ladies."

Then came the innings of the "rag-tag and bob-tail," as they were delicately referred to on the programme. The flights of fancy indulged in by Elliot Mason, Knight L. Clapp, C. K. Alley, G. R. Bidwell, Alfred Eaton, J. T. Francis, W. H. McCormack, the Pool brothers, and the Paillard cousins, were of the kind that only a Citizens' banquet can call forth. The most brilliant of the club galaxy of musical talent, George M. Huss, W. J. G. Yuengling, Dr. J. S. Aitkin, and William B. King, sang as they rarely if ever sang before. Messrs. Stratton, Dobson, Yuengling, and Ashley, each playing on the instrument that he loved best, while Messrs. Burdette and Wilson told all the funny stories they could beg, borrow, or steal for the occasion. The humming wheel of club rejoicing rolled on into the small hours of the morning, with neither brake nor "back pedalling" to check its course.

THE OWL.

"FEW shall be called, but many will come." This paraphase of a Scriptural declaration is designed to apply to the host of volunteer candidates for the L. A. W. presidency.

WHEN the victorious racer in Sweden murmurs his thanks for the congratulations of his best girl, it is sure to be a case of Swedes to the sweet.

FOR comfort and health, cyclists who do much winter riding, will find the use of the dog-skin jackets worn by sportsmen to be unequalled. The coats are light and durable, and both wind and waterproof, and were it not for their expense, they should form a part of every cyclist's winter outfit.

CLUB politics and club rivalry, are making Brooklyn, just at the moment, the liveliest cycling centre in the country.

THE Hudson County Wheelmen are well supplied with officers. They have eight road and six house officers.

ONLY a matter of time, — record.

"A WINTER'S tale"—What the club man is going to do next summer.

A LEADING man — the limit one.

SURE enough — renewal time.

THE beginning of the end — turning into the home stretch.

THE other day a blushing Boston damsel entered the store of George Bidwell, and going to the sundry counter made known her wants to the attentive proprietor as follows: "It is my desire to obtain a pair of circular elastic appendages, capable of being contracted or expanded by means of oscillated burnished steel appliances that sparkle like particles of gold-leaf set with diamonds, and which are utilized for retaining in proper position the habiliments of the lower extremities, while tricycling, which my innate delicacy forbids me to mention." Though a married man, the language and subject were too much for George, and no sooner had the fair rider finished than he fainted, and now the clerk waits on lady customers.

I WOULD not like to say that truth is being used with an alarming scarcity by one side or the other in the present League controversy, but, to put it in the mildest way possible, somebody is decidedly unhistorical, and when the whole affair is published, I am positive that the burden of homœopathic truth employment will be conclusively proven to be nearer Philadelphia than New York.

MR. Oscar G. Moses, for several years President of the Ixion Club, was the innocent cause of his club's secretary giving up a Sunday-school class. It happened thus: Mr. Stott, the secretary, was the teacher of an infant's class in a Sunday-school, and used to entertain his scholars with biblical stories. He had just finished narrating how the scriptural Moses had escaped death through his opportune discovery by Pharoah's daughter, and, to see if his charge fully understood the case, he said: "Now, children, how many of you know anything about Moses?" Only one hand went up, and it belonged to the worst boy in the class, which, as a matter of course, proved somewhat of a surprise to Mr. Stott. "Well, Jimmie, I'm glad to see there's some one in the class who has heard of him before; now, who was Moses?" "He's der president of yer club, and der feller wot dey wants to know where he was when der light went out," exclaimed Jimmie, with great gusto. That ended the Bible lesson for that day, and Mr. Stott resigned the teachership, concluding that infant classes in Sunday-school, and secretaryships of cycling clubs did not go hand in hand, at least in his case.

WHITTIER must just have changed his mount to some Rover patterned wheel, when he went home, and in the joy of his soul, wrote:

No longer forward nor behind,
I look in hope and fear.

A SCIENTIFIC writer tells how water can be boiled in a sheet of writing paper. I don't doubt it. Since the recent exposures in the cycling press of various letters written by prominent wheelmen, I see plainly that it is only necessary for a man to write a few lines upon a sheet of writing paper, to keep him in hot water for the balance of his life. In view of this fact, it would seem advisable for cyclists to follow the example of Mr. J. G. Blaine, and add the legend of "burn this letter" to all of their cycling correspondence; or, better still, to refrain from writing anything of a private or personal character that would cause them to suffer by appearing in print.

"WHO Dodge—d Arthur Pattison" seems to be the question of the hour in Massachusetts club circles.

I DON'T want to question the record of Mr. Emerson Burt, who claims to have ridden 10,002 miles on a bicycle last season, because I know any one who is so careful as to add the extra two miles to such a record as his, would not make a mistake about the other 10,000; but I do want to say right here, that if a ten-year Sunday-school experience has taught me anything about matters celestial, that when this same Mr. Burt struggles up to the Golden Gate, with his record in one hand, and his Ideal in the other, that he will have to give St. Peter an argument of the most convincing kind to keep from being expressed to regions warmer and lower down, that's all.

"CHILDREN of the Abb(ey)ot" — L. A. W. members.

THE Ixions intend putting the new L. A. W. rug to a novel use. They are having a set of furniture made, the covering of which will be made from these rugs. It will make a handsome and appropriate set for a club room.

MR. Richard Nelson, of the Citizens' Club, has just had the title of K. C. B. conferred upon him. This is not the English order of the Knight Commander of the Bath, but a Boston order of the most exclusive and honored nature. The initials stand for "Knowledge Concerning Beans." Any one who has sampled products of Nelson's skill at any of his club's smoking concerts, can testify to his deserving the above title.

RALPH FRIEDBURG, the trick rider who goes to England with the Morgan-Woodside Combination, has cleared over $5,000 within two years, from his fancy riding exhibitions. THE OWL.

THE NEW UNIFORM.

I WISH to add my voice to Mr. N. L. Collamer's and fully endorse all he says *in re* the new L. A. W uniform to be adopted.

By all means let us have a cap with a straight visor. It is not only, as Mr. C. says, prettier, but much more comfortable. Is there any cap nicer looking than a low, flat naval cap?

For the coat, what looks better than a close-fitting standing-collar, buttoned-clear up-to-the-chin, cadet coat?

Button a celluloid collar on the collar, cuffs in the sleeves, and you will look well dressed enough for almost any occasion. No braid or cord on it anywhere, the pockets can be put on the inside with every advantage Black, of course, would look best, but some riders say it is too warm; still, while I don't wish to argue for or against it, I must say that I rode some of the hottest days both last summer and the summer previous in a black Norfolk jacket and black cap, yet I was happy.

Now that I've started, what is the use of re-enforcing breeches? It makes them heavier and less pliable. When the seat is worn out the breeches are generally gone all over, besides being greasy.

I wish to protest against corduroy. I've tried it for both cycling and gunning, and failed to find a single virtue, while it fades, feels uncomfortable, and speedily looks seedy. This has been the experience of a great many clubs who have forsaken it.

Like Mr. C., I don't take to blue; it is too much used for all kinds of uniforms. Don't fail to note the coat with a standing collar. I have found by experience it's immensely comfortable and convenient.

ONE OF THE OWLS.

CYCLETS.

BACK to Boston,

AFTER a brief season in New York,

AND a longer stay in Philadelphia,

COMES the official organ and the new editor.

THEY came hurriedly, but in good order.

THE new editor said farewell to the organ when it left Boston. He brings it back, and locates it once more in the place of its birth.

HE said farewell to a child that could not stand alone. He brings back a full-grown man, who stands head and shoulders above his fellows.

PHILADELPHIA was loth to part with the organ, but it had to go. No city has a claim over another upon the BULLETIN, unless it can show superior advantages for promoting the business interests of the journal.

BOSTON is the hub of cycling. Here are collected the headquarters of nearly all the cycling firms. She gives the great proportion of advertising to the BULLETIN. We believe that Boston is the best place for the BULLETIN.

THE annual election impends. We hope to get the ballots out without much delay, but some delay is inevitable.

To those chief consuls and representatives who have written us for mail lists, to be used in stirring up the members of their divisions and urging them to vote, we desire to say that were unable to get them. Mr. Wells could not find time to print them, and, moreover, he assured us that there was nothing in his contract with the League that obliged him to furnish more lists than was absolutely necessary to mail the paper.

THE spirit of accommodation was not abroad in Philadelphia while we were there. E. Stanley Hart & Co. have had the printing contract for the BULLETIN for three years. Nearly all the money that has been paid into the League has gone to them, and yet they could not find time to accommodate us with a few mail lists. They demanded and received their money for the BULLETIN each week, and they could not see how they could print the paper for this week.

MARK that we do not say that they refused to do these things, but they put their case in such a way that the League officials would have to assume a very humiliating position in order to get the service from them, and then there was little chance of getting it.

WE have no desire to stir up personal discussions anent our stay in Philadelphia. We are willing to let what occurred there pass into history without much comment, but League members should know that their servant has been annoyed and hampered in the transaction of his business, and has had to work under many disadvantages.

To the Germantown Club alone we are indebted for much kindly assistance and moral support, for which we are deeply grateful.

THE report of the meeting of the Pennsylvania Division was to have appeared in this number. The matter was all in type, and we stood ready to redeem our promise to the Committee that we would publish it. Our quick transfer has prevented us from carrying out our ideas, and we cannot decide at this time whether we will publish it or not. The Executive Committee will have a word to say next week, and since what they put forth will be an answer to what was said at that meeting, it may be thought best to use only the one paper.

WHEN news reached Massachusetts that the League office was attached, came a telegram and letter from Henry E. Ducker, placing his office and his working force at our disposal to help us get out the BULLETIN. It was not necessary for us to take advantage of the offer, but it is appreciated, just the same.

THE record of twenty seconds for the quarter mile, and one minute thirty-five seconds for the mile on the home trainer, is now claimed by F. M. Brown, of the Bristol County Wheelmen, of Warren, R. I.

PAT wrote to his sweetheart, "If you don't get this letter, write and tell me so." We are in the same position that Pat was, and we wish it were practicable to use his plan. Many members may fail to receive this paper, for we have not been able to get all the corrections in the list to date. If any such see this item, we shall be pleased to get a postal giving corrections for the list.

11,323 writes: "Will some of your Virginia readers inform us through your columns as to how early in the season we can rely on finding good riding down the Shenandoah Valley?"

WILL Nos. 10,826 and 10,827, L. A. W., please inform M. C. Morris, Germantown, Penn., of their present address. He thinks they are staying in California, but does not know in what part of the State.

THE Lendell Hotel, at St. Louis, will be League headquarters during the Meet.

DURING last season the Philadelphia Club offered two prizes, open to all members of the club, for the encouragement of riding. One of these was called the "President's cup," having been donated to the club by President Bartol, which cup was to be the property of the member riding the greatest number of times during the season. The other prize, known as the "Captain's cup," presented by Capt. Ewing L. Miller, was to be won by the member riding the greatest number of miles in the same time. Mr. E. W. Burt won both these prizes.

W. T. FLEMING, of Philadelphia, shows up the respectable total of 5,410 miles ridden during 1886. Added to his total of 5,514 miles for the previous twelve months, he gets a total mileage for two years of 10,924 miles.

THE Wisconsin wheelmen have formed a division L. A. W. The meeting for organization was held February 24, at Milwaukee. George W. Peck, Jr., was chosen secretary-treasurer. By-laws similar to those of Ohio were adopted, and a road book of the State was given the initial step.

SECRETARY-TREASURER AUSTIN, of the New York Division, objects to the statement that no division has filed a statement of its provisions for the annual election in this office. We made the statement on the authority of our clerks, but we find that the indefatigable secretary-treasurer of the New York Division was so prompt with his statement, which was made months ago, that it has passed out of the memory of our clerical force. We humbly apologize.

THERE is a division in the Badger State. By a queer contradiction of terms, this means that the Badgers are united for League work.

THE one-mile bicycle championship of the colony, run at Rangiors, New Zealand, on Saturday, 1 January, was won by Bean, of Christchurch, who beat Webb, of Dunedin, by one yard in 3.56 4-5. Bean also secured the ten-mile race in 38.1 2-5.

AN informal business men's reception was tendered Thomas Stevens at the office of the Pope Manufacturing Company in Boston, on Saturday night, 26 February.

PROCESSION OF "THE KAT."

THE members of the Capital Bicycle Club, of Washington, gathered at their clubhouse February 22, and celebrated Washington's birthday by giving a sacred procession in honor of the "klub kat," after Bridman's painting of the procession of the Sacred Bull. The "kat" was wheeled through the rooms securely strapped to a safety bicycle, with a gorgeous canopy overhead, and surrounded by graceful coryphees. The king, queen, high priest, and attendants, burning incense, were all in line, and the costumes, while unique, were particularly correct. Two fat men of the club represented Ceres and Pomona, and brought up the end of the procession. They were well supplied with peanuts and apples for the assembled crowds. After the procession came refreshments, and the remainder of the evening was spent in parlor athletic games, that created a great deal of fun.

STAMFORD, CONNECTICUT-INGS.

LEOPOLD, the trick-y cycler, gives two of his exhibitions under the auspices of the Stamford Wheel Club, at the Rink, on the afternoon and evening of the 22d.

CAPTAIN Hurlbutt is getting to be himself again after "a severe typhoid illness."

THE would-be cycler is reading up on all the new and complicated kinks in wheeldom, and especially attractive to him are the low prices quoted. Some of the said kinks will be very much for sale as second-hands, early in May.

MR. Jo Pennell rather knocks the glamour off England's roads, and we will try to push along over our own a while longer before going over. It doesn't seem possible that they can have as fine cobble-paved cities as Philadelphia, but we will take Jo's word for it. We kind 'o hanker for a run in Canada, if we are successful in making collections,— but hasten to say that we are not a tried and trusted public servant!

WONDER what that "Lone Baltimorean Star" is driving at our Club for now. "Hain't done nothing!"

ALWAYS had an idea the Reading men could *cycle* right smart," and since "Ariel" has worked their cases up we know it. We are wagering on that Facile man!

SEVERAL times recently we have listened to the continuous swish of the wheels in two to six inches of snow broth, on the regular homeward run, where in summer the dust at times was about as deep. It any cycler has a variety of road conditions, we do, in this year-round riding. In addition to a rubber coat we have often had one of sleet.

A'MOST anybody is welcome to kick the Secretary of this Club, for being three years finding out the superiority of spade handles over the regular old knobs, which are so tire-some on long hills, or on heavy roads. The spades afford such an easy, natural grip that with us the others have no show now.

WHILE hoping that the publication of so much "parched matter" in the BULLETIN, recently, may result in some good to somebody, we still regret that the rank and file are deprived of the usual attractions in the paper, which many have said were the strongest arguments for them to join the League. "Congressional Record matter" never was our especial selection when we have raided editorial sanctums, and added our mite in bothering a weary and busy editor who was making copy by the yard and perspiration of his fo'hd. We await that Ladies' Column.

AS we "opine-yon" duties at Philadelphia may take him away, we would like to know the "Owl's" New York address, and when to find him in, for we desire to at least grasp his right pinion while we are in the city.

GRAY days predominate again since the snow has gone, and we can see better to "take soundings," as our secretary says, when referring to attempts at walking; or is it navigation? the latter is the general term used by The Solitary Club.

P. S.—The landlord of the dirty old hotel where we got the questionable Pie, in Rye [see notes of our Christmas run], soon after tried to shoot himself, and later "tried to kill himself with a locomotive," but was prevented. Probably remorse and a troubled conscience at having treated a cycler so, prompted his attempts at self-destruction.

AND to think "Ye Owl" should give away New York cyclers, as he did in the next number.

The S. C.

BRANDON LEWIS, of Lafayette, Ind., claims to be the pioneer bicycle rider of that State. He rode the wheel in England as far back as 1872, and in 1876 he imported a 46-inch Challenge and rode it in Lafayette.

SAMUEL T. CLARK & Co., of Baltimore, have sent us their new catologue for 1887. It is a beauty typographically, and contains sixty pages descriptive of the New Rapid bicycle and the Quadrant tricycle. The cuts are well worked, and, taking it all together it forms a very beautiful catalogue.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

A VOICE FROM BUFFALO.

LEAGUE OFFICERS FOR 1887.

BUFFALO, Feb. 16, 1887.

MR. EDITOR: — In the last issue of your paper I notice you mention my name, among others, as a suitable candidate for member of the Executive Committee in the League at the next election. I thank you for this kind reference to me, but beg to assure you that I am not a candidate for this or any other office in the gift of the Board. The duties of representative are quite as much as I can attend to in the few leisure moments at my command, out of a busy professional life. Like yourself, however, I have thought much upon the matter of the elections for next year, and, after very careful consideration, have come to the conclusion that the most desirable men before the League to-day are: for President, T. J. Kirkpatrick, of Ohio; for Vice-President, Chief-Consul H. W. Hayes, of Massachusetts; and member of the Executive Committee, Chief-Consul G. R. Bidwell, of New York. The reasons which have led me to this conclusion, briefly stated, are these:

A crisis in League affairs has been met, and, as I believe, fully overcome.

Prostitution of official trust and malfeasance in high position have been exposed and eradicated; but, to guard against a repetition of these abuses, the President should be a man thoroughly acquainted with all these matters, as well as the methods of the Executive Committee in dealing with them.

And who more fully meets these requirements than Mr. Kirkpatrick, the vigilant, hard-working secretary of the present Executive Committee? His election would dispose also of another consideration — which, however, should have no weight against the fitness of the man — namely, geographical distribution of the office, it being held by many that the President should be taken from the West. Add to these the ability of an excellent presiding officer, possessed by him in an unusual degree, and Mr. Kirkpatrick stands before the League, to-day, as its most desirable candidate.

All the qualifications desirable in the President are equally desirable in the Vice-President, and all that I have said of Mr. Kirkpatrick can be said of Mr. Hayes, with equal truthfulness.

His work in the Massachusetts Division, as well as in the Board of Officers, signalize him as the very man needed for this position.

Coming to the member of the Executive Committee, my reasons for believing Mr. Bidwell the most desirable person for the position, are: 1st: He represents the largest and strongest Division in the League. 2d: He is the hardest working, and most unselfish member of the Board of Officers; and 3d: His clear-cut, straightforward, and always vigilant business methods have fitted him in an unusual degree for the Executive.

For Treasurer, I would suggest Chief-Consul Irvin, of Ind., or Mr. Pettengill, of Washington, D. C.

I believe the distribution of officers — aside from fitness — should be numerical rather than geographical.

New York and Massachusetts contain over one-third the entire membership of the League. Add to them Ohio, and you have nearly one-half; and who shall say there is any unfairness to the South or far West in the distribution of offices above indicated, even if that were the only consideration?

The member of the Executive Committee, as well as the Vice-President, should be Chief-Consul of a Division, for Chief-Consuls are directly responsible to the Divisions; so, if at any time he should neglect his work on the committee, the Division can demand the reasons therefore. These two should also reside as near together as possible, so that frequent consultation, and close oversight of the Sec'y.-Editor's office, and the affairs of the League may be had without long journeys and consequent loss of time, and unusual expense.

The consideration of these — and other reasons I will not now mention — has brought me to believe the above mentioned gentlemen the most desirable for the positions named. Whether the Board will agree with me I know not. I only state my individual views, and, while I have only words of commendation for other candidates, I hope to see Messrs. Kirkpatrick, Hayes and Bidwell elected at St. Louis.

C. S. BUTLER.

Rep. in Wheel for N. Y. in L. A. W.

FOR THE MEMBERS.

EDITOR BULLETIN: I heartily endorse the idea to make the BULLETIN a medium of correspondence between all Leaguers. If all members take a hand, this department can easily be filled every week, to the benefit of the fraternity at large. Nothing can be of more benefit. I have never understood whether the uniform committee intend to consider the wants of the League shirt. The shirt, as furnished last year, will bear improving. The color does not hold. The flannel is too heavy. The shirt I ordered last year came to hand about three sizes too small, although I had sent my measurement in a couple of sizes large. After being worn a few times, it was so small I could not get it on.

Are the leading American manufacturers going to incorporate in their high grade wheels for the coming season the "true tangent wheels," ball-bearing heads, easily detachable handle-bars, and "T" handles? Also, what American manufacturers are going to introduce safeties of the Rover type? Can any one answer this? It will prove of interest to many intending purchasers, myself among the number.

Some time since, an article was published in the BULLETIN relative to a proposed movement to be inaugurated by the A. A. C. looking to some means to have the legislature abolish the system of farmers working out their road tax. This system is the curse of Penna. roads. The Penna. Division L. A. W. should make this their special leading object henceforth until this system is abolished and a general road law enacted that would place Penna. roads on a par, at least, with those of some of her sister States. The division can, by earnest, united, continued effort, accomplish this much-to-be-desired purpose. When accomplished, although it may take years, what worthier record would the division wish for? It would be a lasting monument to their energy. Let the division officers wake up, start the ball a-rolling, keep it rolling, and we will all help with our might and main. When wheelmen see that the division is earnest in its efforts to have better roads, it will, undoubtedly, induce them to come in. The legislature will not meet again for two years. Now is, therefore, the accepted time to get up petitions to present to our august body. This road question should not be permitted to die out, but kept continually before the public.

10507.

FROM THE DISTRICT DIVISION.

The District Division held a meeting February 26, and decided to control its own voting this spring. A meeting will be held March 19, for nominations, and another March 26, for the election. A committee, of which Representative De Merritt is chairman, was appointed to consider the advisability of holding a meet in this city on or about May 26, and during the National Drill which will be in progress at that time, and to make arrangements for it. It is thought the Maryland and Virginia divisions will be asked to co-operate, and, in such event, it is highly probable they will do so.

A. VOICE.

WHO IS YOUR CHOICE FOR PRESIDENT?

EDITOR BULLETIN:—In view of your kindly word in the last BULLETIN that its columns are open at all times for correspondence from members on League or general cycling subjects, I beg to suggest that it would be interesting to have opinions from the rank and file as to their choice for President of the League for the ensuing year. More especially would it be interesting to hear from the Western divisions, as they are to hold and entertain the great "Annual" in May, and also because it has already been suggested that the West is entitled to the honor. They are "Rustlers" out there, you know, and many bright lights and hard workers, too, have come to the front among them. Therefore, I say, let us hear from those directly interested. Who have you out there whom you consider THE MAN to steer the ship of (L. A. W.) state? Who do you want? Enlighten us in the East on the subject, so that we can get our proxies properly engrossed in season.

379.

A WHOPPER.

EDITOR BULLETIN: I notice an article in last week's *Wheel* from E. B. A., about a 96-inch wheel which was seen at Niagara Falls, and was reported to have come from Canada. Now, Mr. Editor, I might state a singular thing that happened me. I am a member of the Wanderers, of Toronto, Can., and was some miles east of the city when a terrible storm set in; a flash of lightning nearly blinded me, and, taking refuge in a country inn, I comp'ained of my eyesight. The landlord advised glasses, so I tried them. I am not sure but that I got away with more than four or five pairs of them before the storm abated. Mounting my wheel with difficulty I perceived ahead of me a man on a wheel of enormous size. He seemed to be some fifteen feet in the air. I endeavored to catch him, but no matter how hard I spurted, this big wheel kept the same distance ahead of me. Arriving in the city, the people all seemed crazy, for, instead of looking with amazement at the enormous wheel, they directed their looks at me, and I did not notice any look at the big one ahead. In fact, I seemed to be the main attraction on the street, for everybody sized me up. In vain I pointed ahead; it only drew more attention to myself. Past the club house we flew. Straight for the lake sped the rider of this terrible wheel, now as high as the house-tops. In vain I shouted and yelled. Into the lake he rode, and as I fell unconscious on the wharf, he was heading for Niagara. Surely this must be the wonderful wheel that E. B. A. saw, or was it imagination?

Toronto, Can. G. H. O.

PITMAN'S RUG.

EDITOR BULLETIN: Having received so many inquiries as to colors, and arrangement of my rug, I would like to say that in the centre of a moresque background appears the L. A. W. badge 19 inches in diameter, and extending around the entire rug is a deep red border made up of five different arrangements of the League stencil board. The predominating colors are black, crimson, rich shades of red, and old gold. The design and colors have received the approval of all who have examined it, Mr. Ed. Beve, of *Puck*, saying it was one of the most artistic things of its kind he had ever seen. In conclusion, I desire to say to such as are worried about the colors, appearance, design, etc., that they may feel satisfied that the rug will be something that they will appreciate as much as I am proud of it.

Yours truly,

WILL R. PITMAN.

OFFICIAL ANNOUNCEMENTS.

THE SOUTHERN DISTRICT LEAGUE TOUR.

THE arrangements for this tour are nearly completed, and when the Marshal is able to present the details of the trip in all their perfection, it is hoped they may be received with favor. Through the courtesy of League officers and members along the proposed route I have been enabled to secure the best of hotel rates; and other information which I have sought has been cheerfully and promptly furnished, for all of which I desire to express my heartfelt thanks.

As at present advised, the Tour will leave Philadelphia on May 10, and, taking route 26 of the Penna. Road Book, will reach Staunton on the 17th, in time to take the cars for St. Louis and the League Meet, or to return to Washington for the National Drill. For the former trip reduced rates are now being negotiated for, and the same for the latter are only a matter of necessity, on account of the large number that will visit Washington at that time.

The following is the programme which may possibly—though not probably—be changed in minor details:

ROUTE OF SOUTHERN DISTRICT TOUR.

May 10.—Leave Philadelphia 9 A. M., 20 miles, Paoli. Dinner. 19 miles, Coatesville. Supper, lodging, and breakfast.

May 11.—Leave 8 A. M., 25 miles, Lancaster. Dinner at Stevens H. On at 1 P. M., 24 miles, York. Supper, lodging, and breakfast at National H.

May 12.—Leave 8 A. M., 28 miles, Gettysburg. Dinner, supper, lodging, and breakfast at Eagle H. In P. M. view Battle Fields.

May 13.—Leave 7 A. M., 25 miles (bad), Waynesboro. Dinner at Leland H. On at 2 P. M., 11 1-2 miles, Hagerstown. Supper, lodging, and breakfast at City Hotel. Reception by Hagerstown Bicycle Club.

May 14.—Leave 9 A. M., 20 miles, Martinsburg. Dinner. On at 1 P. M., 21 miles, Winchester. Supper, lodging, and breakfast at Taylor H.

May 15.—Leave 7.30 A. M., 31 miles, Woodstock. Dinner at Shenandoah H. On at 2 P. M., 19 miles, New Market. Supper at Central H. Leave wheels. 14 miles in carriages to Luray. Lodging, breakfast, and dinner at Hotel Lawrence.

May 16.—In A. M., visit Luray caves. At 1 P. M. take carriages, 14 miles, to New Market. Mount wheels, 19 miles, Harrisonburg. Supper, lodging, and breakfast at Revere H.

May 17.—Leave 9 A. M., 25 miles, Staunton. Dinner and supper at Hale H. In evening take cars for St. Louis Meet, arriving morning of 19th; or lay over and visit Natural Bridge, Weyer's cave, etc., *ad lib.*

En route will be visited all the points of interest including the historical battle-fields of Gettysburg, the unexcelled scenic views from Pen Mar, and the wonderful Luray Caverns; and the roads traversed will include the famous Lancaster Pike, the sand-papered roads in the vicinity of Hagerstown, and the world-renowned three-notch Shenandoah Valley road. Wheelmen at almost every stopping place will make us welcome, and, where clubs exist, they will vie with each other in their efforts to receive us in the best manner.

The time selected is the best of the year, the winds will be cool* and pleasant, the sun not too warm, and nature at that period clothed in her most beautiful apparel — the fresh, green verdure of spring.* At the close of the Tour, we will have ample time to visit the Natural Bridge if desired, after which the cars may be taken direct for St. Louis or home.

The entire cost of the Tour will not probably exceed $20, though this is a matter of conjecture. The estimate is, however, based on reliable calculations. It will not exceed that amount by five dollars at the highest, and may even possibly be somewhat less.

As stated above, the matter is not as yet fully arranged, but I am working as fast as possible, and will be happy to answer any inquiries that may be made. Of course, I want every one to go, but I especially desire those who contemplate doing so to notify me *at the earliest possible moment*, in order that they may be put on the roll and secure places before the limit is reached. Particularly do I want a bugler to be on the trip, and if such will toot their own horns to the extent of communicating with me, I will promise to do something fine for them.

Circulars will be issued currently in the BULLETIN informing the League how the matter progresses, and as soon as definitely arranged, the entire programme will be published in these columns.

N. L. COLLAMER, *Marshal*.

ST. CLOUD BUILDING, WASHINGTON, D. C.

* I suppose it is the correct thing to throw in a little of the flowery. No bouquets desired, however.

NOMINATIONS.

CONNECTICUT. — The Pequonnock Wheel Club, of Bridgeport, nominates Mr. James H. Smith, of that club, for Chief Consul.

ILLINOIS. — The Paris Bicycle Club nominates Mr. Milton O. Dole for representative from the Paris district, which includes Edgar, Douglas, Cole, Clark, Cumberland, Jasper, Crawford, Lawrence, Richland, and Clay counties.

CONNECTICUT. — The Hartford Wheel Club nominates Mr. Louis A. Tracy, of Hartford, for Chief Consul.

KENTUCKY. — The Kenton Wheel Club, of Covington, nominates Mr. Howard S. Rogers, of Covington, for Chief Consul.

TENNESSEE. — Nashville League members have made the following nominations: Chief Consul, Robert Rodes, Jr.; representative, John S. Miller.

APPOINTMENTS.

VIRGINIA. — Chief Consul Frank L. Harris, of the Virginia Division, has appointed League Hotel as follows: Hotel Lawrence, at Luray, Page Co., Va. Rate, $2 per day. Special rates to large parties. Near the celebrated Luray Caverns.

VERMONT. — The Pavilion Hotel, at Montpelier, has been appointed a League hotel by Chief Consul Ross. Regular rates, $2.50 per day; to L. A. W. members, $2 per day.

TOURING DEPARTMENT.

B. B. Ayers, Tourmaster, Chicago; A. B. Barkman, Bookmaster, 608 Fourth Ave., Brooklyn, N. Y.; Geo. R. Bidwell, Chief Marshal, New York; Dr. W. G. Kendall, Marshall Eastern Division, Boston, Mass.; W. S. Bull, Marshal Middle Division, Buffalo, N. Y.; W. G. E. Peirce, Marshal Western Division, Chicago; N. L. Collamer, Marshal Southern Division, Washington, D. C.; Joseph Pennell, Marshal Foreign Division, London, England; H. D. Corey, General Agent, Boston, Mass.; Fred. Jenkins, Chief Quartermaster, New York; Edwin Oliver, Secretary, Chicago, Ill.

The following L. A. W. works are officially recommended by the L. A. W. Bureau of Information. No preference is expressed, and each reader must draw his own conclusions as to relative merit.

HAND-BOOK OF MASSACHUSETTS (1884): — Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address H. E. Ducker, Springfield, Mass.

L. A. W. ROAD AND HAND-BOOK OF PA., N. J., AND MD. (Official): — Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, no advertisements, bound in flexible leather. A copy of the revised and enlarged 1886 edition was furnished *free* last year to every League member in Pennsylvania, New Jersey, and Maryland, who joined before April 1st. A limited supply sold to League members only, or to those ineligible to membership. Price, $1.00. Inclose cash to T. Houard Wright, Box 1619, Philadelphia, Pa.

L. A. W. HAND-BOOK OF OHIO (Official): — Complete official lists of officers, Consuls, hotels, etc. General description of riding districts, fine large folding road-map of the State. Price, $1.00. Address T. J. Kirkpatrick, Springfield, Ohio.

L. A. W. ROAD-BOOK OF LONG ISLAND, with the best riding within fifty miles of New York City — very thorough. Three fine maps on one sheet folded in the book style of tabular form, same as *Pa.-N. J.-Md. Book*, advertisements, bound in flexible cloth. Price, $1.00. Address A. B. Barkman, 608 Fourth Ave., Brooklyn, N. Y. For sale with Brooklyn and New York bicycle dealers, etc.

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, advertisements. Price, 15 cents. Address A. L. Atkins, 597 Washington Street, Boston, Mass.

IN AND AROUND CAPE ANN, bound in cloth; finely illustrated. The wheelmen's hand-book of Gloucester, Mass., and vicinity. Price, 75 cents. Address John S. Webber, Jr., Gloucester, Mass.

ROAD-BOOK OF CONNECTICUT, in progress. Address for information, Charles G. Huntington, Hartford, Conn.

L. A. W. ROAD-BOOK OF MICHIGAN (Official); with best roads of Ontario and through route from Chicago to Buffalo. Sectional and general maps; complete lists of Consuls, hotels, repair shops, and points of interest. Flexible leather cover. Free to Division members joining before April 1st. Price to L. A. W. members of other States, $1.00. For further information, address J. H. Johnson, 107 Spruce Street, Detriot, Mich. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

L. A. W. ROAD AND HAND-BOOK OF NEW YORK (Official): — Ready in March, 1887, 200 pages. All sections of the State are well reported, except the northern or Adirondack region. The routes will extend east to Boston, south to Staunton, Va., and it is expected west to Chicago. The compiler hopes to have the books ready for delivery by the 1st of March next. The method of distribution as adopted by the Committee is as follows: All persons renewing or joining between January 1st and March 31st, 1887, will receive one copy free. All persons joining between April 1st and June 30th will receive a copy upon payment of 13 cents. All persons joining between July 1st and September 30th will receive a copy upon payment of 25 cents. All persons joining after October 1st will receive a copy upon payment of 37 cents. The book will be sold to League members of other States, or to those who are not eligible to League membership, at $1.00 per copy. Address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

ROAD MAP OF BOSTON AND VICINITY (Warren's).

ROAD-MAP (WHEELING CHART) OF SPRINGFIELD AND VICINITY. Address Henry E. Ducker, Springfield Mass.

ROAD-MAP OF NEW JERSEY (L. A. W. Official): — Three parts, Northern, Central, and Southern, folded in stiff covers. Price, 50 cents each, or $1.50 for the set. Address Dr. G. Carleton Brown, Elizabeth, N. J.

COLTON'S ROAD-MAP OF PENNSYLVANIA: — Three parts, Eastern Counties, Central Counties, Western Counties. Price, $2.00 per section. J. L. Smith, Map Publisher, Sixth Street, above Chestnut, Philadelphia, Pa.

MARTINET'S ROAD-MAP OF MARYLAND: — Splendid work. Price, $10.00. J. L. Smith, as above.

ROAD-MAP OF OHIO. See *Ohio Hand-Book*.

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS.— Sketches of cities and towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. By George Chinn. Third edition. Beverly, Mass., 1886, 20 cents.

L. A. W. ROAD AND HAND-BOOK OF CALIFORNIA (Official): — Officers, Consuls, members, hotels, and By-Laws of California Division, California bicycle clubs and officers, advertisements. Issued in monthly parts, 75 cents to League members. Part I now ready, bound in flexible cloth, 25 cents. Address J. W. Gibson, No. 612 Hyde Street, San Francisco, Cal.

TURNPIKE ROAD-MAP OF CENTRAL INDIANA (L. A. W. (Official), covering an area of 90 miles north and south, and 153 miles east and west, and showing the roads of the famous Crawfordsville record-breaking district. Contains list of Consuls and hotels, and shows location of all towns, railroads, etc. To be distributed to members of the Indiana Division on the same basis as the New York Road-Book is given to New York members, see above. Price, to other League members, 75 cents. Scale of nine miles to one inch. Address inquiries and remittances to Josh. Zimmerman, Secretary-Treasurer, 37 Alabama Street, Indianapolis, Ind.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

THE TRADE.

MESSRS. STODDARD, LOVERING & CO. wish to state that they have an arrangement by which spade handles can be fitted to all of the Rudge Light Roadsters sold by them within the last four years Correspondence invited on this subject.

MR. H. M. SABEN, of the Massachusetts Club, has selected the Rudge Bicyclette for his mount the coming season.

SAMPLE Rudges are now on exhibition as No. 152 Congress st., Boston, Mass., and Messrs Stoddard, Lovering & Co. report a very early season. The reason probably is that they have an entirely new line of machines for 1887, and bicyclers are always eager to see the latest.

THE well-known *Lillibridge Saddle*, and the patents under which it is manufactured, have recently been purchased by the Gormully & Jeffery Manufacturing Company. The plant has also been purchased by this company, as well as the use of the name Lillibridge, as applied to saddles. The Gormully & Jeffery Manufacturing Company will continue its manufacture at their cycle factories in Chicago, and will use it in their high-grade machines.

THE evening of February 14 added another set of records to the credit of the American Champion, when Ed. N. Bullock, of Omaha, defeated Tom Eck in a hundred-mile race at the Omaha (Neb.) Exposition Building. Eck was ridden off his legs at the seventy-fourth mile. The records were smashed from the sixty-fifth mile (3.52.18) up, and the hundred was made in 5.59.59, better than Ives's track record, and some six minutes better than Morgan's record for the distance. Bullock is a new man at the business, and greatly astonished his friends by his remarkable increase in speed. The Omaha *Bee*, in commenting on the race, remarked: "Much of Bullock's marked increase in speed is due to his use of his new Champion, which he used in a race for the first time last night."

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicant will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their ticket to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication you may look for your ticket.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

No. 76 — Total 93.

BOSTON, February 28, 1887.

CALIFORNIA DIVISION — 6.

Los Angeles Bi. Club.
13783 Wedgwood, Chas. H., Los Angeles
San Francisco Bi. Club.
13784 Royce, F. H., 101 California St., San Francisco.
Unattached.
13771 Avery, D. A., 1437 Steiner St., San Francisco.
13812 Bauer, J. E., 232 Van Ness Ave., "
13771 Pierson, Frank W., 1334 Washington St., San Francisco.
13772 Stevens, Geo. F., 1911 Baker St., "
13765 Dorland, Jas. O., Hastings.
13764 Nelson, Jas. M. Jr., Mt. Vernon.
Unattached.
13767 Cook, Jas. S., Port Jervis.
13777 Cooke, Fred. P., 139 West 127th St., New York.
13768 Holley, W. H., Port Jervis.
13769 McKerby, Samuel, Port Jervis.
13832 Pentz, Mrs. W. E., 16 East 75th St., New York.
13832 Schenck, Wm. Walter, Westminster Hotel, New York.
13779 Streett, Ralph S., care 5th Avenue Bank, New York.
13766 Tornow, Fred, Buffalo.

OHIO DIVISION — 4.

Star Bi Club.
13780 Wilson, James B., care of Leader Pub. Co., Cleveland.
Unattached.
13810 Gates, A. R., Garretsville.
13809 Rannells, Chas. F. W., Troy.
13791 Thomas, A. C., Windham.

PENNSYLVANIA DIVISION — 6.

Lancaster Cycle Touring Club.
13836 Eichley, H. M., 36 East King St., Lancaster.
13835 Reading, L. F., 36 " " " "
13834 Reist, W. A., 221 West " " "
Unattached.
13750 Mingus, Walter J., 113 Claymont St., Philadelphia.
13782 Nesmith, G. B., Warren.
13770 Pierce, Mrs. F. C., Smithport.

RHODE ISLAND DIVISION — 1.

Unattached.
13792 Dutemple, Wm. R., 227 Eddy St., Providence.

TENNESSEE DIVISION — 2.

Unattached.
13781 Hicks, H. H. Jr., Florence St.
13827 Williams, David R., care of L. & N. Shops, Memphis.

VERMONT DIVISION — 1.

Mt. Kilburn Wheel Club.
13811 Moore, F. A., Bellows' Falls.

RENEWALS.

No. 12. Total, 1019.

BOSTON, MASS., Feb. 28, 1887.

ALABAMA — 1.

6390 Polk. A. H.

CALIFORNIA DIVISION — 8.

6781 Andrews, C. A.
7606 Blood, L. S.
12505 Bell, H. C.
12639 Crowner, W. E.
13019 Judson, E. S. M.
8429 Kerr, J. W.
12473 Liebert J.
12640 Radke, A. F.

CANADA — 1.

674 Lane, A. T.

CONNECTICUT DIVISION — 84.

5661 Andrews, T. A.
4416 Arnold, H. H.
10738 Bemis, F. E.
4952 Bidwell, H. E.
9341 Boyden P.
3524 Bradley, E. K.
11120 Bradley, R. S.
3527 Brainard, J. E.
5652 Brown, J. G.
476 Burritt, W. T.
8450 Camp, E. B.
3522 Casper L.
11057 Chapman, R. H.
4098 Chase, A. W.
3175 Chidsey, H.
10739 Clark, A. B.
3521 Collins, W.
1090 Converse, E. E.
7769 Cowlishaw, W.
7652 Dayton, C. R.
9345 Ewen, A. J.
8451 Fenn, W. I.
10323 Ferrey, P.
3529 Foster, W. I.
256 Gregory, E. L.
2781 Hall, E. A.
11497 Hall, W. A.
1323 Hamilton, L. B.
5039 Hills, F. M.
9086 Hosley, N. D.
6001 Howell, W. A.
6843 Hubbard, J. A.
3531 Hyde, J. M.
3248 Jewett, J. W., M. D.
2761 King, C. J.
9987 King, C. W.
4424 Landers, G. M., Jr.
502 Lane, J. M.
6056 Lawton, L. T.
10740 Little, F. A.
503 Lyon, C. L.
7059 McKnight, E. J.
2780 McMaster, W.
9031 Mead, I. L.
8826 Messinger, W. C.
2782 Miller, M. E.
1062 Miller, H. G.
4522 Miller, A. H.
1063 Miller, L. A.
4472 Mix, E. H.
10746 Noble, J. H.
2786 Norris, C. H.
8696 Pardee, L. C.
554 Pease, F. W.
7796 Penny, F. E.
10554 Pitts, R. L.
8454 Porter, F. A.
8455 Porter, E. J.
1056 Reilly, P. H.
1066 Rice, R. J., Jr.
4418 Rossberg, W. B.
9358 Ruickholdt, A. M. D.
982 Rust, T. S.
9184 Scott, D. A.
1263 Seymour, H. S.
4871 Sibley, H. A.
391 Smith, E. R.
7946 Smith, E. A.
2765 Stetson, A. L.
9988 Stevens, G. B.
4520 Stevens, F. A.
2756 Stockder, F.
3027 Taylor, W.
3669 Tiffany, M. L.
9989 Wadsworth, F. E.
6780 Walsh, J.
6933 Warner, F. G.
10748 Warren, Miss E. A.
185 Whiting, J. H.
7487 Wightman, E. M.
4419 Williams, J. W.
11650 Woodruff, G. B.
9841 Wulf, H. A.
1501 Young, J. H.

DAKOTA — 3.

1381 Beach, L. D.
1700 Finke, E. J.
837 Topliff, F. G.

DELAWARE DIVISION — 2.

11393 Shakespeare, L.
9513 Trump, C. R. V.

DISTRICT OF COLUMBIA DIVISION — 8.

9501 Ide, G. A.
1221 Kruger, L. M.
12803 Lammond, H. H.
13035 Maloney, W. W.
5162 Moulton, F. W.
11652 Sidwell, T. W.
7637 West, T. J.
7069 West, H. P.

FLORIDA — 2.

12937 Crosby, J. H.
12300 Strum, L. A.

GEORGIA — 4.

10304 Dillingham, C. H.
6778 Ingram, T. L.
8089 Ribble, G. W.
12303 Stoffregen, A. W.

ILLINOIS DIVISION — 61.

9096 Aldrich, C. E.
5470 Beavis, F.
7248 Bowen, H. S.
2280 Bush G. M.
225 Bush, F. H.
9843 Calhon, J. G., Jr.
5345 Coe, W. E.
7963 Comstock, W. F.
1366 Cook, W. M.
9530 Cox, H. W.
1745 Daniels, J. C.
5751 Davies, H. C.
6344 Downing, C. F.
5309 Downs, C. S.
3329 Dunn, W. E.
10526 Eastman, W. H.
5331 Farnsworth, J.
5918 Freeman, C. W.
12324 Frink, F. G.
6826 Gift, F. H.
12540 Herdman, J. N.
5319 Heywood, H. B.
2284 Herzog, G. H.
6874 Higbie, T. C.
11401 Hill, E. S.
9708 Holbrook, C. H.
1781 Hoffman, W. C.
11322 Jackson, D.
6346 James, B. W.
10560 Kenyon F. C.
79 Koch, J. H.
6423 Lauren, C. E.
6818 Lillibridge, J. M.
358 Matern, W. J.
6896 Morris, W. M.
10761 Munroe, E. S.
13009 Myers, C. B.
5543 McCawley, W. F.
12833 Neeves, N. A.
11399 Neiling, E.
12649 Newhall, H. H.
1525 Otto, R. J.
11653 Patterson, W. R.
5467 Plowe, C. H.
6878 Qualman, C., Jr.
12197 Roberts, F. H.
18 Rouse, H. G.
13010 Seery, J. L.
12512 Stapp, G.
11323 Stuart, E. C.
9188 Tawrie, W. F.
11264 Thorne, W.
2295 Vail, C. F.
3233 Valentine, J.
11128 Van Bokkelen, R. C.
4531 Warner, D. D.
10561 Wheeler, C. R., Jr.
12472 Whitlock, H. H.
12648 Williams, S. L.
7964 Welteon, F. D.
1836 Wray, J. W.

INDIANA DIVISION — 11.

9101 Cade, D. S.
8306 Crain C.
6712 Evans, O. E.
4870 Haneisen, W. C.
5914 Hollingsworth, S. P.
11828 Hutto, M. W.
12149 Jones, M. C.
3704 Kerr, D. W.
7928 Kessing, C.
11636 Newby, A. C.
12737 Sonders, W. D.

IOWA DIVISION — 10.

1377 Abbott, L. A.
5752 Abbott, W. C.
8848 Baker, J. O.
9039 Bowen, W. H.
5749 Campbell, J. A.
11508 Clarkson, C. F., Jr.
10201 Dunn, J. M.
5334 Hamlin, G. H.
6517 Sanford, C. W.
10310 Von Berg, C. L., Jr.

KENTUCKY DIVISION — 6.

6714 Currie, C. E.
8205 Greer, R. C.
8856 Jones, H. E.
12754 McClain, C.
12753 McClain, W. C.
12753 Tresice, V.

KANSAS DIVISION — 1.

6281 Tulane, V. B.

MAINE DIVISION — 5.

11328 Bowers, W. T.
11763 Dearborn, E. I.
6193 Humphrey, O. B.
11511 Schryver S.
12609 Weeks, F. L.

MARYLAND DIVISION — 59.

2647 Balderston, O. H.
11512 Bartlett, D. L.
794 Bartlett, J. K., Jr.
6163 Beacham, T. T.
2649 Bennett, E. H.
6982 Bresee, W.
9863 Bridges, J. S.
3737 Brigham, C. P.
11418 Broadbent, S. D.
1573 Brown, H. E.
5108 Canfield, I. C.
2643 Chesney, J. D.
25 Clart, S. T.
3142 Clark, J. N.
2699 Coulson, H. B.
1172 Dausch, Dr. P. G.
5686 Fahnestock, S.
7792 Fulton, D. M.
11866 Griscom, W. D.
10345 Hamilton, F. C.
11513 Harvey, W. T.
2652 Hayden, E. P.
3448 Hoopes, Dr. H. W.
5110 Hutchinson, J. L.
8862 Hyder, G. M.
3143 Jones, E. R.
1170 Kenly, A. C.
5111 Keyser, Dr. N. A. S.
2642 Le Cato, E. F.
9579 Leonard, H. A.
11514 Lewis, W. P., Jr.
12292 Loose, J. P.
2644 Lord, J. D., Jr.
2645 Lord, J. W.
1104 Lynch, B. B.
5717 Macgill, C. C.
5113 Markell, E.
11516 Mason, J. D., Jr.
11517 Mott, A.
1180 Munder, C. F.
11518 Norris, M.
11519 Norris, W. T.
5713 Parker, D. L.
1570 Penniman, C.
5712 Perkins, W. H., Jr.
3347 Price, T. E.
104 Reese, J. S.
6986 Taylor, C. A.
5114 Thompson, A. C.
1179 Thompson, J.
5530 Sappington, H. H.
2654 Schone, J. H.
6983 Shriver, S. B.
9050 Stinemetz, B. H.
5540 Whittingham, R. A.
1209 Wilcox, H. B.
6981 Wilkinson, J. E.
5115 Wolff, O.
11527 Woodruff, C. D.

MASSACHUSETTS DIVISION — 141.

7985 Abbott, G. F., Jr.
9872 Andrews, E. W.
6723 Baker, C. J.
1690 Ballard, A. A.
4291 Barnes, H. W.
7986 Bassett, E. A.
10378 Basford, G. M.
11666 Beebe, L. M.
7550 Blodgett, C. A.
9214 Boudreau, W. H.
9086 Bradford, A. O.
7992 Briggs, L. W.
11143 Brown, C. J.
8920 Burt, L. I.
5186 Burrill, F.
8217 Campbell, L. L.
7987 Chamberlain, J. A.
1088 Chamberlain, S.
17911 Chester, A. H.
8702 Lee, E. C.
7816 Lister, W. A.
8926 Lloyd, W. J.
7484 Loring, G. A.
10232 Lowe, J. D.
10783 Marble, W. F.
5824 Marcy, A. D.
10220 Metcalf, E. R.
5857 Minott, G. L.
2320 Moore, J. M.
9380 Morse, E. S.
10035 Muse, J.
9085 Noble, J. P.
5823 O'Keefe, C. J.
204 Olmstead, J. C.
8709 Overman, A. H.
10233 Packard, S. T.
7081 Park, C. S.
8498 Parker, W. C.

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11610 Cobb, F. E.
7669 Coburn, T. W.
629 Conant, H. T.
12759 Coulter, C. C.
2693 Currier, M. D.
7267 Cushman, C. A.
11530 Dakin, E. F.
7804 Damon, H. E.
2041 Davis, E. E.
9514 Davis, H. O.
8895 Dewey, E. H.
109 Diaz, R. M.
8682 Dodge H. C.
6726 Dodge, L. L.
7842 Downey, F. W.
7857 Druce, M.
7526 Edmonds, J. O.
10229 Ellis, W. H.
8478 Feiker, W. H.
9590 Finn, J. F.
268 Fisher, C. H.
11277 Flint, A. W.
8922 Forbes, I. B.
3908 Forbes, C. P.
9223 Foster, J. A.
10390 Fraser, T. J.
8116 Gibbs, F. G.
9090 Gray, C. J.
7185 Green, S. M.
9394 Green, L. E. G.
9596 Hale, C. W.
10213 Hardy, A. H.
9169 Hart, C. M.
2866 Haynes, A. E.
10034 Heath, E. M
8219 Herrick, C. E.
9433 Higgins, J. F.
10817 Hirshberg, S. A.
11278 Holden, W. S.
2322 Holt, G. L.
3718 Humphrey, Rev. J. H.
7985 Hunter, J. T.
4272 Hunter, D. E.
7859 Hutchinson, F.
2034 Jennison, W. A.
327 Jordan, W. H.
3888 Joslin, C. A.
9761 Kells, W. S.
6725 Kimball, F. I.
7070 Knowlton, A. E.

8867 Pickard, M. D. D.
3364 Pinde, J. L.
8336 Plummer, W. D.
3173 Pratt, W. M.
3174 Puffer, W. L.
9964 Read, F. F., Jr.
9371 Robbins, J. N.
10024 Rolfe, C. J.
8713 Rothe, T.
1453 Russell, E. F.
8318 Sanborn, J. S.
8899 Sawyer, C. H.
8488 Schader W. G.
6401 Silvey, W. H.
10036 Sheldon, G. O.
4247 Smith, W. L.
8489 Smith, O. M.
857 Stall, W. W.
7865 Stall, Mrs. W. W.
12567 Stearns, G. H.
10377 Stone, A. F.
7082 Stebbins, W. K.
4610 Temple, O. W.
4606 Tenlon, A. M.
588 Thayer, H. A.
4103 Thorpe, W. S.
2145 Travers, L. C.
10217 Ulrich, F. H.
7864 Wait, W. S.
3475 Walker, E. S.
6724 Wallis, A. W.
8494 Warner, C. F.
9228 Warner, W. S.
8930 Ward, M. P.
4033 Ware, F. P.
7673 Way, W. D.
4020 Webster, W. A.
8724 Weston, F. W.
9110 Wheeler, F. L.
10017 Wilkins, E. A.
9607 Wilcox, H. A.
9422 Williams, G. F.
5002 Williams, E. J.
10325 Wilson, C. W.
4182 Wollison, H. S.
9966 Wollison, R. M.
5510 Wood, J., Jr.
2821 Wood, J. E.
7931 Woodman, C. A.
7890 Woodman, F. R.
10376 Young, E. G.

Michigan Division — 52.

3848 Alvord, C. E.
3723 Ames, J. H.
501 Bates, L. J.
11667 Beecher, I. W.
11588 Brooks, F. E.
7003 Bowby, A. D.
8349 Bowerfine, G.
9609 Brix, H. H.
8350 Burnham, W. H.
9612 Chellis, W. H.
11163 Conklin, W. S.
6441 Coplin, C. M.
4277 Conover, C. A.
12148 Finch, S. F.
7999 Fuller, O.
11153 Goldie, J. S.
8343 Goodyear, J. J.
6999 Hanley, J.
3847 Herrington, W. W.
3842 Holcomb, D. J.
356 Holcomb, G. E.
8000 Hubbard, M. D.
5622 Huntington, H. R.
4211 Ives, A. W.
3722 Jacobsen, P. N.
12039 Jackson, D. G.

10418 Jachnig, A.
8352 Judge H. M.
230 Kech, G. F.
7002 Kneesham, J. W.
8119 Lane, G. E.
15 Lathrop, C. E.
9735 Loring D.
8121 Metzer, W. E.
12038 Moore, J., Jr.
10534 Northwood, F. B.
3728 Peck, A. F.
7815 Parker, H. W.
11150 Reynolds, W. C.
8325 Richmond, W. E.
4121 Rice, C. W.
1731 Spranger, F. X.
8533 Vivian J., Jr.
8534 Vivian, J. H.
10247 Weaver W. L.
8345 Weeks, R. H.
850 Wendell, H.
11279 White, J. S.
8357 Wilsinger, C. G.
7553 Williams, G. O.
11668 Woodward, E. W.
10837 Wright, A.

Minnesota Division — 29.

9917 Achard, P. E.
5755 Alm, H. A.
11666 Baldy, M. L.
7866 Billson, A. C.
6808 Blasing, H. W.
6619 Cutler, J. F.
5771 Dockeray, R. L.
6618 Fuller, D. R.
7867 Hart, G. E.
5070 Hawley, H. W.

8858 Nelson, E.
5869 Nicholson, J.
5770 Parker, C. B.
4258 Pendleton, J. L.
5753 Pillsbury, A. F.
5656 Reed, F. E.
2957 Scheig, P. M.
9880 Schroeder, H.
10839 Scudder, F. J.
6919 Slosson, T. M.

5656 Johnston, C. A.
3447 Kimball, E. J.
3029 Kittson, I. C.
5344 Medcalf, B. M.
4185 Merriam T. H.

6119 Smith, O. W.
11433 Stockdale, J. R.
9882 Van Anda, H.
10840 Wilson, J. F.

Missouri Division — 18.

8605 Austin, F. F.
2638 Beggs, C. H.
6922 Clifford, E. A.
11674 Godfrey, H. R.
2659 Gordon, R. C.
2266 Haynes, N. J.
11881 Jordan, A. L.
7301 Koen, J. H.
5613 McKee, J. F.

2264 Overall, T. W.
7193 Ray, F. S.
8017 Stuart, H. G.
8018 Sutton, W. B.
12098 Wetmore, J.
4036 Whittemore, R. B., Jr.
7418 Whittemore, L. L.
6089 Whiteman, G. R.
2637 Young, F. W.

Montana Division — 1.

2666 Fielding, F. A.

Mississippi Division — 1.

12450 Phillips, J. M.

Nebraska Division — 1.

12506 Rees, W.

New Hampshire Division — 14.

10727 Cheney, C. M.
4834 Clement, L. D.
9145 Davis, W. N.
3761 Dimick, E.
3021 Freeman, A. C.
10611 Grace, W. D.
10853 Harris, A.

10057 Howes, A. F.
10061 Ladd, J. S.
10062 Ladd, W. H.
4278 Neal, A.
3238 Perkins, F. C.
9748 Trickey, W. D.
5662 White H.

New Jersey Division — 109.

3450 Allen, L. H.
6198 Ames, G. J.
8026 Anderson, G. F.
3680 Armeman, J.
3746 Atkinson, C. F.
6648 Badgley, F.
6280 Baggot, E. P.
9109 Barnes, R. H.
12396 Benefict, H. A.
9258 Bettcher, G. L.
3460 Blake, G. H.
2199 Bonnell, F. R.
6561 Bouze, E. E.
3327 Burns, E. F.
9637 Burton, A. J.
3482 Chickering, C. H.
10869 Clark, E. A.
3461 Cobanks, F. E.
1593 Coddington, W. F.
5040 Cole, W. A.
3466 Collard, A., Jr.
10619 Cooper, J., Jr.
9259 Coppinger, C.
7686 Corduer, J. J.
5358 Cornwall, I. W.
6257 Dare, H. B.
8953 Decker, J. F.
3756 Dennis, J. M.
2105 DeWitt, D. G.
6562 Earnshaw, J. I. W.
5673 Edwards, E. I.
10870 Eicke, E. L., Jr.
19 Esterbrook, R., Jr.
10871 Eveland, F.
10620 Ferre, H. C
3467 Fisher, M. F.
11357 Ford, E. J.
5946 Fraser, E. G.
5195 French, A.
9803 Grant, E. R.
2355 Grow, A. R.
7876 Hand, W. S.
10872 Harishorne, H.
3470 Hartmann, J.
9901 Hayward, W. L.
3471 Havens, A. G.
3676 Henning, H.
10873 Herr, R. C.
9115 Hill, W. W.
3161 Jackson, Dr. H.
3473 Jenkins, E. P.
7681 Jenkins, M. C.
10078 Jenkinson, H. D.
1825 Johnson, E. W.

12410 Kiel, A. C.
5959 Kleine, J. J.
3817 Korth, W. C.
4195 Kroech, C. F.
8035 Lee, J. B., Jr.
3479 Lewis, G. Y.
4946 Long, G. E.
6938 Ludlam, P. T.
7622 Lysat, S.
3476 Lyne, L. F.
9260 McAra, R.
3184 Meyers, C. L.
9758 Middleton, A. C.
8560 Molitor, F. A.
9252 More, R., Jr.
10079 Morrison, C.
5937 Mount, J. H.
9251 Mulford, M. B.
3489 Nichols, C.
11081 Parkinson. E. S.
10874 Peters, A.
6817 Ploor, G. J.
10882 Pierson, W. B.
3492 Platt, H. M.
2249 Putnam, S. G.
11838 Reinhold, E.
3493 Reynders, T.
12735 Redman, J. L.
8857 Rowland, E. C.
11191 Salter, W. D.
749 Sayer, D. A.
1418 Segur, W. B.
10921 Shirriff, G. R.
9120 Shipman, W. H.
9892 Sisson, E. H., Jr.
5350 Slater, C. H.
3495 Smith, W. P.
7684 Smith, E. M.
5945 Sneden, R. H.
3504 Soper, F. D.
3508 Soper, C. E.
3497 Stenken, C. A.
6721 Stewart, R. L.
6920 Stokes, J. W.
5944 Sutton, G.
9112 Tenbroek, I. D., Jr.
7688 Thomiar, G. C.
10875 Trantwein, P.
10890 Thompson, A. E.
3510 Uchmann, E.
7686 Weber, A. R.
3511 White, T.
3993 Willever, J. C.
7687 Woodward, W. S.
1850 Young, P.

New York Division — 118.

2177 Alberger, L. R.
6752 Babcock, S. M.
5849 Becker, J. R.
7770 Becker, J. P.
6750 Bennett, J. L.
11441 Betts, R. T.
1007 Bidwell, G. M.
1396 Bingham, W. W.
4793 Bishop, Robert.
1550 Bliss, F. H.
6322 Blessner, H. H.
5979 Borst, C. A
771 Bowen, E. M.
10949 Bovie, F. L.
1162 Brock, W. R.
241 Brown, H. D.
12411 Buttles, E. K.
2517 Calden, G. B.
10937 Carter, A. F.
1235 Chapman, J. L.
4356 Cheesman, F. P.
5182 Clark, W. L.
1475 Coleman, A. G.
10101 Cone. A.
2475 Cooley, A. E.
5171 Cosack, H. Jr.
8240 Crane, S. C.
2012 Davis, F. T.
2377 Derrick, G. W.
3292 Devoe, E. M.
4282 Dods, A. W., M. D.
6053 Doll, J. F
4324 Donaldson, W. E.
2272 Doolittle, J. A.
9915 Duncan, C. H.
10941 Edwards, G. B.
8132 English, E. M.
9135 Fairchild, G. W.
12664 Fales, G. E.
3293 Fauquier, A. E.
7561 Fenton, H. J.
1181 Fox, J. C.
4439 Gates, C. E.
9648 Gibbs, M.
1845 Graves, F. B.
9136 Gurney, I. C.
1431 Hall, H. J.
810 Halleck, S.
12362 Hanvey, W. F.
3057 Hartwell, DeW. C.
5669 Henderson, J. S.
10650 Hoyt, H. L.
12227 Hume, A. K.
493 James, R. H.
5183 Jenkins, A. C.
11108 Johnston, R. W.
10989 Kingman, C. F.
2202 Kissam, W. A., Jr.
1401 Lee, J.

8573 Lewis, G. A.
5184 Lucas, E. J.
9926 Mansfield, R. C.
2408 Maurer, E. F.
6751 Mellen, J. W.
6133 Menge, A. J.
11217 Merrill, W. H.
4499 Metzger, O. I.
8374 Metzger, W. B.
4769 Mirick, F. B., Sr.
4770 Mirick, F. B., Jr.
11296 Montgomery, F. D.
10459 Montgomery, A. M.
6448 Morley, G. L.
12884 McCall, C. W.
10469 McClung, B.
4383 Nichols, E. F.
10903 Oppenheimer, M.
8767 Painter, A. L.
1603 Palmer, R. H.
3046 Paul, D. R.
11450 Peritz, W. E.
1604 Plummer, W. E., Jr.
9090 Powell, H. W.
11691 Putnam, L. W.
5181 Rhenbottom, J. R.
6046 Rhenbottom, H. E.
6749 Rouse, B. E.
12694 Schaaf, A. E.
6774 Schamn, P. H.
11372 Schadermundt, C. A.
11896 Schmidt, F. A.
8455 Schmidt, L. M.
10949 Self. E.
11857 Seymour, E. T.
9775 Shattuck, C. B.
7331 Shelley, H. A.
2138 Southwell, S. C.
2110 Steinbrenner, F. W., Jr.
12072 Stephen, F. J.
11299 Stocum, T. E.
10936 Stadella. W. H.
10472 Taylor, Mrs. A. R.
9963 Taylor, A R.
2271 Taylor, F. R.
7322 Taylor, A.
11565 Taylor, J. H.
11557 Taylor, C.
2119 Terry, G. H.
9177 Thorne, R.
11899 Thornton, G. H.
2403 Wadsworth. H. C.
799 Waldo, R. B.
11982 Walker, H. D.
12907 Ward, C. L.
10097 Washburn, C. A.
1340 Way. T. B.
2011 White, F. W.
6451 Young, P. R.

North Carolina Division — 2.

11727 Bray, C. D.

1174 Burkheimer, H.

Nova Scotia Division — 1.

6173 Clark, J. A.

Ohio Division — 91.

13026 Andrews, C. D.
12562 App, G. H.
1032 Bean, R.
1184 Bechert, E. A.
8696 Bennett, W. A.
9943 Benner, F. M.
11222 Biddle, C. W.
12282 Bigler, C.
12134 Bourgeois, C. A.
7266 Boylan, J. C.
4371 Bradley, L. C.
6910 Calder, W. S.
11649 Carter, G. W.
4120 Christopher, H. I.
5370 Chubb, H. E.
13027 Cochran, J. B.
2506 Collins, W.
6532 Crane, E. I.
1184 Cutter, W. H.
2503 Dickinson, A. F.
3269 Dougherty, Dr. J. F.
6911 Doubet, F. J., M. D.
2483 Dunn, G. J.
2206 Ackis, S. G.
3170 Ellinwood, C. B.

2521 Miesse, L. E.
1598 Moody, M.
7232 Morrow, Dr. E. P.
7014 Mosgrove, W. J.
7130 O'Brien, W. T.
5127 Ochs, H. A.
11026 O'Neill, F.
2492 Ostetine, F. A.
6571 Outcault, C. W.
2062 Packard, W. D.
11093 Patterson, M. J.
1885 Perry, J. W.
1842 Pinkerton, C. E.
1186 Pond, M. S.
12661 Potts, H.
4231 Potter C. H.
1657 Priest, B.
3873 Rice, C. D.
7578 Ricqles, A. E. de.
11223, Rider, H. T.
4373 Ross, T. W.
4935 Ruck, R.
10278 Sabey, T.
6439 Sanderson, F. M.
4227 Sawyer, W. T.

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8995 Fouser, C. E.
3766 Fry, M. P.
8773 Hackensmith, E. L.
7121 Hale, S. A.
10478 Hayes, S. R.
12767 Hazen, W. L.
5134 Hoskin, C. W.
5146 Iddings F. A.
8576 Julian, J. B.
12565 Kale, S. E.
3040 Kingsbury, S. D.
2214 Kingsbury, R. S.
2216 Kizer, D. T.
6140 Leet. P. C.
1714 McNary, J. W.

12566 Scott, A. R.
11379 Severance, A. D.
6591 Sheets, L.
3222 Spitz, C.
545 Smith, F. M.
4372 Snow, L. V.
11025, Spence, G. L.
11043 Strasser, J. H.
4250 Thackray, G. E.
6590 Tichenor, W. C.
4856 Tischler, J. J.
12500 Tracy, R. A.
2205 Vignos, C. A.
11035 Webb, H. W.
12135 Weidmayer, F.
4122 Weitz, J. A.
12569 Whitworth, H.
10681 Wolf, A. L.
4230 Works, B. G.
8583 Wright, R. W.

Pennsylvania Division — 137.

1219 Albright, H. M.
6211 Altenderfer, E. E.
12739 Atherton, G. W.
12888 Bailey, H.
8792 Banes, B. F.
5574 Bechtel, G. I.
4623 Betts, R. L.
3656 Boyle, S. A.
10700 Bretz. J. S.
9799 Broadbent, E.
12585 Brotherhood, F. G.
5062 Brown, C. M.
6696 Buehler, H. G.
10283 Chambers, J. H.
11614 Chamberlain, F. A.
11057 Chesworth, T.
6074 Clark, R. W.
4654 Corman, C. A. E.
12534 Converse, C.
7046 Cowell, C. H.
7145 Cowan, J. F.
8786 Crawford, C. M.
7269 Crecelius, H. F.
3049 Cruser, W. C.
8625 Darrah, R. P.
10796 Deats, G. C.
2608 Detwiller, J. W.
3678 Donaghy, M.
9408 Dowling, J. D.
11774 Dubbs, J. H.
5575 Eckert, R. R.
2584 Engle, D. D.
11578 Evans, O. H.
12702 Farrell, T. G.
8151 Felt, D. W.
8617 Gehry, A. A.
12731 Gerhard, Dr. M. W.
5587 Glover, J. W.
5577 Graeff, C. C.
6769 Grafly, C., Jr.
12318 Griffith, Rev. H. A.
8626 Grove, D. F.
3642 Harry A. M.
3784 Harris, C. M
7459 Heeneke, F. W.
11035 Hempstead, C. S.
395 Hendel, C. W.
7303 Hendrickson, H. B.
9210 High, H. J.
11065 Hoffman, C. E.
6463 Hollingsworth, G. W.
8396 Housel, W. A.
6411 Hunter, P.
9806 Jarrett, L. P.
6603 Johnson, J. L.
12815 Johnson, H. G.
11068 Kachline, H. W.
2722 Kasson, M.
12718 Kelly, J. S.
1599 King, F. G.
507 Kitchenman, T. D.
5961 Knapp, C. P., M. D.
1222 Koch, W. B.
9313 Kratzer, H. A.
8284 Kuhn, W. F.
11041 Kuhn, W. A.
11070 Kunkle, F. R.
9164 Lanning C. B.
9165 Lanning, H. S.

11506 O'Neil, A.
11108 White, I. B.

West Virginia Division — 4.

7944 Corothers, S. O.
12385 Ebeling, G. H.

12386 Ford, G. M.
10317 Hughes, C. M.

Wisconsin Division — 3.

10167 Meacham, J. C.
1578 Miller, B. K.

4012 Tarbell, E. K.

Rhode Island Division — 9.

1120 Blodgett, E. W.
1135 Boardman, W. H.
2094 Burdick, E. S.
11145 Dawson, J. E.
10519 King, E. E.

12985 Pease, W. S.
10520 Simmons, W. E.
1134 Starkweather, G. M.
5074 Wilbur, R. A.

Texas Division — 1.

5683 Cade, S. I.

Tennessee Division — 3.

546 Garrison, J. R.

9174 Slover, H. K.
13024 Sparks, H. B.

Vermont Division — 14.

5338 Ball, G. F.
6607 Black. C. W
2618 Blakely, J. H.
11180 Chapman, H. B.
7930 Chipman, F. H.
7931 Elliott, H. C.
9974 Gray, H. S.

9679 Headley, C. E.
7033 Hobson, W. L.
5854 Kimball, F. H.
6606 Mitchell, J. T.
7936 Russell, W. T.
7937 Ryder, H. D.
9680 Whiting, G. T.

Virginia Division — 4.

11104 Dodson, W. R.
7762 Ellis, V. P.

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

Advertisements will be inserted in this column as follows: $1.00 for four lines, first insertion; 50 cts. for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

NEW YORK WHEELMEN can find good storage for machines, and pleasant dressing-rooms, in immediate vicinity of Riverside and Central Parks and Boulevard, half block from L Station. Call or address, H. WIMMEL, 138 West 104th St., New York.

FOR SALE.—Genuine Beeston Humber Tandem, good as new. Price $200, or will exchange for two Bicycles. J. C. MOTT, 118 Warren St., New York.

SPECIAL BARGAINS in New and Second-Hand Machines, prior to removal April 1st to more central location in Orange. Bicycles, Tricycles, Tandems, and Safeties. No list. Write to us what you want, *it will pay you.* L. H. JOHNSON, East Orange, N. J.

WANTED FOR CASH, OR IN EXCHANGE FOR NEW MACHINE.—Good second-hand bicycle and tricycle. Give make, finish, style of bearings; state when new, exact condition, bottom price. NEW YORK BICYCLE CO., 38 Park Place.

BARGAIN.—56-inch Expert, dropped bars 32 inches long, lamp, swing spring, suspension saddle, square rubber ball pedals, patent stand, extra handle bars, and spring. All full nickelled and in A1 condition. $100 Good reasons for selling. C. C. MOWTON, 4 Irving Place, New York City.

FOR SALE.—50 inch Royal Mail, balls all around, with ball pedals, and ball-bearing head, cyclometer and bell attached. New last season, never been ridden over three months, and that by an experienced rider. Will sell for $85 cash. Address Box 707, Sharon, Pa.

FOR SALE.—51-inch Star, 58 Royal Mail. Good condition, standard finish. Address P. S. Thomas, Harrisonburg, Va.

A BIG BARGAIN.—a 52-inch Standard Columbia, ball pedals, no signs of use whatever; in fact new; price only $65. W. I. Wilhelm, Reading, Pa.

BARGAINS.—52 inch Victor, good as new, balls all round, $80; 52-inch Rudge, full nickel except wheels, ridden 10 miles, $90; 52-inch Harvard, new last season, a chance at $65; 48-inch Pony Star, good as new, $80; also 58 inch Rudge, Light Roadster, cheap. correspondence solicited. Crowther & Potter, Reading, Pa.

FOR SALE.—56-inch 1886 pattern Royal Mail. Not ridden five miles. Best offer over $95.00 takes it. JUDGE NOYES, La Porte, Ind.

The Jersey Fitting Underwear Co.

Manufacture a large variety of

JERSEY FITTING GARMENTS,

For Men, Women and Children.



We call the special attention of

BICYCLE RIDERS

To our

TIGHTS AND JERSEYS.

Full Tights, Knee Tights, Knee Pants.

A New Thing,

TRUNKS & KNEE PANTS

For Lady Cycle Riders.

TRADE MARK BOYS' TIGHTS AND JERSEYS.

We manufacture the best **Fitting Bicycle** and **Lawn Tennis Jersey** in the country, and commend every one to examine these goods before buying any others. Each garment bears our trade-mark, and is indorsed by the best manufacturers of Bicycles and Professional Riders. We invite dealers to examine these goods.

Send for Circular. We send samples to any responsible party in the country.

HOLMES & CO.

17 Kingston Street, Boston, Mass.

SPADE HANDLES!

Handsomest, Strongest, and best Handles in the Market.

Only $3.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.

C. W. SPINNEY - - Fitchburg, Mass.

ST. LOUIS WHEEL CO.

Difficult Repairing a Specialty.

Enamelling, Nickelling, Etc. at Lowest Prices

LARGEST STOCK OF SECOND-HAND BICYCLES in the WEST. WRITE FOR LIST.



THE TOWNSEND
Combination Spring and Saddle.
STODDARD, LOVERING & CO., Boston, Mass.

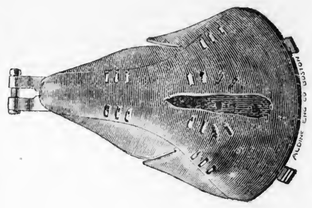
It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, $6.00.

SOLE U. S. AGENTS,

STODDARD, LOVERING & CO.,

152 Congress St., Boston, Mass.



FOR SALE.—58-inch Expert Columbia, full nickelled, ball bearing, all sound, including pedals, D. G. cow horn bars, spade handles, and Butcher's Cyclometer (hub). Tires cut some, about 8 spokes stained with rust, otherwise good as new. Price, $100.

50-inch Standard Columbia, full nickelled, except rims P. B., in excellent condition. $50.

50-inch Standard Columbia, cone bearing, new tires, perch and forks nicely nickelled. $45.

50-inch Harvard, forks and perch nickelled, with New Expert wheels and ball bearings. $85.

60-inch Special Columbia, ball bearing to front wheel, full nickelled. Price, $40.

52-inch Expert, full nickelled and bearings, cow horn bars. Price, $75.

Cradle Springs, $3; Long Distance Saddles, $1 and $2; Hill & Talman's, $3; bells, $1.50; Expert, Straight Handle Bars, $75—cost new, $125. McDonnel Cyclometer, $2—cost new, $4.

If you are in want of any sundries or parts, send to Spead and get his prices. JAS. A. SPEAD, South Newmarket, N. H.

DEALERS!

We manufacture TOOL BAGS, equal to English, and cheaper. Write to us.

McCOY & WILLIAMS, Orange, N. J.

BARGAINS!

Now is the time to buy Second-Hand Bicycles. Send size and price you wish to pay. Prices low. Send for Catalogue of the New Rapid.

WM. M. FRISBIE & CO.

P. O. Drawer 64. New Haven, Conn.

STEEL BALLS FOR ANTI-FRICTION BEARINGS.
OF BEST CAST-STEEL.
HARDENED, GROUND, AND BURNISHED.
3-16" to 3" diam. Samples and prices on application.
SIMONDS ROLLING-MACHINE COMPANY, Fitchburg, Mass.

BROOKLYN RIDERS

TAKE YOUR WHEELS TO

SCHWALBACH & WILLDIGG,

PROSPECT PARK PLAZA,

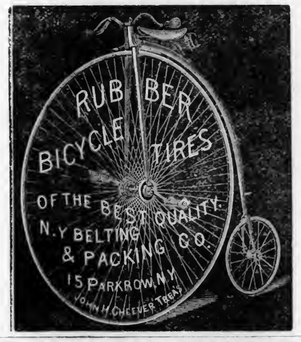
AND HAVE THEM OVERHAULED.

Call and inspect the

WHEEL OF PERFECTION, THE NEW MAIL.

REPAIRS.

☞ Send postal card and have us call for Repairs.



SALESMEN WANTED!!

SALARY and EXPENSES PAID!!

For terms and particulars address (*mention this paper*),
W. R. McNARY & CO., Nurserymen, Dayton, O.

BICYCLE AND GYMNASIUM GOODS.

THE KINGSTON KNITTING CO.

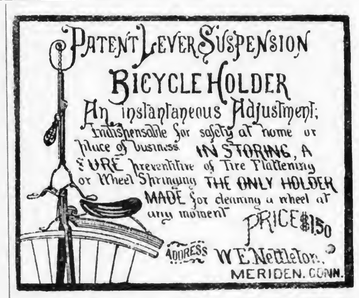
No. 27 Kingston Street - - - - Boston, Mass.

)o(

Manufacture from the Finest Worsted Stock all of the latest novelties in Jerseys, Guernseys, Knee Tights, Full Bodied Tights, Hosiery, etc., and in all the Popular Colors—in Plain, Striped Trimmed.

We make a specialty in these **Garments**, and our prices are very reasonable. We refer to a large number of wheelmen, and who use our goods.

ORDERS SOLICITED.



Patented 1881

L. A. W. BADGES.



For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle St., Portland, Me.

The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges**, $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.

Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. E. Heath & Co.; and in San Francisco by Osborn & Alexander.



New Style H.

BROWNING, KING & CO.

406, 408, 410, and 412 Broome St., New York.

THE ONLY OFFICIAL CONTRACTORS FOR THE

LEAGUE ✠ UNIFORM.

LIST OF PRICES.

Plaited Blouse, $9.50; Knee Breeches, $6.00; Suit, $15.50. Regulation League Cloth, made by the Middlesex Mills, cost $2.00 per yard. League Buttons, large size, 5 cents each; small size, 2 1-2 cents each. Full set for suit, 55 cents.

TERMS.

All uniforms or parts of uniforms sent C. O. D., with privilege of examination. All orders for cloth or buttons must be accompanied by Money Order. Blank forms for self-measurement furnished on Application. Orders for L. A. W. Goods will be received at any of our branch stores, as follows:

136 and 138 Madison St., 144 to 148 Clark Street, 76 and 78 West Fourth St., Cincinnati, Ohio. } CHICAGO, ILL.

210 and 212 N. Broadway, St. Louis, Mo.
Wisconsin and E. Water St., Milwaukee, Wis.
910 and 912 Chestnut St., Phila., Pa.

All orders must be accompanied by League number.

ORDER AT ONCE AND SAVE DELAYS.

Ira Perego—Official Outfitter to the L. A. W.

These goods are of the best quality, fully up to the standard, and the prices have been reduced, as note the following:

THE REGULATION CLOTH HELMET.



THIS article of head-wear has been so generally worn as to need no special description. It is made in a very substantial manner, with ventilated sides and corrugated sweat band. The price last year was $1.75; this year the price is $1.50. The helmet cannot be sent by mail, as it is liable to injury.

THE REGULATION CLOTH VISOR CAP.



THIS cap gave the utmost satisfaction last year, and, anticipating a large call for them this year, they have been made up in large orders, so as to allow a reduction in price, but still hold to the past excellence. The price of the regulation cap is now $1.50. This cap can be sent by mail, and 10 cents extra must be sent for postage.

League

THE NEW L. A. W. BELT.



THIS is something new, and has just been placed on the market, receiving great favor. The "S" clasp and trimmings are silvered, with the letters L. A. W. embossed on the clasp; the web is of silk, and combines strength and lightness. A uniform can hardly be called complete without one. The price is $1.00 by mail, post-paid.

Outfits.

REGULATION HOSE.

THESE are the best goods of foreign manufacture, and it is a pleasure to announce an important reduction in the price. A large order has been placed with the English manufacturers who make them **exclusively** for our trade. The finest worsted is used, and special care given to make a strong, serviceable article; and the price at which they are sold cannot be approached. Price per pair, $1.10, post-paid.



REGULATION FLANNEL SHIRT.



not a complaint was heard.

MADE wih turn-down collar, pocket and sleeves, cut on the same style as a coat sleeve, so as to be moderately tight fitting, and not clumsy or in the way. Great care is exercised in the manufacture, and they are thoroughly substantial, as their wearing qualities were thoroughly tested last year, and Price, $2.25.

All orders must be accompanied by money order, with full name and League number.

Ira Perego 128 and 130 Fulton St., N. Y.

TWO LEADERS!

THE "NEW RAPID."

FULL ROADSTER, *50-inch, 40 pounds.*

LIGHT ROADSTER, *50-inch, 36 pounds.*

ROVER PATTERN SAFETY.

All with TRUE TANGENT WHEELS.

THE "QUADRANT" TRICYCLES.

No. 8 FOR GENTLEMEN. **No. 14 FOR LADIES.**

No. 15 TANDEM,

For Two Gentlemen, Two Ladies, or Lady and Gentleman.

BICYCLE STEERING FRONT AND BACK.

You will do wrong if you order your new mount before seeing these machines or reading our catalogue, which illustrates and describes them and their IMPROVEMENTS FOR 1887.

SAMUEL T. CLARK & CO. - - - BALTIMORE, MD.



BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP - - DAYTON, OHIO,

For large Illustrated Price-List of New and Second-hand machines. Second-hand Bicycles taken in exchange and bought for cash.

Largest Stock of Second-Hand Bicycles in America.

BICYCLES REPAIRED AND NICKEL-PLATED.

A. W. GUMP, Dayton, Ohio.

SECOND-HAND GUNS TAKEN IN EXCHANGE FOR BICYCLES.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

(YOSTE & McCUNE PATENTS),

19 PEARL STREET - - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.

THE "NEW AMERICAN" TRICYCLE,

639 ARCH STREET, PHILADELPHIA.

We make but one style of machine, and that the BEST. There are NO EXTRAS.

NO DEAD CENTRES. FULL POWER UTILIZED. CLIMBS ANY HILL.

The best machine for ladies, as there are no revolving pedals to catch the skirts. The only Tricycle that can be ridden equally well by lady or gentleman, grown person or child.

Either Rider Can Steer.

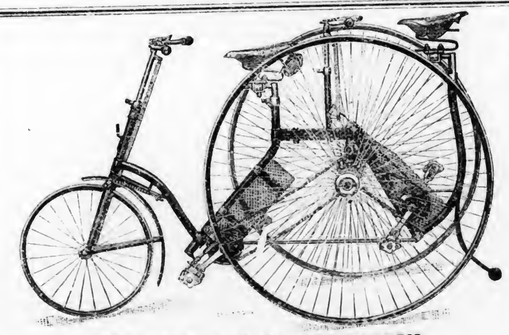
May be Ridden by Two Ladies.

Has Automatic Steering.

Reduces in Width to 27 Inches.

Has Folding Handle Bar for Easy Access to Front Seat.

Is the Most Unique Machine of its Class.



THE CUNARD CONVERTIBLE TANDEM.

CUNARD

BICYCLES,
TRICYCLES,
TANDEMS,
SAFETIES.

D. ROGERS & CO.

SOLE U. S. AGENTS,

75 Clinton Avenue - - Newark, N. J.

Catalogues Free.

COPY OF TESTIMONIAL FROM T. J. KIRKPATRICK, Esq., VCIE-PRESIDENT OF THE L. A. W.

SPRINGFIELD, O., Jan. 11, 1887.

D. ROGERS & COMPANY,

GENTLEMEN: — Respecting the Cunard Tandem, I have to say that it is, *beyond question, the best tandem* yet produced. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leave nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine *a pleasure*. I have owned other tandems, but this is *the only one that was worth house-room* as a convertible machine. I find it a *perfect machine*, in perfect balance, either as a single or a tandem. I have sought carefully, for some three years now, for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day to suggest an improvement in the design and arrangement of the Cunard, I would be free to say that *it is as nearly perfect as this type of machine ever will be.*

Yours truly, [Signed] T. J. KIRKPATRICK.

SEND YOUR ORDERS AT ONCE FOR SPRING DELIVERY, AND DON'T GET LEFT.

ACTIVE AND RESPONSIBLE AGENTS WANTED.

Send for list of shopworn machines, which must be sold to make room for spring stock.

Before purchasing your Mount for this Year, see the Celebrated

"ROVER" BICYCLE.

FITTED WITH EVERY POSSIBLE IMPROVEMENT.

FASTER THAN A BICYCLE.

SAFER THAN A TRICYCLE.



The "ROVER" BICYCLE,
As ridden by the Right Honorable Viscount Bury, President of the National Cyclists' Union.

No Skidding or Side-Slipping on Greasy Roads

And no Fear of Falls.

Starley's New Patent Spring Fork is now ready, whereby entire insulation from shocks is obtained in handles, pedals and seat.
This fork can also be applied to any tricycle.
Price lists, testimonials, etc. (including one from Viscount Bury, which every rider should read), post free.
Complete catalogue of all our machines, two stamps.

STARLEY & SUTTON, Meteor Works - - Coventry, England.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **TWO DOLLARS,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4.—An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by:—

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training, or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, roller, and ice skating."

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,
22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$2.00*** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *Residence,* .....

City and State, ... *Date,* .....

REFERENCES: .....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

The Sensation of 1887!

ABSOLUTE PERFECTION!!

The Latest American High Grade Wheel,

THE NEW MAIL.

A Perfectly Made Light Roadster.

Ask your Dealer to show it.

See one before purchase.

BALL HEAD.
"PERFECTION" BACKBONE AND FORKS.
SPADE HANDLES.
SQUARE RUBBERS.
NARROW TREAD.
SPOKES WOUND SEVEN TIMES.
CLOSE-FITTING BRAKE.
HARWOOD'S ADJUSTABLE STEP.
NEW KIRKPATRICK SADDLE.
GOOD RAKE.
A HANDSOME WHEEL.
SPOKES NICKELLED UP TO INTERSECTION.
NOTE THE SYMMETRY.



With our Specialty
Trigwell's Ball Head.

Extract from a London letter to the L. A. W. Bulletin, Jan. 8, 1887.

Speaking of manufacturers with "big stock" crying down Improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it. What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts. Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanley head, with cone or hemispherical centres, however true and well hardened, is a fact that the experience of 1886 has settled beyond a peradventure of a doubt.

For the past four years, as is well known, we have been importers of high grade English bicycles and tricycles, and have controlled the product and been sole agents for the sale of the celebrated "Royal Mail." We think it has been conceded by wheelmen that this latter has been, in proportions and style, the handsomest wheel in the market, while the fact that it has been taken as a model by other manufacturers bears out this claim. While preserving the model (and we ask the reader to glance at the cut and notice the symmetry we speak of), yet in order to get stricter and more perfect interchangeability of parts and absolutely perfect construction throughout, which can only be obtained by accurate machinery, we have decided to manufacture our wheels in this country, and now offer, together with Royal Mails, **THE LATEST AMERICAN WHEEL,**

THE NEW MAIL,

Made by the finest machinery of the Ames Manufacturing Company, of Chicopee, Mass., who have long been bicycle manufacturers. They are built under our OWN SUPERVISION, and, from their experience coupled with our own, we offer our light roadster for 1887 as the most perfect machine yet made. Every detailed part has been constructed with the greatest nicety and all are Strictly Interchangeable. In fact, a

PERFECT WHEEL.

We ask careful consideration of the distinctive features of the "**NEW MAIL,**" as it has, for the coming season, improvements possessed by no other bicycle.

WM. READ & SONS, BOSTON.

HEAD. — Trigwell's Ball Head, as used by us last year, and which proved so great a Success. We consider it the Greatest Modern Improvement on bicycles, and we have received testimonials from all over the country in its favor. Its merits consist in smooth and perfect steering, lack of wear, and the great rigidity it gives the whole wheel. The steering must be Tried to be Appreciated, — it is Perfect. Its wearing qualities are such that the wheel can be run 1200 to 1500 miles without adjustment of the head, and one oiling lasts three months. It is needless to contrast this with the action of the cone head, which, every wheelman knows from experience, requires adjustment every few miles. It gives GREAT ADDITIONAL RIGIDITY, as with it a PERFECT bearing in the head can be obtained, and the whole wheel rendered solid; whereas, in the cone head the instant the head is tight it "sticks" and is useless, while the Ball Head can be tightened to a great degree before any tendency to stick is observed. We have had only the most perfect success with this Head in the great quantity of machines we have sold. There are many patterns of Ball Heads, but the Trigwell is the only one which can be taken apart without the balls falling out with the liability of being lost. We were the first to use the ball head, and we consider the Trigwell the only one of merit, and our experience of a whole year has borne out our opinion of it. We offer it as the most important improvement made in bicycles of late years. And we wish to impress on wheelmen the fact that the Trigwell Head, controlled by us, is the best, and in fact the only one which has had an extensive use and test, and this too on our machines.

A SPLENDID, COMMON-SENSE IMPROVEMENT.

BACKBONE. — Warwick's Perfection pattern, new this year. It is well known that in all machines backbones are liable to and do break, causing bad accidents. The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain. We have adopted Warwick's new pattern backbone, which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight. Also, we preserve the Oval shape, as in the "Royal Mail," which is handsomer and stiffer than the round.

FORKS. — Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end. This gives very strong rigid forks.

BEARINGS. — Bown's Æolus Ball Bearings, — the best.

CRANKS. — Detachable, with 5 1-4 to 6 inch throw.

PEDALS. — Ball, with square, corrugated rubbers, conforming to the foot.

SPOKES. — 72 True Tangent, tied at intersection and wound seven times, as well as brazed, — no other wheel does this. A single tie often becomes loose like a ring and rattles. Our winding never parts but keeps the whole wheel rigid, and in fact acts like a large hub flange with short spokes. Spokes can be tightened, if necessary through accidents, from the outside, it not being necessary to remove the rubber tire. A washer inside the rim prevents the spoke loosening.

RIM. — Warwick's best, with thickened bottom and joint inside. The whole outside of rim is smooth, no seam. This is a great advantage, as a seam outside looks bad and is liable to open.

TIRE. — Finest rubber, cemented.

HANDLE-BARS. — Detachable, very easily put in place or detached by means of two simple nuts each side of head. We offer it as the simplest and handsomest detachable handle bar in the market.

SADDLE. — Kirkpatrick, new style.

TOOL BAG. — Handy.

STEP. — Harwood's adjustable.

RAKE. — From 1 1-2 to 2 1-4 inches. We have a good rake in our wheel, as it makes them safer and less liable to headers.

HANDLES. — Spade handles, adjustable.

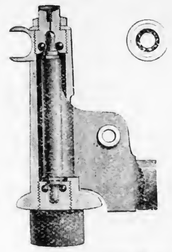
FINISH. — Finest jet black enamel, with bright parts, as head, bars, hubs, cranks, step, etc. nickelled. Also, spokes are nickelled from the hub to their intersection, giving a very Handsome Appearance.

It will thus be seen that this wheel has all the latest improvements, and we include Spade Handles, Square, Rubber Ball Pedals and the now noted Trigwell Ball Head at the price. In fact no other wheel made has the same. We ask an inspection before deciding on your selection for the coming year. See it or send stamp for full descriptive illustrated catalogue, showing all parts in detail, ready March 10.

SEND 14 CENTS IN STAMPS FOR FINE PHOTOGRAPH OF NEW MAIL.

OUR SPECIALTY

THE GENUINE TRIGWELL BALL-BEARING HEAD



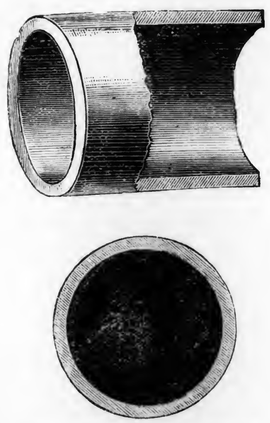
1000 MILES WITHOUT OILING OR ADJUSTMENT.
PERFECT RIGIDITY AND EASE OF STEERING.
ENTHUSIASTIC TESTIMONIALS.
IN USE WITH GREAT APPROVAL.

Wheelmen are aware that, ordinarily, constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the balls smoothly, without wear, and ONE ADJUSTMENT serves for a very long time — for months, in fact — and no loosening nor setting up is necessary. There being no friction, OILING IS RARELY NEEDED. These heads are made by the finest machinery, all perfectly alike and beautifully finished, every part mathematically true, and

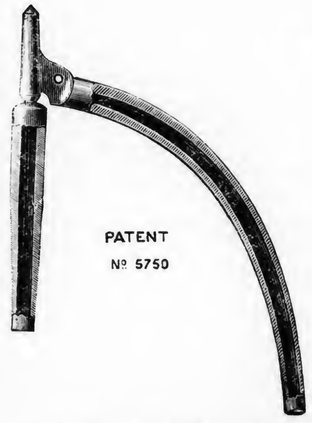


ALL PARTS INTERCHANGEABLE.

PERFECTION BACKBONE and FORKS.

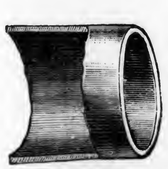


Sectional and end view, showing strengthened neck end of Backbone.

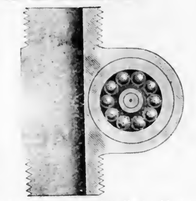


PATENT
№ 5750

Sectional view, showing Backbone and Forks when made up.



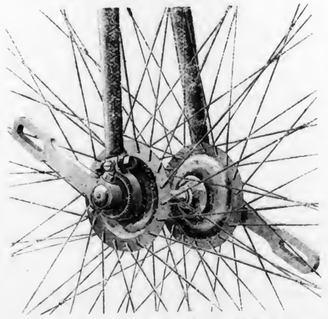
Sectional and end view of back fork end of Backbone.



Arrangement of Balls in Head.



Close Fitting Dust Shield. No side screws. Very neat.

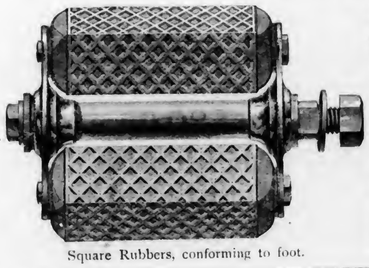


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THE AMERICAN CHAMPION, with many improvements, such as a superior crank fastening, which dispenses with use of a hammer, new bearings that are adjustable without loosening a screw even. Price, for 48-inch, **$100.00.**

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THE AMERICAN IDEAL TANDEM, a convertible two-track for boys and girls, in two sizes, 30 and 34 inches. Price, **$60.00** and **$75.00.**

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THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN: PUBLISHED WEEKLY: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, MARCH 11, 1887. | VOL. IV. No. 10. WHOLE NUMBER, 89.

THE SEASON OF 1887.

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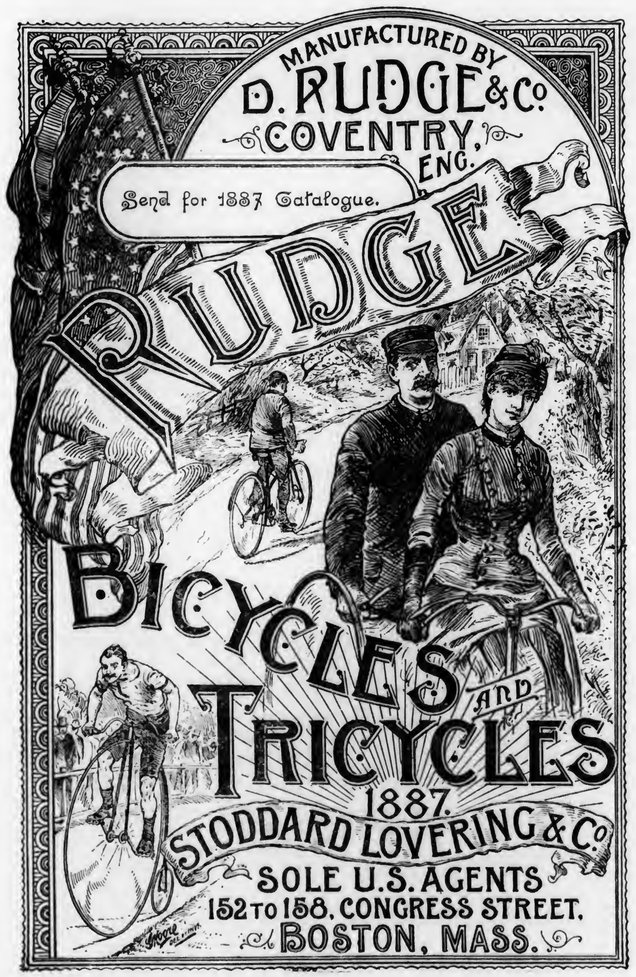
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The L. A. W. BULLETIN.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the Executive Committee of the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5276.

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Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

AT the time of writing, the League office is still without its books and its files, and the important business of the League is at a standstill during the very busiest period of the year. Never before were so many renewals to be entered, and never before has there been such a complicated plan of election; and, added to these, comes the legal proceedings which prevent us from employing the resources of the League for the expedition of business. We are, however, making some progress, and we hope to emerge from the sea of difficulties very soon. The greatest delay will be in the issuing of tickets. It will be several weeks before we get those all out, for they have not yet come to us from Philadelphia.

IN this issue we give to the members of the League the long-promised report of the Executive Committee. That Committee has come in for no little abuse from the cycling press, and from the friends of Messrs. Aaron and Wells, and what they have to say should be carefully read and considered.

THE voting blanks for the annual election of officers are now going out. Each blank will state on its face just how many representatives the voter is entitled to vote for, and it would seem impossible that many mistakes can be made. The ballots must be returned on or before April 10th, the day of closing the polls, or they will not be counted.

THE tables in another column show that we had a membership of 8271 on March 1st. In addition to this there can be counted three hundred more applicants whose names have been published. Not so bad a showing.

A STATEMENT BY THE EXECUTIVE COMMITTEE.

To the Board of Officers and Members of the League of American Wheelmen:

GENTLEMEN, — The January meeting of the Board of Officers was the climax toward which certain affairs of the ex-secretary had been rising for several months prior thereto. The knowledge of these affairs has been diffused in a more or less imperfect way. That the membership may become aware of our motives in dealing with the facts of the case, that the truth of this lamentable condition of things may be known, and that the falsity of many statements of the interested parties may be exhibited, is the object of this special report, produced by the exigencies of the situation at the demand of many members of the organization, and especially in response to the demand of the Pennsylvania Division, made at its meeting in Philadelphia.

As a preface to our narrative, we wish to call your attention to an incident or two which occurred before the culmination of events in June last, and indicated, as we now perceive, that coming events cast their shadows before. Those who were present at the New York meeting in February, 1886, will remember the questions put to the ex-secretary about his method of keeping his accounts, and the answers which were made to those questions. Reference to the printed report of that meeting will afford food for thought of great significance in the light of subsequent events (see BULLETIN Vol. II., p. 216–218).

Without taking up space to quote at length, a fair summary of that discussion is that the ex-secretary was unable to balance his cash, owing to the supposed peculiarity of the business of his office and the consequent inapplication to his accounts of ordinary commercial rules. The matter was not subjected to investigation, but the fact that it had excited inquiry was noticeable, and indicated a feeling or desire to scrutinize more closely than theretofore the accounts of the ex-secretary. A more active spirit of inquiry appeared at the next meeting in Boston, in May last. The comments upon the delay in settling with the divisions were animated, doubt was raised whether the secretary had accounted for all funds due the treasurer, and suspicion, at least, expressed as to the existence of the funds with which he was chargeable. Mr. John A. Wells, of Philadelphia, represented the ex-secretary, and was acting secretary in his absence on account of supposed sickness. He underwent the fire of questioning, his replies were satisfactory, and his positive statements removed the apparent uneasiness as to our financial condition.

A portion of the remarks have become so important by recent occurrences, that we quote them at length from the report (see BULLETIN Vol. II., p. 536, 1st column, June 11, 1886): —

"SECRETARY. — Mr. President, I would simply state that the accounts of all the different divisions to the treasurer of the League had been made out prior to and prepared ready for mailing the night before the secretary went away on his trip South, and he told his clerk that he was going to mail the accounts and checks that evening. I have not been able to find why he has not done so. He has the money in bank, but he left me no power of attorney on that bank, and no instructions to make settlements. I was simply left in charge of the BULLETIN.

"Mr. SLOCUM. — So that, as I understand it, the money is all ready to be paid off, and, on account of the ill health of the secretary in going away, it has not been done?

"PRESIDENT. — Precisely. That is the idea.

"Mr. PARSONS. — I would like to ask if the secretary can tell us the amount now standing in the bank, — the balance that belongs to the League?

"Mr. WELLS. — I would state here that the secretary has two bank accounts, — one, the secretary's account of membership, and the other the BULLETIN account. The balance on hand in the National Bank of the Republic to the credit of the secretary is $602.75, as is shown in the balance sheet here. The balance on hand in the Provident Life and Trust Company is $3,835.50.

The result of the discussion was that we, as your executive committee, were directed to prepare a report, showing the exact financial condition of the secretary's office. In passing, we desire to call attention to two events, which possibly may have been unnoticed, but which indicated like straws, could one only foresee with the same precision that one looks back, how the wind blew in the vicinity of Philadelphia. A congratulatory telegram was received from the ex-secretary, dated May 26, and purporting to be have been sent from Asheville, N, C. (see same BULLETIN, p. 533), and yet while this message might have led us to believe that he was then recuperating among the mountains, Mr. Wells (see p. 536, 2d column) said that he had returned or was expected to return to Philadelphia on that day. The air of the Carolinian heights apparently possessed active restorative powers.

While we were arranging for our investigations, we were appalled by the President laying before us a letter just received by him from the ex-secretary. Premising that the first two paragraphs relate to appointments not pleasing to the latter, and suggested his desire (not then manifested for the first or last time) to exercise the functions both of secretary and president, we allow the communication to speak for itself: —

506 WALNUT STREET, ROOM 10.
PHILADELPHIA, 6, 16, 1886.

My dear Doctor, — Your telegram was received early yesterday morning; you letter has not yet arrived. Of course, if you have committed yourself, that ends the matter, and I have only to ask you as a friend to believe me when I said that the letter sent in such haste was written for the good of the L. A. W., as I understand it. I naturally think that my position gives me a good chance to compare men's professions and their actions as far as the League is concerned. I am quite certain that the chairman of the R. and R. Committee is neither a true friend of the L. A. W.'s, nor is he a friend of you. Of the latter I am in possession of (and have yet) positive proof.

But I suppose I must bottle my wrath — at the outcome of affairs — not at you, pray understand me, for I recognize that what you have done has been done with the best intentions of furthering the good of the L. A. W. My own special feelings in this matter shall not influence me at present, and I will do my best to take it all with a good grace. It is, however, a bitter pill down here, and words of sedition and rebellion are not uncommon among the members. But these I hope to be able to quiet.

So much for that — now to a much more important and serious matter, which I terribly dislike to communicate to you, and which I hardly see how I can make clear to you on paper. I have been hoping against hope that you would give me an interview, but I seem doomed to disappointment.

When I went away, and for weeks before, I was suffering with a complication of mental prostration and melancholia which the doctors thought threatened softening of the brain. Before that I wrote and did some crazy things, and besides other matters, printed and written, to be repented of, I signed certain papers for others which have left me to-day a man without a dollar in the world, and with no support but my L. A. W. salary. This complication (which I can explain in words, but not on paper) has led to my being thrown out of my other means of employment this week.

But this is not bad enough it seems, for an avenging fate, but worse must follow. I find myself back at work with but a faint remembrance of all that I did for some weeks before my leaving. Among other actions one of the most inexplicable is this: The day I went to see you in New York (with my friend Mr. Lowry), I drew nearly $6,200 from bank, and as I recollect it, now put it into my other bank. Why, I know not; but it is my remembrance that I intended doing so, and Mr. Wells and my father say that they were under the impression that I had done so. On my return I find that I did not do so, and that I cannot find any trace of the money. A government bond was lost at the same time, but this I find wadded down into a pocket of my coat, worn that day in my office, I presume.

Unfortunately Mr. Lowry is now travelling in Europe, and will not return till August, and from him I can get no clue, even if he had anything to suggest. All my effects have been searched, and no clue can be found, and I now fear that the money was in some inexplicable and inexcusable way irrecoverably lost.

The worst of it all is, that at least $4,500 of this $6,000 was money belonging to the L. A. W., and that the financial ruin alluded to above leaves me with not a cent of my own to replace it with. Worse than all, an uncle who has the settlement of an estate, part of which comes to my mother and aunts, is at present (aged nearly seventy years), too low in health to be appealed to for some weeks. My warm friend and brother-in-law, Prof. J. P. Remington, is travelling abroad until October. My mother is unable to do anything for me until the estates alluded to are settled, as until that time she can only use interest, and cannot touch principal. So with a maiden aunt, who would gladly help me, could she. Mr. Lowry, always a kind friend in trouble, is, as I have said in Europe. In every direction that I turn, I find myself blocked. To go from one post to another, as I have done the last ten days, I cannot longer stand. I must have release or give it up and die.

Now I will in less than a year be in better shape. Some property is coming to me, which I will then control. Some property which I cannot now even mortgage will then be mine. I have sold all I had that was worth selling to pay my debts. This I did before I had discovered this indebtedness to the L. A. W., for I left home thinking that I had left Wells sufficient money in bank to pay all my obligations to the L. A. W. This was my firm belief, and not until written to and wired home by my wife, did I realize the truth.

I must now raise for the following — the following sums at once: —

Divisions	$1,500
E. S. Hart & Co.	1,000
L. A. W. Treasury	1,500
Total	$4,000

One amount of $1,000 I have raised, but $4,000 at least I must have at once, or be forever disgraced. Now I can pay a good interest for $4,000 or $5,000, and can give as security in case of my death, $15,000 life insurance in best companies — if necessary. As security as to my payment, if living, I can give my mother and aunt worth at least $20,000 to $25,000 between them, when the afore-mentioned estates are settled.

Now what do you advise me? Can you, among your and my many friends in New York, raise this on this security? Can you not see me soon, and let me tell you more than I care to write. Please bear in mind how terribly hard it is for me to write thus to you, and for the sake of old acquaintance, keep the whole matter as quiet as possible. Such men as Gulick and Bourne and Clapp, etc., can well be trusted if bound to secrecy; but, for the love of heaven, don't let this matter get out. I must arrange it without disgracing myself, and above all without disgracing my family. My head swims with the thought.

Can you not throw some rays of hope on this matter? If so,

please cut my misery short by a conversation or some written words of cheer sent by special delivery. Send either a letter or telegram to the address at head of this letter, and not to Fourth street, or my box.

Awaiting your reply, I am your firm friend

AARON.

STATE OF OHIO, } ss.
CLARK COUNTY }

Before me, a Notary Public, in and for said county, personally appeared Thomas J. Kirkpatrick, who, being duly sworn, says that the above is a true and correct copy of a letter addressed to Dr. N. M. Beckwith, New York City; that said original letter is at this date in affiant's possession; that he made said copy from said original letter, and knows that the above is an exact copy of same. T. J. KIRKPATRICK.

Sworn to before me, and subscribed in my presence, this thirteenth day of November, A. D. 1886.

[NOTARIAL SEAL] OSCAR T. MARTIN.
Notary Public, Clark County.

The promised return of the original of above letter, was part of the bait with which we angled for the missing funds. When the deficiency was made good, it was returned to the writer, at his request, the above sworn copy having first been made.

It will be observed that no reference is made to his imperfect system of book-keeping, as explanatory of the deficiency. Bad book-keeping may *confuse* accounts, but *it does not create an actual loss of* CASH.

The ex-secretary has maintained that this letter was marked "Personal" (See BULLETIN, Feb. 11, 1887, page 118, 3d column). The original was read by each of us, and when in our hands and under our inspection, was not so marked. The cause of the ex-secretary's illness, and his speedy recovery and return, would seem at once apparent. It would seem as if the cause of his sickness was the meeting, and of his restoration to health was the adjournment of the body, which he might consider was inclined to be so inquisitive about his transactions. No reasonable being of ordinary intelligence and experience will accept the explanation of the default agonizingly confessed in this astounding and pitiful letter. The excuse was so flimsy and transparent that we did not know whether to be more amazed at the guilt of the culprit or at the childishness which attempted thus to palliate the offence. It was evident to our minds that the ex-secretary was afraid to face the men whom he had so grievously wronged, and had devised this convenient scheme of sickness in order to avert the dreaded exposure. As part of that scheme, it was his expectation, after the crisis of the meeting was passed, to avoid an explosion through the amiable assistance of the friends who would act the part of safety valve. He has maintained as evidence of his innocency, that he informed us of the deficiency before our examination was begun. We do not think that he deserves commendation on that account. He knew that the intended investigation which was to be made within a few days would disclose the fraud, and that in the insolvent condition of the treasury, further postponement of the revelation of the financial straits to which he was reduced was impossible. It would seem that his only course was either flight or confession. He had tried quasi flight to the wonderful atmosphere of North Carolina, but to get temporary relief and put off the evil day. His chances might be better by confessing, and he took the risk. Viewed in the light of all that has since occurred, we cannot but believe that he has shown great shrewdness, that he knew the capabilities of his situation better than we did, and that there was more method in his madness than we gave him credit for.

The load of responsibility thus unexpectedly thrown upon us imperatively required an immediate consultation of all the members of the committee. This meeting took place at the Astor House, in New York, on June 19, and the ex-secretary was summoned to appear before us. This, and subsequent consultations, gave us the facts which were discussed at the opening of the second day's session of the late meeting of the Board, and which substantially appear in the report of that day, (see BULLETIN, Feb. 11, 1887, page 143, particularly 2d column, top). There were circumstances, however, in addition to these facts, which were learned from the ex-secretary, and which it is important for you to know. As a further explanation of his aberration of mind, he said that, during his sickness, prior to his journey, he was obliged to resort to a continued use of opium and similar anodynes to an extent which deprived him of all mental accountability; that when his departure for North Carolina was compelled by his sickness, he carried out a long-deferred intention of changing his bank account from the Provident Life and Trust Company to the National Bank of the Republic; that he drew a check for $6,200, his balance in the Trust Company, payable to bearer; that he intended to draw the money for this check, deposit the cash in opening his new account in the Bank of the Republic, and check against it for the amounts due the Divisions; that he prepared the checks on this new account; that he remembered writing out the $6,200 check on the Trust Company, but had no recollection of any event after that; that the Trust Company informed him that his check had been cashed, as the charge appears on their books; that no corresponding deposit was made in the Bank of the Republic, as appears from his account there, and that he could not get any clue or trace to the money. It was in this state of sickness, blankness of memory, and blankness of bank account, that he still retained sufficient consciousness to rush off to North Carolina, when the Boston meeting was impending within a few days, and his presence there as the active officer of the most important department of League work was necessary. He told us, when asked about his ability to make up the loss, that it was impossible to do so; that he had transferred all his property, including his interest in a restaurant, and his only assets were expectancies; that if allowed sufficient time he could raise enough to repay the missing amount; but that, if pressed to the wall, resources otherwise available would be cut off, that his prospects would be ruined forever, and the money irrecoverably gone. When the inquiry was made as to how he expected to continue the publication of the BULLETIN, the existence of which was threatened by this deficiency, he said that he could make arrangements for the necessary credit with the printers, who were friends of his, until sufficient assets came in to pay the bills. The condition of the ex-secretary was almost pitiable, and his plainly manifested dread of criminal prosecution deepened the cloud of fear that appeared to hang over him. Neither at this time had he, or any time has he had the assurance to offer to us his bad system of keeping accounts as an explanation of his shortcomings. This excuse was one that did not appear until long afterwards. At the close of our interview he was directed to go through his books and draw up a statement showing the sum for which he was accountable, and have it ready for us on June 26, 1886, when we would meet at his office in Philadelphia. With these instructions, we dismissed him. There remained for us the vital question of "What was to be done." A criminal prosecution might result in a conviction, but that would not restore the lost money, and, possibly, under the peculiarities of Pennsylvania law, might prove abortive. If the money were refunded, the League would be unaffected by the temporary injury, provided the demoralizing, and perhaps, disastrous effects of a disclosure could be averted. The recent formation of a rival and hostile organization, originating in our ranks, growing out of the dissensions about the amateur rule, and the defection to which from our own body was an unknown quantity, made it of especial importance to avoid an exposure, which would seriously injure us. The damage had been committed; we could not be worse off; the possibilities were that we might be better off if the ex-secretary were allowed an opportunity to refund, and, in any event, we had his official bond to fall back upon. But upon an examination of the document we were deprived of this consolation, since it appeared doubtful to us whether it would be held valid or not. We found that it had been executed in Philadelphia by two gentlemen of that city. The instrument was drawn to "The League of American Wheelmen a corporation," when there was no such body; it purported to be under seal, and no seals were affixed; and it was witnessed by but one witness for each signature, when the rules and practice in Pennsylvania require two. These defects seemed to us to be more serious than mere irregularities, and although they may not have been *designed*, raised grave doubt as to whether the sureties could be held liable upon the obligation. This is the paper which the ex-secretary has boldly asserted was approved by Mr. Terry, late Vice-President, and of the former Executive Committee We believed Mr. Terry to be too careful a lawyer to accept security in such questionable form. The following letter, since received from him, confirms our belief and leads us to class the assertion among the numerous other invented tales of the late secretary.

Feb. 17, 1887.

Mr. J. C. GULICK,

Mem. Exec. Com., L. A. W.

Dear Sir,—In reply to your inquiry, I would state that I do not remember ever to have seen Mr. Aaron's bond in behalf of the League of American Wheelmen. Soon after the annual meeting of July, 1885, I drafted forms of bonds for both Treasurer and Secretary. There was long delay about the Secretary's bond, which caused me much uneasiness, but I understood that it was at length executed. Your description of the manner of its execution gives me additional confidence that I never saw it.

Respectfully yours,

STEPHEN TERRY,
Ex-Vice-President, L. A. W.

A survey of the whole field brought us to the conclusion that we ought to endeavor to recover the funds if it was at all feasible to do so. We determined however that our investigations of the accounts should be made with the utmost thoroughness under the supervision of an expert accountant whose superior knowledge and experience would produce more reliable results than the cursory and superficial examination which we could only spare the time to make. And here again we will say in passing that the statement of the ex-secretary to the effect that the expert was called in at his suggestion and request is a wilful, deliberate, and repeated falsehood. Not the slightest wish to that effect came from him and on our appearance at his office unexpectedly introducing Mr. Veysey, his discomposure was markedly great, and he said "that if he had known that we were coming with an expert, he would have been prepared for us." The President has informed us that the total expense to the League of our investigations, including the bill of the expert, necessary travelling expenses of the Committee, and other incidentals has been about $750. We think that can safely be stated as the figure. Now, assuming for the sake of argument that the ex-secretary called for the services of an expert to disentangle the snarl, he has never had the honesty to repay or even offer to repay the outlay incurred in tracing out his own irregularities. Such an expenditure on his behalf will more than offset any alleged disbursements which he claims that he has made out of his own pocket for the benefit of the League. Having nailed this lie, our story carries us to our meeting in Philadelphia on June 26, when our expert created such consternation. The statements prepared pursuant to our instructions were laid before us and were most laughably unsatisfactory. They could have been written on one side of a sheet of foolscap, and absolutely gave no information as to the cause of the deficiency, his prior explanation of which, it is scarcely necessary for us to say, we did not and never have accepted. Thereupon Mr. Veysey began his investigation, the result of which appears in his report No. 1 (see Bulletin Feb. 11, 1887, page 117, 2d column). His report, although plain and unassuming in its language, is eloquent in its revelations. Certain incidents occurred which it is important to mention. After the books had been inspected and found imperfect, the check book vouchers and pass book were called for. The ex-secretary demurred to this, because, he said, the bank account not only contained the League's money, but also his own and certain other moneys, belonging to other individuals, and into whose accounts we had no right to go. It thus appeared for the first time that our funds were not kept in a separate and official bank account, but were mingled with funds of other persons, which were all deposited in his individual name, and for aught that appeared on their face, might have been taken as his individual property. He declined at first to permit any examination of the check book and cancelled checks. We pointed out to him that the mingling of the funds permitted us to go into the whole account in order to ascertain what belonged to us, and that his error had made the fund no longer exclusively his own. He said that he did not see why we should not accept his statement of the amount due, as other committees had; that he admitted that he owed the money, and why go to the trouble of further examination? We told him that we were trying not so much to find out the amount of deficiency, but how it came about. He said that he had been advised by good legal authority that the League could not, under Pennsylvania law, enforce any of its claims, because it was an unincorporated association. He thought that before permitting us to examine his check book that he should be allowed to consult his attorney. We said that we should be glad to have him do so, as we felt convinced that his attorney would advise him to allow the freest access to his books in order to relieve him of grave suspicions. At our suggestion, Mr. John A. Wells (whom we found on our arrival actively at work in the office) advised him as a friend to allow the examination. At last he reluctantly produced the check book on the National Bank of the Republic. But little light was gained. The deposits

had been made and the checks drawn in the vague way described by Mr. Veysey in report No. 1. More admirable confusion could not have been intentionally created nor a more ingenious method deliberately planned to obstruct the tracing the disposition of the funds. It was evident that the secretary gathered all moneys from all sources into one account, and then drew indiscriminately for his private or any purpose on the total thus collected, regardless of the amounts due to each source of supply. Imperfect book-keeping was quite bad enough but this was much worse. It showed an indifference as to individual rights of property and a breach of the trust confided in him as custodian of the League's funds. Having been thus enlightened, or rather our light obscured, we next called for the old vouchers and check books on the Provident Life and Trust Company. Those were not in the office but had been sent to the ex-secretary's home. He was doubtful whether they could be found, as Mrs. Aaron had packed them up and she was out of town. He thought that he *might* find them. We requested him to go home and bring them back, particularly the $6200 vouchers which closed the account. We were told that it would take about one hour to go, each way. We said it was important enough for us to wait the necessary time and finding further evasion useless the ex-secretary started for his residence. For three hours, from four o'clock until seven, we waited in patient expectation before he returned, without the vouchers or check book, and reported his inability to find them. We cannot say that we were altogether surprised. We cannot say that we never believed that he went to his house. The reflection, that a three hours' walk around Independence Square was as effectual to hoodwink the Committee about his efforts to hunt up this stray voucher as a three hours' journey to West Philadelphia for papers which he knew were not there, — the reflection, we repeat, which at that time we may have considered as unjust, is shown by the following transcript of account to have had a foundation in truth.

TRANSCRIPT OF LEDGER ACCOUNT OF EUGENE M. AARON, TREASURER.

1886				1886			
1	4	Cash,	$299 92	1	1	Cash on hand, $381 76	
	6	"	600 00		2	" "	325 00
	9	"	80 00		5	" "	500 00
	13	"	124 75		7	" "	425 00
	16	"	40 45		12	" "	650 00
	18	"	3 00		16	" "	300 00
	19	"	110 57		23	" "	400 00
	20	"	130 50	2	11	" "	1,000 00
	21	"	20 00		19	" "	750 00
	22	"	458 38		26	" "	320 00
	23	"	88 59	3	5	" "	100 00
	26	"	36 00		19	" "	100 00
	28	"	21 50		27	" "	170 00
2	12	"	150 00	4	5	" "	531 75
	18	"	41 00		8	" "	100 00
	19	"	5 00		12	" "	427 00
	20	"	400 00		13	" "	300 00
	23	"	672 39		14	" "	395 00
	24	"	175 00		17	Interest to date,	5 97
	26	"	14 00				
3	2	"	32 00				
	4	"	44 00				
	8	"	300 00				
	9	"	50 00				
	12	"	58 10				
	18	"	500 00				
	20	"	35 00				
	23	"	7 00				
	25	"	35 00				
	26	"	85 83				
	27	"	27 00				
	29	"	113 69				
4	3	"	50 00				
	5	"	500 00				
	6	"	375 00				
	10	"	275 94				
	12	"	513 50				
	13	"	331 00				
	14	"	282 00				
	15	"	70 00				
	17	"	26 37				
			$7,181 48				$7,181 48

COMMONWEALTH OF PENNSYLVANIA, CITY AND COUNTY OF PHILADELPHIA, } SS
PROVIDENT LIFE AND TRUST COMPANY.

I do hereby certify that the foregoing transcript is a true and correct copy of the ledger account, and of the whole thereof, within the periods above set forth, kept by Eugene M. Aaron, Treasurer, with this Company, and that at those times he had no other account with us.

In witness whereof I have hereunto set my hand this sixteenth day of February, 1887. B. F. JONES, Book-keeper.

Referring to above transcript, we have, at the request of the Executive Committee, made up, and submit herewith, the following table, showing the amounts deposited, checks drawn, and balances to Mr. Aaron's credit in the "Provident Life and Trust Company" at the end of the day at each date therein given.

31 Nassau Street, New York, Feb. 28, '87.

VEYSEY & VEYSEY, Accountants.

DAILY CASH BALANCES. E. M. AARON.

	Day.	Deposits.	Checks.	Balance.	Overdrawn
1886.					
Jan. 1,	Balance on hand,	$381 76		$381 76	
2,		325 00		706 76	
4,			$299 92	406 84	
5,		500 00		906 84	
6,			600 00	306 84	
7,		425 00		731 84	
9,			80 00	651 84	
12,		650 00		1,301 84	
13,			124 75	1,177 09	
16,		300 00	40 45	1,436 64	
18,			3 00	1,433 64	
19,			110 57	1,323 07	
20,			130 50	1,192 57	
21,			2,020 00	1,172 57	
22,			458 38	714 19	
23,		400 00	88 59	1,025 60	
26,			36 00	989 60	
28,			21 50	968 10	
Feb. 11,		1,000 00		1,968 10	
12,			150 00	1,818 10	
18,			41 00	1,777 10	
19,		750 00	5 00	2,522 10	
20,			400 00	2,122 10	
23,			672 29	1,449 81	
24,			175 00	1,274 81	
26,		320 00	14 00	1,580 81	
			32 00	1,548 81	
Mar. 2,			44 00	1,504 81	
4,		100 00		1,604 81	
5,			300 00	1,304 81	
8,			50 00	1,254 81	
9,			58 10	1,196 71	
12,			500 00	696 71	
18,		100 00		796 71	
19,			35 00	761 71	
20,			7 00	754 71	
23,			35 00	719 71	
25,			85 83	633 88	
26,			27 00	776 88	
27,		170 00	113 69	663 19	
29,			50 00	613 19	
April 3,			500 00	600 94	
5,		531 75	375 00	369 94	
8,		100 00	275 04	94 90	
10,			513 50	8 40	
12,		427 00	331 00		$22 60
13,		300 00	282 00	90 40	
14,		395 00	70 00	20 40	
15,			26 37	26 37	
17,	Interest,	5 97			
17,	Check for bal.,		26 37		
	Proof,	$7,181 48	$7,181 48		

By this, it appears, that the check which closed the account was $26.37 instead of $6,200, and that at no time between the dates shown did he have as much as the latter amount on deposit. Thus is demolished the structure erected by the ex-secretary to conceal his defalcation. We feel that in the entire Trust Company account, if it could be dissected, would be found the explanation of the loss. It is apparent that the deficiency occurred before the period assigned to it by the ex-secretary. It may have begun weeks or months before that time. Possibly, certain unfortunate speculations which it is rumored he indulged in may be the cause of it. But be that as it may, we have never been able to see these cancelled checks to this day, although we have several times called for them.

Having concluded to attempt the recovery of the money, to repay which we judged the ex-secretary would have every inducement that could be offered by his desire to preserve his good name and reputation, it remained for us to arrange how this was to be done. Of course the safeguard of the new set of books devised by Mr. Veysey was necessary for the protection of the daily receipts. When that system was in operation something more criminal than loss of memory would create a deficiency. The use of the cash book met with some opposition, for the ex-secretary urged that when open it covered the entire top of his desk!! Our insistence overruled this opposition, and the books have been in successful operation with most satisfactory results. The manner in which the money was to be restored was thus: — within five days the Divisions were to be paid, within ten days the League Treasurer, the accounts of E. Stanley Hart & Company were to be adjusted, and a satisfactory understanding had with them, and for the balance he was to have such reasonable time as he required. These periods were fixed at the ex-secretary's own suggestion as convenient to him. We think that at this time the suggestion was made by us that as E. Stanley Hart & Company could not hold us liable under the local laws, but looked to the ex-secretary personally, an acceptance of his note, and a release to the League by them as matter of form, would not affect their legal rights, and on the other hand would entitle him to a credit for the debts thus assumed. In order to find out the amount chargeable to the ex-secretary, Mr. Veysey adopted as correct the settlement made between the former and the late Executive Committee in December, 1885. We were of opinion that it was not necessary for our purposes to go behind that account stated. Taking this as a starting point, he verified the receipts and expenditures, and prepared Report No. 2 (see Bulletin, Feb. 11, 1887, p. 117, 3d column). Pending this latter report and on July 8, $1,700 had been paid in to reduce the shortage. Delay in further payment by the ex-secretary caused great anxiety. Perceiving this, he had offered to permit the President to hold a check for the amount due the Divisions until he had sufficient to settle with them. On this being promptly accepted, he declined to do so, on the alleged ground that *he* must settle with the Divisions and not the President. This tardiness brought us into the middle of August, when both the President and Vice-president were in Ohio, leaving the third member of the Committee in charge in New York. The latter telegraphed the former that the ex-secretary should be notified to settle in full by August 26. This telegram, forwarded to Philadelphia, was mailed, with the following letter of innocent surprise: —

Aug. 19, 1886.

MY DEAR MR. GULICK —The enclosures herein are just rece'd. fr. Dr. B. I am entirely unable to understand their meaning, or at least that of yr. telegram. Will you kindly enlighten me? This seems to be a case when nothing should be concealed.

What am I to settle by Aug. 26th? I have long ago done all I promised the Committee and all they asked. The Division settlements were made July 8th and 9th. The Treasurer rec'd a statement in full at the same time, but that the Exc. Comm. has never empowered him to pass the acct. by accepting my vouchers for expenses cannot, certainly, be any fault of mine. I regret the delay, most sincerely. I have stood ready to settle that acct. ever since it was rendered, 44 days ago. I do not see how it can be passed upon however until Treasurer Kendall's books are audited. When they are found to be correct, the present Treas. can go ahead.

If you can tell me what I am now to settle and to whom the money is to be paid, I shall esteem it a favor. I have satisfied E. S. Hart & Co., and have their statement to that effect, and Mr. Wells will be in Buffalo to speak for the firm. The Divs. are long since paid and no more is due them until Oct. 11th. The Treasurer's accts. are explained above. What else is there for me to do? An early answer will oblige. Yrs. truly,

E. M. AARON.

N. Y., Aug. 20, 1886.

MY DEAR MR. AARON,—Yours of the 19th makes it very apparent that you do not understand or realize the seriousness of the present state of affairs. Mr. Veysey's report shows that at end of second quarter or July 1st, you were to account for $5,532.29, and in reduction deposited on July 8, $1,700, leaving yet unaccounted for $3,832.79, to offset which you had nothing whatever in bank to meet at that time. Subsequent receipts of course could not affect this shortage. Now, what do you propose to do to make this good? You evidently have not made any return to the League Treasurer or made any special deposit to meet it when your account with him is passed. You can pay him at once the amount due him without our committee auditing your vouchers. If we find that you have paid him too much we can correct that, if on the contrary you have paid too little, it would leave you still chargeable with the difference paid and what should be paid. What I want to see is the amount due the League Treasurer in his hands, and the account with E. Stanley Hart & Co.—adjusted to July 1. This letter will be handed to you by Mr. Veysey who is authorized, 1st.—To obtain from E. Stanley Hart & Co. a statement in writing that they have accepted your personal notes in discharge of their account, and releasing the League and its Officers from any liabilities. This will entitle you to a credit to the amount thus assumed by you and accepted by them, and reduce the total of your indebtedness in a corresponding sum. 2d.—To ascertain whether you are prepared with the money to square up with the League Treasurer, and if not to obtain some substantial collateral or security, to be held by the Committee as a pledge that this will be done. Of course such security will affect the deficiency in this item. 3d.—To see that the funds received by you from July 1st to date of his visit or report to us upon these instructions are properly in bank or the proceeds thereof, crediting you with the proper disbursements.

Unless these requirements are met, I feel constrained to say, speaking for myself (and I have but little doubt that I will be upheld by my colleagues in my opinion) that I have grave doubts as to your continuance in office. Our Committee has a duty to perform which you do not seem to regard, and have shown a leniency towards you which you do not apparently appreciate. I do not call for your resignation, for that is a matter proper to the whole committee and not to an individual member thereof. I make no suggestion even, as to your placing that in our hands because it is a question upon which you must exercise your own judgment. What I have written here is meant to be kindly although it may seem harsh.

My telegram to the doctor was prompted by information obtained here to the effect that unless your accounts, as you reported them at Buffalo, be satisfactory a scene will occur, unpleasant for you and also for the League.

Yours very truly,

JOHN C. GULICK.

This answer awoke the secretary to a realizing sense of affairs, and convinced him that the Committee would tolerate no further delays.

PHILA., Aug. 23, 1886.

MY DE. MR. GULICK:—Have had Mr. Veysey here all day with me, and he has taken the Aug. trial-bal. wh. he will show you.

Have paid Hart & Co. the $2,000, as already stated. Mr. H. is out of town, but Mr. Wells has promised Mr. V. and me that on his return to-morrow the desired paper relinquishing the claim on L. A. W. for that am't ($2,000) shall be signed by their firm and sent to you, by mail. As to the remaining $1,800, or thereabouts, I shall some day this week, probably Thursday, have all that in bank. The bulk of it will be paid right out to Hart & Co. on July bill and to Treas. Lawton. The receipts, therefor I'll have at Buffalo, and the bank recpt for the balance also. Mr. Veysey will explain the latter.

Sin'y Yrs, E. M. AARON.

Let me assure you that I take yr. very plain and matter-of-fact letter in the spirit in which it is intended. I admit that the case calls for plain talk and I feel nothing in the matter save chagrin that it is needed.

On August 27 $2,000 was deposited, the release of E. Stanley Hart & Co. was received, and at the date of Report No. 3 the deficiency had been made good. The final settlement was of unspeakable satisfaction to us.

After this adjustment we determined to obtain a new bond, which would be unquestioned security and protect us fully from further forgetfulness on the part of the ex-secretary. Accordingly, at our Cleveland meeting, he was directed to renew this instrument The matter was placed in the hands of the legal member of the Committee and the ex-secretary notified by the president that we desired the proper obligation. The reply received showed an unexpected unwillingness to comply with this reasonable request, and the narrative of our efforts, as shown by the following correspondence, illustrates the difficulty we have met, not only in this but in other instances, through the intractability, disobedience, and insubordination (verging upon insolence), and general intention of the ex-secretary, to absorb into himself the functions of the entire organization The authority vested in us by the by-laws was never cheerfully acknowledged by him, and this matter of the new bond is but one of several incidents.

NEW YORK, Sept. 28, 1886.

E. M. AARON, Esq., Sec'y Editor,

Dear Sir,—Yours of the 25th from Boston to the Doctor, touching your new bond, has been laid before me and I do not understand why you should object to following the instructions of the Executive Committee. It was clearly indicated to you at Cleveland that the Committee did not consider your present bond satisfactory, and you were directed to procure another bond. Changes have taken place since the approval of the present bond which, in the opinion of the Committee, render a renewal of the security advisable, and in any event, whether such changes have taken place or not, it is but proper that the Committee, occupying the position of responsibility that they do, should require security satisfactory to them, regardless of what might have been approved by a previous committee. You have stated yourself to this Committee, that the League has no capacity to enforce its obligations in the Courts of Pennsylvania, and I desire to say that it is to avoid any such insecurity that the Committee require a bond furnished in this State where the law is sufficiently progressive to afford its sanction to the obligation. It is indifferent to us whether you supply us with an individual as bondsman or a guaranty company, provided he or it be satisfactory. I have inquired of a Surety Company in this city of approved responsibility, and am informed that they will undertake the obligation if your replies to their usual questions meet their approbation. If you can procure an individual of sufficient responsibility, we will take him in place of the Surety Company, provided he is a resident of this State. The object in desiring you to call here on your way back from Boston, was to present you to the officers of said company, so that you could answer in person, any questions which they might want to ask. I don't see that that object can be accomplished by meeting you at Roseville. Briefly and pointedly, the question is, are you willing to provide the Executive Committee with an official bond satisfactory to them? To this question I wait for a reply, stating that this demand is sanctioned by both my colleagues and is made pursuant to instructions by the Secretary of the Committee. I regret (to speak of other matters referred to in your letter) that you should show such trepidation (not to use a stronger expression) about the outcome of the Renton matter; Hill's discharge is evidence that, upon the whole testimony offered, the justice considers the complaint without foundation. The justice has to day informed me that Sperry has advised him that he will offer nothing in the Beckwith case and that he (the justice) will likewise dismiss the charge to-morrow. In fact, he has directed me not to attend the hearing, as it would be a waste of time to do so. The testimony taken involved you in no way, that I can perceive, I am fortunate to learn, however, your intention to throw the blame of this matter upon me. I disclaim and deny that I gave any such construction about its publication, or sanctioned or approved it in any respect.

Yours very resp'y, JOHN C. GULICK.

The ex-secretary thereupon arranged to meet the Sub-Committee on the matter of the new bond, in New York, on October 2. Pursuant to that appointment, on that day he and the Sub-Committee proceeded to the office of the Surety Company in that city, with written answers prepared to their formulated questions. One of these questions was substantially to the effect, "Have you ever been in arrears with your employers, and if so, state the cause." The answer prepared by the ex-secretary was to the effect, "Yes, caused by defective bookkeeping." The counsel of the company did not consider this response full enough, and intimated that the application would not be likely to pass. It was then suggested by the ex-secretary that he could get a bondsman who owned real estate in New York, although he resided in Trenton, New Jersey, and was president of a bank there. This gentleman was a relative, and would have no objection to be his security. It was also then suggested to the ex-secretary, that if he could procure the opinion of some reputable lawyer in Pennsylvania that the League could take a valid bond under the laws of that State, that the old bondsmen would be accepted, providing they executed a new bond. This opinion was obtained, as subsequently appears. The ex-secretary promised to send to the sub-committee on that day the name and address of the Trenton bondsman. Not receiving them, this letter was written and a telegram sent to the same effect: —

Oct. 4, 1886.

E. M. AARON, ESQ.:

Dear Sir,—Please forward to me the name and address of your proposed bondsman. I mean the gentleman who is president of the Trenton Bank (First National, I think you said). There already has been much delay in getting this matter in shape, and I do not wish to lose further time about it. Send me the location of his property within this State, and what it is estimated to be worth. I think that it would be advisable for you to communicate with him at once, and make the arrangements so that he will be aware of the object of my writing him. I trust that you will not delay this. Yours, respy,

JOHN C. GULICK.

If your bondsman has a New York office, I will call upon him myself.

PHILADELPHIA, Oct. 6, 1886.

MY DEAR MR. GULICK,—I will promptly send you the name of the New York party referred to as soon as I hear from him myself as to his willingness to act in this matter. I do not feel at liberty to allow you to write to him or call and see him until I know that he is willing to act in that capacity. I wrote to him on Sunday last, the first thing in the morning, so that there might be no delay: but have not yet received a reply. As he is frequently away from home for two or three days at a time, I am not surprised at the delay.

I hope to be able to send you the legal opinion you requested either to-morrow or the day after. I have asked it of a well-known lawyer here, who is also a member of the League, and who understands exactly the nature of the case. He makes a specialty of procuring charters, and being a law partner with David W. Sellers, one of the leading counsel of the Pennsylvania Railroad, he is very well posted in such matters. I shall send you his decision as soon as it reaches me.

I regret the delay in this matter, but do not think that any of it can be laid at my door, as I have in each case acted as promptly as the circumstances would admit. I have twice written to Dr. Beckwith, requesting him to send me, through Secretary Kirkpatrick, of your Committee, minutes of such action as your Committee took in Cleveland, affecting my office and my duties. I have never yet, since the Committee was formed, received other than verbal instructions. If I had written instructions to refer to it would be a great help to me at times, and I would not be so likely to fall into misapprehensions. Will you kindly mention this matter to the doctor when you see him? Sincerely yours,

E. M. AARON.

Mr. JNO. C. GULICK,
New York City.

NEW YORK, Oct. 7, 1886.

E. M. AARON, Esq.:

Dear Sir,—I do lay the delay in this matter of the bond to your door, as it has not been attended to with the promptness the circumstances required. You were present at Cleveland, and the request for a new bond was then made to you in person. A period of two months has elapsed, and the bond has not yet been filed. There were two matters which the Executive Committee then required: 1st, this bond; 2d, the change in the bank account, so that the president or vice-president should countersign all checks. Neither has yet been accomplished. It seems to me to be hypercritical for you to ask for written instructions. There can be no doubt that the Committee brought the thing directly before you. Mr. Lawton returned his bond in five days after it was received by him, and I do not see why there should be more delay in your case. Yours very truly,

JOHN C. GULICK.

Let me say again, do not delay this matter. If your friend does not answer your letter, telegraph him and find out something any way.

PHILADELPHIA, Oct. 8, 1886.

MR. JNO. C. GULICK, New York City:

Dear Sir,—Your favor of yesterday is before me for reply. It is a surprising, and—if you will pardon me for saying—a rather amusing letter, and I hardly know whether to take it in earnest or not. You say you do lay the matter at my door, and I am not much surprised to hear you say so, as I judged from some of your former letters that such was the case. You say that I was present at the Cleveland meeting, and that a period of two months has elapsed since that.

I dislike to have to contradict you, but I was not present at any Cleveland meeting two months ago, as but one month and four days have elapsed between your writting this and the Cleveland meeting, and it places me in an unpleasant light for you to double the time.

You speak of Lawton's promptness. May I call your attention to the fact that Lawton was communicated with by writing, and that I was not so communicated with until last Sunday week, and that I replied to the communication in just the same length of time that Lawton did, by coming on to New York to see you? You think it hypercritical for me to ask for written instructions, but as I have had considerably more experience with the Executive Committee than you have, I beg leave to inform you that that body, from time to time, changes its rulings and decisions, and I find it very useful to have written instructions to refer to. With all that is on my mind in League work, I cannot be expected to remember everything unless these written instructions are received: and I do not consider that the hasty verbal information, in no way given me under the head of instructions, just as Kirkpatrick was packing up to rush away to his train, has any binding force on me whatever. He promised me then that he would send me the minutes of the meeting, so far as they affected me, in a day or two, and I, therefore, did not charge my mind with everything that was said to me, as I expected to get these details in full on paper. I am sure that matters were spoken of then which have been overlooked. The fact that as important a matter as the life membership, which the Committee still holds in the balance without constitutional right, was overlooked, shows that it is very desirable that these matters be put on paper.

That long-talked-of safe which has been promised for over a year is not yet arranged for. I simply mention these matters to indicate to you that the Committee is not in a position which enables one of its members to come down quite so savagely on an official, as you have done in your recent communication.

As I told you, I wrote to the Trenton party immediately on returning home, and mailed the letter the first thing Sunday morning. I have just received by to-day's mail, a reply saying that the property which was in his possession in New York up to a recent date, has passed out of his hands, having been transferred to his son-in-law. The son-in-law I do not feel inclined to ask favors of, so that that opportunity has slipped. The gentleman in question was away from home for two days, and I know of no power given me in the by-law that can compel him to come home and answer the letter any sooner.

The lawyer who promised me the decision that you requested as to the Penna. laws governing the rights of unincorporated associations, tells me that he will be able to give it to me, if nothing unforeseen happens, either this afternoon or to-morrow morning. As I have already told you, I will send you his decision as soon as is possible.

You should be sufficiently acquainted with the law's delays to know that a thing of this sort cannot be furnished to order at any moment by a competent lawyer. You, yourself, gave me the option of extending the present bond, providing the Penna. laws were satisfactory to your Committee, or of arranging one through this Trenton party, and yet before it was possble for me to more than get a letter to Trenton, you wrote calling my attention to the delay: and before it was possible to get an answer from there, you sent a telegram again calling attention to it. I do not see why you cannot take my word for it, when I say that I will hasten this matter as much as is possible. I cannot manufacture legal opinions, nor can I make persons stay at their homes so as to write letters promptly. The bond now in force has been accepted by the Executive Committee during whose term I was elected, and it is not at all an analogous case with Mr. Lawton's who was allowed to be in charge of the funds for four months, or one-third of his term, before he was required to give a bond. Of course, if your Committee is unwilling to wait for the legal decision now that the Trenton opportunity is out of the question, there is nothing to do but to go ahead with the New York application which I came on and made as promptly as important business here would allow.

As to the bank account, all that is necessary now is the signature of Dr. Beckwith. That can be arranged as soon as he sends it. A blank check has been forwarded to him so that he may accommodate his signature to the space allotted, and I have no doubt that either to-morrow or the early part of next week, the matter will be finally arranged. Sorry to have to take up so much of your time, but cannot but think that justice demands that I take the opportunity to send this explanation.

Truly yours, AARON.

The ex-secretary no longer felt any "chagrin" that the case needed plain language from us.

N. Y., Oct. 11, 1886.

E. M. AARON, Esq.

Dear Sir,—The error of two months in my last letter was so obviously a slip of the pen as scarcely to call for a contradiction. The Committee have found your errors infinitely more surprising although not so amusing as the perhaps not unpardonable lapse of one of its members. I accept your correction of one month and four days, but do not see that the delay is thereby excused. One month and four days is ample time to have complied with the request for another bond, and I know of nothing that has occurred since then which has led this Committee to change its decision in this respect, or which would intimate to you that there was any intention to change. This Committee has been consistent in all its rulings and is not likely to depart from those already laid down. Such a charge can only have been made to divert the blame incurred in your failure to comply with its directions. I will reiterate that the present bond is not satisfactory, that the Committee require a new bond, that it will accept your present bondsmen, if on inquiry their responsibility is sufficient: provided, however, that their bond will be a valid obligation under the laws of Pennsylvania, and that they will execute a new instrument. That if such obligation is invalid under the laws of Pennsylvania, an individual in this State, or owning real property here, will be accepted; and that, in default thereof, the Committee will take the obligation of any surety company here of approved responsibility. I cannot make myself plainer, all of it was gone over when you called upon me in this city on the 2d inst.

I wish to say, in regard to the admonitions which you have considered proper to make regarding the Executive Committee action upon the question of life membership, and the long-talked safe that the Committee is in no way accountable to you for its conduct. We are aware of our responsibilty and that we can render an account of our stewardship at the proper time and place and to the proper persons. You, on the other hand, in this matter are accountable to us. This bond is a matter of business which we consider of vital importance and I cannot understand, as I stated in mine of the 28th ult, why you should object to complying with our request or why you should hamper the Committee with these delays.

Yours very truly, JOHN C. GULICK.

On the following day the opinion which held that the League could enforce its obligations in Pennsylvania was received, and upon the same day a telegram came from the ex-secretary "Don't fill in bondsmen's name. I may change them." This bond correspondence had begun before September 28, it was now October 12, and the ex-secretary was still uncertain whether he was to have his old bondsmen or new men as security. In other words, he had done nothing whatever to settle this important matter. The blank form and instructions as to executions were sent as follows: —

NEW YORK, Oct. 13, 1886.

E. M. AARON, Esq.:

Dear Sir,—I enclose the new bond to be executed by your present bondsmen. There will have to be two witnesses to the execution. If the same two do not witness as to all signatures, there will have to be two for each signature with the usual reference for whom they witness. I hope that there will be no mistake as to this, as the laws of Pennsylvania (or the practice there, anyway), require two witnesses to each signature to a sealed instrument. Please have the witnesses note their respective addresses. I know nothing as to the responsibility of these bondsmen, and I should, therefore, like them to send me a statement, in a general way, as to their property, so that the Committee can pass upon their qualifications. I don't desire to be inquisitorial about their affairs, but I think that we should have information before us that will show that we have exercised reasonable diligence in securing responsible persons. Let them state their address, both business and residence, nature of business, whether owner of personal or real property, if the latter indicate the location and value above incumbrances, if any, and, approximately what they consider themselves worth, above all liabilities. If these gentlemen are business men, they will understand the object of these inquiries, and I should prefer to accept their statement than to hunt up their responsibility from the usual sources. Of course these statements will be strictly confidential, and returned whenever their bond will be cancelled; also, their present bond will be surrendered upon the approval of the new bond. Let me ask you to attend to the execution and return of it to me as soon as possible.

Yours very truly, JOHN C. GULICK.

I think it advisable to retain Mr. Elwell's opinion for the use of the Committee, but inclose you a copy which I have made for that purpose. J. C. G.

PHILA., October 13, 1886.

JNO. G. GULICK, Esq.,
New York City.

Dear Sir,—Your favor of the 11th was received after I had sent your Lawyer Elwell's opinion, which no doubt you have received before this, as I judge from a telegram just received from you. I note what you say about one month and four days being ample time to make the arrangements, and I do not hesitate for one moment to say that it was ample time: but, my dear Mr. Gulick, do you not remember that the notice was given me informally by Kirkpatrick as he was packing up? It was not done at the meeting of the Committee, and was done as an afterclap at your suggestion, both he and the doctor evidently having forgotten all about it. As you were not a member of last year's Executive Committee, I at once informed you, you may remember, that the former instrument was approved by Mr. Terry, and was an exact copy of the form which he sent.

You expressed surprise on hearing this and said that it was news to you, but that it was not satisfactory you thought, but that you would look into it. Mr. Kirkpatrick told me that he would write me the instructions of the Committee, and I did not take any memoranda or in any way charge my memory with that matter. My memory is always crowded with such encroachments, and I had entirely lost all sight of the matter, until I got the doctor's letter on the subject, which, as I have explained to you, I replied to at once and replied to in person just as soon as I could possibly get to New York. I am sorry that I forgot the matter, but do not consider that it is a thing for which I could be blamed so severely.

This is the whole thing in a nutshell. Since I have been informed of it in writing, I have done my best to hasten matters, and now when I receive the paper which you propose to send, I will do the best I can to get it back to you promptly, though I am not certain that I can get the same names on it now that I once did. They were very good names, and I am afraid that the mere fact of reopening the matter and asking for another set of signatures will balk me in that direction. However, I will do the best I can.

You say that you could not make yourself plainer, and that all of the letter was gone over when I called on you on the 2nd inst. That was the first time that the matter was made plain or that my questions were answered; but I do not think you can say that I did not push the matter as rapidly as possible, when I did

in the *No. Carolina Case*, in *Life Memberships*, in reform of texture and color of *our Uniform*, the appointment of a successor to H. S. Wood, who resigned five mos. ago, he says, etc., has been freely commented on as causes of reproach to the L. A. W. and a proof that due interest was not taken in the general good.

This is a plain statement of the facts, and as a *Representative of Penna.*, I claim that I have the right to write in this way. For a substantiation of the facts alluded to in this and former letters I respectfully refer you to Ch. Consul Wells of this State. Ask him if the Life Membership matter will not and has not, to his knowledge, awakened considerable unfavorable comment.

I cannot give you the name of the man who "will not renew," but he is a prominent member of the N. Y. division and a man of weight. I promised not to divulge his name. He wrote to another, and I saw the letter but a few days ago. Way back when I was in Boston, I suppressed a firey article in one of the Boston papers on this subject of life membership, and I gave my promise then (in the interests of harmony) that the matter should be speedily adjusted in some way. When, after seven letters from me on the subject, you get ready to answer me, you simply say that Kirk. & Gulick, *against* your wishes, have willed that "the matter must lay over." Why must it? What right has the Executive Comm. to will it so? Do you not know that any man, in good standing in the League, can compel me, by law, to publish his application to life memb. to the memb. comm.? and can make them show cause why he is not admitted thereto. Your Committee never had the matter referred to them, and they have no rights, by our or by common law, to consider the general subject. I referred the matter of *the kind of tickets* to them about 6 mos. ago. That is all they have have with it: that was simply an act of courtesy on my part: I to do full powers in that matter, anyway. If the Board, with 200 *members*, cannot set aside the constitution, how, in the name of law and common sense, can a committee of 3 set it aside? If you can answer that satisfactorily, then I am done on this score. But I do think I have a right to an answer of some sort. As a representative, as an ex-ch. consul (thrice elected, with a *total* vote of 17 or 1,800), as president of an organization with 150 League members in its voting quota (the Ass. Adv. Cycl.), as a common-every-day member, and lastly as a three-year incumbent of the most *important* office in the gift of the Board, I feel that I *have* a perfect right to ask this. You ask for life memb. applicants. Many have been returned just as rec'd. (an act of obedience to yr. Comm. but of direct *dis*obedience to the const.); and I have kept no list of them. Others I remember who have spoken to me or written saying that they wanted life membership, and would like to know how the matter stood. Among these 2 classes I remember the following: —

H. B. Worrell, W. T. Williams, S. Terry, C. G. Huntington, H. E. Ducker, Jno. A. Wells, C. D. Williams, C. E. Pratt, A. A. Pope, Mr. Overman, E. M. Aaron, J. L. Gibson, J. P. Bruce, J. P. Downs, J. Orr, *et al. ad lib.*

Now, my dear Doctor, this is written in the best of spirits and humor, with no intention to hurt or annoy. Please take it so, and answer me freely thereon. If the matter "must hold over," say so in point over your signature; it is not fair to expect me to bear the brunt any longer. If this is not done, I will have to insert that or a similar editorial. Sincerely,

AARON.

Will be on to see you soon.

That we had before this colloquially among ourselves, designated the ex secretary as "The League of American Wheelmen," will not be a surprise to you.

That at our Philadelphia meeting on December 14 last, it was at first determined to demand the resignation of the ex-secretary, will not seem extraordinary. Almost every one will own that our long endurance was about exhausted. That on our discovery of the financial mismanagement of the BULLETIN, we did not then at once put this determination into effect may seem more extraordinary. But a consideration of all affairs convinced us that a meeting of the Board of Officers should be called for at the earliest possible date, the entire situation opened before them, and that they properly should settle the question. But it became clear to us, before many days had gone by, that such delay was injudicious, and that the ex-secretary should tender his resignation, be requested to resign, or in default of either be removed from office, before the convention met. A letter from the President to that effect brought the ex-secretary and Mr. Wells to New York for an interview, with the cool statement that the resignation would be offered on the condition that Mr. Wells should be appointed his successor. Neither the incumbent or candidate could be brought to acknowledge the impropriety of this offer, under the peculiar circumstances of this case, and it was not until the matter was referred to the Committee, and we endorsed the President's view, that Mr. Wells, who had remained after ex-secretary's departure, admitted that our standpoint was correct. He assured us he would admit an unconditional resignation, to take effect at once, and we confessed that we thought his own chances would be improved thereby.

The resignation received was by oversight supposed to be such instantaneous resignation, and the following telegram at once sent: —

NEW YORK, Jan. 11, 1887.

To E. M. AARON,
506 *Walnut St.*,
Philadelphia, Pa.

Your resignation received. Have appointed Wells temporarily.

N. M. BECKWITH.

NEW YORK, Jan. 11, 1887.

To JNO. A. WELLS,
506 *Walnut St., Room* 12,
Philadelphia, Pa.

Have received Aaron's resignation. Will you accept Secretary-Editor's office until 17 Jan., 1887? If so, publish resignation and appointment in BULLETIN.

N. M. BECKWITH.

No letter of appointment was ever sent (See the BULLETIN, 14 Jan., 1887). The practical control of the columns of the BULLETIN by our opponents, as the ex-secretary and his aid, Mr. Wells, had by this time become, prevented us barring the insertion of the self-laudatory letter of farewell which they had the effrontery to publish. A peremptory order to the secretary, *pro tem*, not to allow the appearance of the formal letter referred to as thereafter to follow, spared us that further hypocritical infliction. The 17th of January effectually disposed of the ex-secretary to the relief of this Committee, but one or two subsequent incidents must be referred to.

By vote of the Board, we were given discretion as to the publication of any matter that came before the meeting (See BULLETIN Feb. 18, 1887, p. 145, third column). In the depleted state of the treasury, it was our wish to avoid unnecessary expense. Secretary Bassett thought that a running report would give the facts sufficient for all practical purposes, and would save considerable outlay. While this question was still unsettled, the following telegram was received: —

PHILA., Jan. 30, 1887.

To JNO. G. GULICK,
133 Nassau Street, N. Y.

Can you meet me at Astor House, after six this evening; would like to see Dr. Beckwith also. Will bring important letter from Mr Bassett in interest of harmony. Wire appointment 506 Walnut.

E. M. AARON.

An answer that half-past seven that evening would suit, brought this:—

PHILA., Jan. 30, 1887.

To JNO. G. GULICK,
132 Nassau Street, N. Y.
At Astor House, seven-thirty, in first reading-room.

AARON.

Unfortunately, the President was unable to be present; fortunately, the Chief Consul of New York, who for long had been in the confidence of the committee, *was* able to be present. The ex-secretary produced a letter from Mr. Bassett, and recounted the assistance which he had given the latter in entering upon his duties. The letter corroborated this statement, for although on first reaching the office Mr. Bassett found the ex-secretary disposed to dispute his rights, he receded from this position, and finally gave aid which facilitated affairs. Of course this conciliatory introduction had some object, and a request to know the purpose of the appointment disclosed it. He desired that if it was possible he wished to have the stenographic report of the last meeting of the Board withheld from publication, or at least that part of it which directly affected him. When asked what would be the effect of such publication, the ex-secretary said "it would ruin me." He spoke about the effect that it would have with his new employers, and hoped that a running report would do. He was informed that we had no desire to ruin him, and if such report could be prepared as would vindicate the Board and the Committee, we would not insist upon the printing of the minutes at length; particularly as he assured us that he and his friends were disposed to accept the decision of the meeting without further question. He was much dejected and even humble, and it seemed right to both his hearers that if his faction were inclined to admit the final settlement of the issue we could do no more than acquiesce. It was on this understanding that the present Secretary prepared and printed the report in the BULLETIN of January 28, 1887. It is due to him to say that it was drawn up without the assistance of the stenographic minutes, which were not written out and in his hands until February 5, and the publication of which were at once begun in that of February 11, 1887, the first issue in which they could have appeared in any event. It would have been well for all concerned could matters have rested as then arranged, the memory of the struggle suffered to die out, and the acrimonious feeling aroused permitted to vanish. But the same imprudence and folly which precipitated the original contest prompted its revival. The call for the Pennsylvania meeting, the affidavit of himself and Mr. Wells made for the use of that meeting, and the headstrong behavior of his friends displayed the bad faith of the offered truce. At the time when he appeared before us as a supplicant for our mercy he must have been aware of the intended action of his friends His conduct was a gross breach of good faith, and his treachery is greater in view of the generosity then shown him. The ex-secretary has repeatedly said to us that he could not feel too grateful for our leniency, and that he could never repay us for the kindness that he had received at our hands. We have discovered that his gratitude is only equalled by his honesty, and one instance of the manner in which he has repaid our kindness is shown as follows: —

CHICAGO, Jan. 29, '87.

Dr. N. M. BECKWITH,
Pres't L. A. W., N. Y.

Dear Sir:—We enclose letters from Mr Aaron to our——— Please return same to us after reading. You may however, if you choose, retain a copy of the letter, suppressing———'s name. our object in sending you the letter, is to find out if it is regular to change our contract for '87 and '8 for advertising in the BULLETIN, from the former Sec'y-Editor, in his official capacity, to Mr. Wells, of whom we know nothing, and are told has nothing whatever to do with the BULLETIN. Of course you will understand that———will not care to be personally mentioned in connection with this. Our contract with the BULLETIN calls for the back outside page every issue for $———, and also provides that the Sec'y-Editor ride one of our new light roadsters, the coming season, paying us $105 for same in cash, on receipt of the machine. Aaron's letter was in response to Mr. ———, addressing the BULLETIN at Phil., which he supposed, would of course reach the present Sec'y-Editor. If you will explain the present situation to us, you will greatly oblige.

Yours truly,
GORMULLY & JEFFERY MF'G CO.,
R. PHILIPS GORMULLY,
Pres't.

PHILADELPHIA, PA., Jan'y 27, 1887.

MY DEAR ———:

Your favor of the 22d rec'd. The unfortunate individual who is now endeavoring to run the office of Secretary-Editor is totally unable to ride a bicycle, and, so far as I know, has never ridden one in his life. Mr. Jno. A. Wells, Chief Consul of Penna., who conducted all the correspondence relative to your contract, will ride your light roadster and guarantee the fulfilment of your original contract. If you will make out a new contract with him personally, on the same terms as the old one, he will return you your other contract. He is a strong and active road rider, and holds at least one best on record, for road machine.

Sincerely yrs.

E. M. AARON.

A word in regard to Mr. Wells. We have no personal knowledge as to his acquaintance with the facts of the shortage. A belief, however, as to his knowledge can be readily obtained from the circumstances. We know that his positive statements at Boston, as to the cash in bank, were false, that he was left by the ex-Secretary in entire control of the office when the latter took refuge in North Carolina, that the bank was in Philadelphia and his principal was not, and that it was easier to obtain information at the bank than from the remote ex-Secretary; that he told us at our first meeting in Philadelphia that as soon as he began to overhaul the accounts he knew that there was a shortage, although he could not tell how much; that he carefully concealed from us that he was receiving commissions on advertising contracts; that he based his claim to the Secretaryship on the ground that his firm had claims for the publication of the BULLETIN and the League printing; that he insisted upon his right to retain such business; that his relations with the ex-Secretary were so close as to be identical; that he was Aaron and Aaron was he, and that he knew and countenanced the publication of the BULLETIN at a financial loss because it was a financial profit to his firm. We believed that his personal interests would conflict with those of the League, instead of coinciding with them, and that his connection with the wasteful and extravagant administration of the ex-secretary was too intimate to entitle him to the suffrages of his fellow officers. We feel that our opposition was well founded, and that the man who deceived us at Boston; who endeavored to embarrass us on the night of his defeat by a peremptory demand of payment of $1000 on his firm's account (not urgent until that moment); who appropriated official papers and turned them over to the equally felonious Committee of the Pennsylvania Division, whence they were obtained only by threat of legal prosecution; and, lastly, who on February 18, levied an attachment on the bank account and office effects of the organization, and tied up property more than three times the value necessary to satisfy his alleged unfounded claim, — was not fit, ought not to, and should never, under any circumstances, be suffered to hold a position of trust and confidence in the gift of the Board.

The wonderful part of all this sad business is that men so utterly unworthy of support, should apparently have honest and well-meaning followers. *Fos-citur ex sociis* is a sound though trite maxim, and the adherents of these faithless officers must share with them the obloquy of a bad cause.

There are other facts which we could mention that would correct the persistent misstatements made by the ex-secretary and his satellite, but this report has already far exceeded the length originally intended, and we will bring it to a close. We desire to say but a word about ourselves personally. Our course in these delicate and embarrassing matters was guided by what we considered the best light under the circumstances, and although we are all active business and professional men with duties incessantly calling for our attention, we have given much time to these affairs. We feel that, in all probability, we will not be able to escape the censure of those wise men who always know what others should do in every emergency, and, being themselves infallible, make no allowance for the weakness of less superior beings. We trust that the reflective men of this great organization will understand the difficulties of our task, and in acknowledging with a deep sense of gratefulnesss the vote of confidence passed at the last Board meeting, we respectfully submit the foregoing report.

N. MALON BECKWITH, *Prest.*,
T. J. KIRKPATRICK, *Vice-Prest.*,
JOHN C. GULICK,
} *Executive Committee L. A. W.*

Dated MARCH 5, 1887.

FROM THE CREDENTIAL COMMITTEE.

280 BROADWAY, NEW YORK,
March 2, 1887.

EDITOR OF BULLETIN: When charges are made against a man, fair-minded people usually inquire the grounds thereof, and judge after hearing the evidence. If they are somewhat excited and inclined to prejudge, either from sympathy or because they have been unduly biased, they may forget to inquire for the *evidence*, and so omitting, reach a conclusion based upon their prejudice or upon the statements of some malicious and unscrupulous person, whose true character they have not yet discovered.

Now, if the gentlemen at the Philadelphia meeting had been in possession of the *evidence* to warrant it, then they might, with a just grievance, have passed their resolutions; but they have accepted as facts, without sufficient inquiry, those things which, if not true, take from their complaint all its force.

The Committee on Credentials have received a large amount of intemperate criticism and unwarranted abuse, and on behalf of its members, I desire to suggest to my brother wheelmen, that in charging improper conduct, they have been too hasty even to consider upon what their charges are based.

I notice in the report of their proceedings frequent allusions to "gag law" at the Board meeting, but I have been unable to discover an instance where any of the complaining gentlemen have been prevented from speaking fully and at length, and as often as they desired.

It does not appear that any representative was forbidden to attend the second day's meeting, and I have no doubt that if some of the gentlemen who were so anxious to get away had remained, they might have returned much wiser and reported to their constituents much more intelligently and loyally than they apparently have done.

It is true that the majority prevailed, and that the little unhappy minority did not succeed in their filibustering tactics.

This, probably, is what the gentlemen desire to be understood to mean, when they cry "gag law." It is, of course, very improper. In deliberate assemblies, the majority, as a rule, does not prevail!

Upon the subject of the proxies, the Philadelphia meeting first announces that the Credential Committee was partisan. Do they desire, also, to charge that because the members of that committe voted for Abbot Bassett at the election, they were unable to discharge their duties honestly and fairly to their fellow wheelmen? It seems so, for they say in their so-called "appeal,"—

"2. Said Committee on Credentials arbitrarily and wantonly delayed its report for six hours to prevent an organization, whereby voters opposed to Mr. Bassett were obliged to leave for home, etc."

And yet, after making this serious accusation against members of the "L. A. W." in good standing, they offer nothing whatever in support of it, nor can they.

It is an "arbitrary and wanton" charge, and it is singular that intelligent men should indorse such a resolution, without first inquiring, How do you know this to be the fact?

Were any of these gentlemen with the committee during their deliberations? Do they know how the time was occupied and what the committee were doing? Have they anything to say, inconsistent with the faithful discharge by this committee of the duties imposed upon them, or which can in any manner reflect thereon? Did the committee know that "members opposed to Mr. Bassett were obliged to leave for home"? Did any of these gentlemen so inform them?

These charges are wholly untrue.

The committee does not purpose entering upon a defence until something is advanced which can be met and answered.

If a man avers that you are a thief, you deny it; and unless the accuser proves his accusation, the charge falls and he stands condemned as a slanderer.

The weakness and folly of the position taken by the Philadelphia meeting is apparent from the following allegations, one of which appears in the so-called "appeal," and the other in "Resolution, No. 1":—

"*Whereas this meeting is assured* that other proxies, precisely similar in form, were accepted in the hands of other members of the Board, who were allowed to vote thereon," and

"*It is believed* that proxies of a similar nature were accepted and cast for Mr. Bassett, at the same time that the above fifteen were rejected."

Who told you so, gentlemen? Can you name your informant, or state one instance where this has been done? Who "*assured*" the meeting of this fact, and upon what is it "*believed*" that the committee thus corruptly ruled?

Name the man who made these infamous charges, and I, a representative from New York, will protest him before the Membership Committee, and afford him an opportunity to come forward and justify, or failing therein, show himself to be unworthy of membership in the League of American Wheelmen.

The charge is utterly false.

It is evident that the Philadelphia meeting did not have any particular confidence in this information, or they would not have dodged the issue and fulminated their indignation resolution behind something so very anonymous that it could not even be charged directly.

It is earnestly hoped that when the calm of discrimination and justice shall succeed the heat of imagined injury, the impropriety of their action may become plain, even to the actors themselves.

There is but one more charge in the so-called "appeal" which reflects upon the Credential Committee, and that is, —

"5. The rejection of fifteen proxies sent to E. M. Aaron with power to substitute such alternates as he desired.

Here again the gentlemen are in error.

Notwithstanding that Mr. Aaron came to the Board meeting armed with twenty-two proxies, — while he could only vote three, — yet, in every instance where he could show authority for filling in the name of an alternate in the blank, such proxy was allowed.

It was only where there was "no instruction" that the proxy was rejected. Mr. Aaron was called before the committee, and upon his own testimony, the judgment was rendered. The method by which these proxies came into his hands was explained, and afforded the committee ample proof that these proxies were not such as the by-laws of the L. A. W. contemplate.

If there was any disfranchisement, the members who sent their proxies, thus imperfectly executed, are themselves to blame.

The unreliability of the information upon which this meeting acted is emphasized by its statement that the proxy of J. H. Johnson, Chief Consul of Michigan, was rejected. Chief Consul Johnson's proxy was voted by Mr. Knight L. Clapp, to whom it was made out as alternate. The proxy rejec'ed was that of Mr. Lewis B. Johnson, of Colorado, who sent it to the Secretary-Editor, in his name, as proxy, with the alternate blank, and no instruction accompanying it, authorizing it to be filled out.

I have already said that the committee does not intend to defend themselves against charges in the air, but when any person who thinks he has a grievance, will make a specification upon any one of the matters above referred to, we will meet it with a statement of the committee's acts, in connection therewith, so full, complete, and convincing, that if he be a man of ordinary fairness he will make the retraction due us.

On behalf of my associates and myself, I declare these charges, innuendoes, or whatever they may be termed, contained in the resolutions of the Philadelphia meeting, in so far as they allege improper or collusive action upon the part of the Credential Committee, without any foundation in fact, and unkind, unjust, and unfraternal.

I challenge any member of the League, accepting them, to the proof, and submit, that without verification, they should be disregarded and rejected as unworthy calumnies.

Yours, fraternally,
CHARLES H. LUSCOMB,
Representative for New York.

On behalf of Credential Committee, L. A. W. Board of Officers, at meeting in New York, 17 Feb., 1887.

MASSACHUSETTS DIVISION.

THE monthly meeting and dinner of the Massachusetts Division, L. A. W., took place at Young's Hotel, Boston, on Saturday evening last.

THE committee appointed to district the State and apportion the representatives submitted its report.

ON March 1st, Massachusetts had 1,007 members of the League and is therefore entitled to twenty representatives, which are apportioned as follows:

District.	Counties	Representatives.
1	Suffolk and Norfolk	8
2	Middlesex	4
3	Essex	2
4	Worcester	2
5	Plymouth, Bristol, Barnstable, Dukes and Nantucket	1
6	Hampshire and Hampden	2
7	Franklin and Berkshire	1
	Total representation	20

The committee stated that, in making up the schedule, it had been governed as nearly as possible by a basis of one representative to fifty members. The report was accepted.

The Division will send out its own ballots and with these ballots will go such nominations as clubs may choose to make, or every ten members may make nominations. Clubs or members must, however, confine their nominations to a Chief Consul and the Representatives of their own districts.

The new constitution has been printed, and copies will be sent out with the ballots.

Chief Consul Hayes presented a sample of sign which has been recommended for use as a danger sign. It is of iron with raised letters in white enamel on a black ground. These signs can be made for one dollar each in large lots, and they seem to be much more suited to the purposes of danger signs than any that have yet been considered.

Dr W. H. Emery paid a high tribute to the efficiency of the Chief Consul during the year, and moved a vote of thanks. Mr. W. I. Harris also spoke in flattering terms of the valuable services rendered by the Secretary-Treasurer, and offered a similar motion. Both the officials were accordingly complimented unanimously.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

DR. BUTLER.

BROOKLYN, FEB. 28, 1887.

EDITOR BULLETIN: In reading the letter of Dr. C. S. Butler, of Buffalo in the "WHEEL" last week, I notice his remark that he is not a candidate for any office in the gift of the Board. This, I trust, does not mean that the Doctor intends retiring from active participation in League affairs. After careful observation, I have been impressed with the good work Dr. Butler is doing and the time and thought he has given to wheeling matters and the general interests of our organization.

From his position on the Rules and Regulations Committee, he has introduced reforms and amendments of undoubted advantage and necessity, and has materially assisted in the wise legislation which has marked recent meetings of the Board of Officers.

Others beside myself, fearing that this utterance of the Doctor's might have some significance, have expressed an opinion that the League would seriously lose by his withdrawal from office or his declination to labor wherever the association shall call him, and in referring to this matter I desire to speak for those who know of Dr. Butler's official career and believe him to be a representative who can be relied upon to stand and speak fearlessly for the best inter-

ests of the L. A. W. The proceedings of our Board of officers show his integrity and directness of purpose and indicate that he is too valuable a man to be permitted to get out of the harness.

C. H. LUSCOMB.

ILLINOIS DIVISION.

THE future plans of the Division are as follows: The State is divided into thirteen districts, composing the following counties: Chicago District: Cook, Lake, DuPage, McHenry, Kane, Kendall, Will. Rockord District,: DeKalb, Boone, Winnebago, Ogle, Lee. Freeport District: Stephenson, Carroll, Whiteside, Jo Daviess. Kankakee District: Kankakee, Grundy, Livingston, Iroquois, Ford, Vermillion, Champaign. Peoria District: La Salle, Bureau, Putnam, Marshall, Stark, Peoria, Woodford, Tazewell, McLean, Mason, Logan, Dewitt. Galesburg District: Henry, Rock Island, Mercer, Knox, Warren, Henderson, McDonough, Hancock, Fulton, Schuyler. Paris District: Edgar, Douglas, Coles, Clark, Cumbealand, Jasper, Crawford, Lawrence, Richland. Clay. Decatur District: Piatt, Macon, Moultrie, Christian, Shelby, Montgomery, Fayette, Effingham, Bond. Springfield District: Menard Sangamon, Cass, Morgan, Scott, Green, Macoupin, Jersey, Madison. Quincy District: Hancock, Adams, Brown, Pike, Calhoun. Belleville District: St. Clair. Monroe, Randolph, Perry, Washington, Clinton, Marion, Jefferson, Franklin, Hamilton, Wayne. Cairo District: Jackson, Williamson, Saline, Union, Johnson, Pope, Alexander, Pulaski, Massac. Mt. Carmel District: Wabash, Edwards, White, Gallatin, Hardin.

Each one of these thirteen districts will be represented by a road map 3 x 5⅜ inches, showing every highway, village, city, and stream. These maps will be printed in book form, the maps being accompanied by schedules of tours over principal roads in the respective districts. Besides this, hotels and appropriate divisional information will be also printed.

Each district will have a representative so far as allowable under League rules, which gives a State one representative for each fifty members. At present we are entitled to but nine representatives, and hence only nine of the above districts can have a representative. I would recommend that this be adjusted by leaving out the least populous districts, viz., Mt. Carmel, Cairo, Freeport and Belleville, when balloting for representatives. Then the chief consul would appoint a representative-elect in each of these four districts. Thus the constitution would be adhered to, while we would get our chief man in each district and our state interest would not suffer through legal technicality.

In each of the one hundred and three counties in the State a consul will be appointed, excepting in Cook county, which will be represented by three consuls, representing and residing in the north, west, and south divisions of Chicago city, and that part of the county contiguous thereto, and excepting counties where the nature of the work requires more than one, in which case the section will be equally divided between two or more.

Each representative will be furnished with a large bound volume of township and county maps covering his district, in which every road and all details, as drawn by State engineers, will be shown on a large scale, and to representatives and consuls appropriate stationery. Consuls will furnish their representative with reports of the quality, condition, and grade of every road in their respective counties, which will be duly recorded in the representative's books after the following symbols: Gravel roads, red; clay roads, blue; sand roads, green; dirt roads, black. Grades will be indicated by fringing the side of the road where particularly hilly spots occur. Any extraordinary cases, such as submerged or swampy lands, will be indicated in writing. Representatives will forward their books periodically to the chief consul, who will have copied on the general atlas of the Division.

Representatives will seek knowledge of the political status in their districts and acquaintance of the congressional representative, in order that statistics pertinent to road systems, and the establishment and maintenance of highways (such as may be gleaned from his own investigation or that of consuls, or may be furnished by the League) may be kept before the Legislature. From the united compilations of the representatives, every foot of road in the State will be clearly illustrated as to quality and adaptability to the uses of a public highway; and while serving as a valuable guide to wheelmen seeking tours through the State, will aid in carrying on the road-reform movement already started, and which has a considerable backing among landowners in the State. The Division need not carry on alone this reform movement, but by furnishing, in a manner to which it is peculiarly adapted, statistics of the State's resources, and, through the League machinery, keeping the subject before the people, the object will in time be accomplished.

I believe that it is only by working on some regular system of allotment of task that best results can be obtained. By the above system, each consul will have his county to supervise in detail, and each representative his district from which to draw general information; while the chief consul will have them completed records from which to compile works of importance and convenience to the membership.

It will be necessary to elect representatives for 1887–8 to be in accord with this plan as regards location. At present Chicago district has five representatives, while the Peoria, Rockford, Springfield and Galesburg districts have one each. G. L. Magill, A. G. Bennett, J. P. Maynard and Edwin Oliver, of Chicago, and J. M. Thrasher, of Elgin, now represent Chicago district; H. G. Rouse, of Peoria, E. H. Sleight, Moline; Freeman Lillibridge, Rockford; Chas Hansel, Springfield. Nominations through the Bulletin, for Chief-Consul one representative from each of the thirteen districts, are now solicited. The by-laws provide that between the 1st and 10th day of March, blanks will be sent each member, whereon to return vote for chief-consul and representatives. Heretofore the count has been made in the general office. This year each state will count for itself. I appoint Richard E. Schmidt, E. A. Dickinson, C. R. Griffith, and T. S. Miller, of Chicago, committee to receive and count the votes.

In view of the annual League meet being held in St. Louis, May 20 and 21, annual meeting of the Illinois Division is called simultaneously. Special rooms have been engaged for Division headquarters at the Lindell Hotel, St Louis, at which all Illinois wheelmen are invited to centre. Business meeting will occur immediately after adjournment of the L. A. W. Board of Officers meeting, May 20th, in the Illinois Division rooms. The Division will appear as such in the parade and tour.

Under pledge of the faithful observance of above outlined course, and in token of desire to support the same, the early renewal of old memberships, and applications of the unattached, are respectfully solicited.

BURLEY B. AYERS,
Chief-Consul.

CHICAGO, February 9th, 1887.

THE OWL.

THE steal cruisers of ancient days were the pirates The steel cruisers of to-day are bicycles.

It's a curious fact that when the going is the softest it is the hardest.

"MAMMA, I wish papa would give me a bicycle," said Mr. Amateur's youngest to his mother. "He can't dear, he is n't rich enough." After a pause: "Mamma, may I have some mince pie?" "No, my dear, it's too rich." Another pause. "Mamma, how I do wish papa was like the pie."

ABOUT this season of the year, wheelmen have completed their paving contract in the Sheol-good-intention direction, and begin to talk of a more substantial and terrestrial kind that will prove of cycling benefit to them.

QUEEN VICTORIA'S youngest grandson is to be educated as a wheelman; he is not yet six months old and is already receiving his first lessons in wheeling. He rides a quadricycle, with direct application of power to the rear wheels by the nurse. With the exception of his devotion to the bottle, a practice that has ruined many another wheelman, he bids fair to do his mile inside of four minutes within the next fifteen years.

Wheeling says it has received an intimation that the Century Wheelmen of New York would be "at home" to them. It's a pity that they were not also intimated to that there was no such club here, which would be nearer the truth.

YOUR note in last issue of the BULLETIN, regarding the forthcoming uniforms, reminds me of an incident illustrating the pleasure of being one of the committee having the selection of the new one in hand. Enter Mr. Green, captain of the Bungtown Bikers. "I just thought I would step in and see how you were getting along in regards the L. A. W. uniform, and see if I couldn't give 'yer a lift. Got any samples." Chief Consul Bidwell from the midst of a couple of hundred samples. "Oh! yes, here's a few of the newest shades, elephant's breath, terrapin's memory, onion gin, pug's nose, bruised blueberry, and a lot more, all of them the very latest." Mr. Green, after examining them, "Well thems all good enough for yer city chaps, but what we want is something sorter modest. What der yer say to a plain red and yallar plaid?" He goes, the Chief Consul returns to an effort to arrive at some conclusion only to be almost immediately interrupted by some other kind adviser, with some as equally brilliant suggestion.

WHILE writing upon the subject of uniform, I wish to echo most heartily the sentiments of your correspondent Mr. Collamer, in relation to the abandonment of the Norfolk pattern of coat, agreeing with him that the added pleats upon that form of coat are a useless burden to the wearer, and trouble to the manufacturer. If the weight saved the former, and the cloth and time saved the latter are put into some more useful part of the uniform, through the adoption of a plain sack coat, I think all interested will be benefited.

A GOOD rule for telling the actual age of a second-hand wheel, advertised as "but little used," is to multiply the age given by the rider who wants to sell it by three. That will about get at it.

THE New Mexico Indians are becoming rapidly civilized. One of them recently procured a rail-road pass to Washington and promptly traded it off for a second-hand bicycle and a bottle of whiskey.

MR. PROBST, in a late issue, says he is a "pronounced unbeliever in the practice of continuing one and the same person in office for a consecutive number of times." I am aware that in this opinion he is joined by many other members of the L. A. W. who think the pleasure of putting good men in office to be only equalled by the pleasure of putting them out as soon as they may have become thoroughly conversant with their official duties. It is the prevalence of this disposition on the part of the average leagueite, that will always prove a stumbling block in the direction of the association's getting good men to fill its important offices. An able man will not give up a lucrative and permanent position, to accept any of the important and salaried offices of the League, as long as the present uncertainty of tenure in office exists. He no sooner thoroughly masters the duties of his office than he is ousted, and, while his newly elected successor has to relearn them, the welfare of the L. A. W. suffers. What we want is to elect good men to office, and when they prove themselves zealous and competent keep them there, either by electing them at the start to a long term of service, or by repeated re-elections of shorter terms. The present system of changing, solely for the purpose of making the change, or of giving the office as an emolument or sop to any especial division of the country, or man therein, is a fallacy and a failure, and works harm in many ways to the officers, the members, and the League. I should like to see the terms of office of the President, the Executive Committee, the Secretary-Editor, the Treasurer, and the Chairmanships of the standing committees, made for a term of not less than five years each; and I would at the end of that time vote for a re-election of each of the officers for a succeeding term of same length, if they had proved themselves worthy of their office. As it is now, the average officer is elected for a year, six months of which he spends learning the duties of office, and the remaining six months, is divided in performing the labors of the office, and arranging to vacate it for his successor. I have intended making these remarks for some time past, believing that it was one of the greatest weaknesses in our organization; and whoever the incoming board may consist of, be they from the East or West, North or South, I shall still maintain that permanency in office should be given them, so long as they cause the interests of the association to prosper under their management and care.

I UNDERSTAND Mr. Frederick Jenkins intends to return to active League politics with the spring election. Among some of the most radical and much-needed reforms, that he has promised, is a correction of the misuse of the English language by cycling correspondents, which he thinks prevails since the Fred of former days blossomed into the Frederick of to-day, and changed the pen of the correspondent for the more brawny, if less brainy, implements of a rural resident. He will probably give you an example of pure Jenkinsonian diction very shortly after he reads this, in which I will get handled without gloves, and you will be the gainer of copy by the transaction. THE OWL.

OFFICIAL ANNOUNCEMENTS.

MASSACHUSETTS DIVISION.

SPRINGFIELD, MASS., March 5, 1887.

To members of the Massachusetts Division L. A. W.

By vote of the Board of Officers of this Division, the several districts of the State are entitle to representatives as follows: —

District No. 1.	Norfolk and Suffolk countries,	8.
District No. 2.	Middlesex,	4.
District No. 3.	Essex,	2.
District No. 4.	Worcester,	2.
District No. 5.	Plymouth, Bristol, Barnstable, Dukes and Nantucket,	1.
District No. 6.	Hampshire and Hampden,	2.
District No. 7.	Franklin and Berkshire,	1.

Nominations for Chief-Consul and Representatives for each district may be made by the League Club or clubs therein, or by not less than ten League members, resident therein, and shall be voted upon only by the residents members of such district. All nominations *must* be in the hands of the Secretary-Treasurer on or before the 20th day of March, properly signed by persons making the same.

Fraternally,
SANFORD LAWTON.
Secretary-Treasurer.

CYCLETS.

VOTE.

VOTE wisely.

VOTE as early as possible.

THE Board of officers governs the League. It is important that good men be chosen to serve in it.

BALLOTS should reach the polls on or before 10 April.

THE Massachusetts Division will conduct its own election, sending out its ballots and nominations.

MR. DUCKER says the League has abandoned racing. In what way? The racing rules still exist; we are going to have our championships, and at the last meeting and by mail vote, the Board of officers asserted sole jurisdiction over amateur cycling athletics. We fail to see in what way the League has abandoned racing.

MR. DUCKER also asserts that he has been working the L. A. W. in the interests of the A. C. U., and claims that the friends of the latter who are in official positions in the L. A. W. have shaped legislation in a way to help the A. C. U. If this is so, it is well for voters to know it. If any member of the Board of officers is abusing his position in the way indicated by Mr. Ducker he should not be returned.

THE Big Three! Those who talk in four figures,—New York, Pennsylvania, Massachusetts.

BOSTON looks forward to a cycle track as one of the enterprises of the new athletic club. The club is already an assured success, and as there will be many wheelmen on the rolls, they can well claim a cycle track in arranging for fitting out the grounds.

THOMAS STEVENS has joined the editorial staff of *Outing*, and will endeavor to make that magazine more interesting to wheelmen.

THE King Wheel Company, of New York, which was incorporated Nov. 24, 1886, has organized with the choice of Rev. Homer A. King as president, Sumner Smith, of Hamden, vice-president, and Albert J. King, of Jersey City, N. J., secretary and treasurer. The Armstrong Manufacturing Company, of Bridgeport, Ct., is building 1,000 of the King bicycles.

THE Massachusetts Division talks of erecting danger signs. The officers have been given very low figures on a metallic sign with enamelled letters, which will not scratch nor be affected by the weather.

RICHARD HOWELL, England's great cycle racer, recently met with a very painful injury. It appears that he was in the act of firing a pistol to start a professional sprinter, when, owing to the weapon being foul, the charge split the handle with considerable force, making an ugly open wound between the thumb and forefinger of Howell's left hand, whilst the lower bone of the thumb is also broken, and the wrist very much sprained. Medical aid was soon obtained, and the injured limb placed between boards. The accident will cause an interference of several weeks in his training.

A CABLEGRAM from Sidney, N. S. W., announces that the series of amateur professional races, — one mile, three miles and ten miles, — sanctioned by the New South Wales Cyclists' Union, ended in the victory of Fred Wood, of Leicester. He won the one mile and three miles, but came to grief in the ten miles, owing to an accident to his machine. Wood, however, won the chief prize by winning two out of the three events. R. James, of Birmingham, competed in the race, and the amateurs included Con Dwyer, C. R. Wood, and Bennett.

WOODSTOCK, VA., March 8, 1887. — In response to 11,323 I have looked up my old diaries and find that good riding on our pike can be expected April 15. Earlier than this showers and heavy winds are to be expected; these do not prevent riding, but render it unpleasant. Our pike extending as far south as Staunton is never unridable except when covered with deep snow. Come along, 11,323, and all the L. A. W. family. We Valley riders are always glad to see you. Stop to see us when passing. N. B. Schmitt, 6,841.

ANSWER TO 11,323. — The Valley Pike can be travelled per wheel every month in the year, except when it is covered by snow, or the murcury is ten below zero. In summer a good rain improves the surface. 3,305.

L. A. W. MEMBERS OF RECORD FEB. 28.

[This list is as near correct as it is possible to make it. Some 200 renewals have been received at the Boston office, and these are credited below. It may be found later that some of these are already on the books, and there is yet time for some of the distant States to be heard from. At time of writing we had no access to the books of the League, which are in Philadelphia, subject to order of the Court.]

State.	Renewals.	Applicants.	Life Members.*	Total.	No. of Reps.
Ala...	6			6	0
Ark ..	8	4		12	0
Berm..	1			1	0
Cal ...	174	30		204	4
Can...	6			6	0
Colo...	31			31	0
Conn .	461	30	1	492	9
Dak ..	11	6		17	0
Del...	24	1		25	0
D. C..	58	2		60	1
Eng ..	4			4	0
Fla ...	12			12	0
Ga	12			12	0
Ida....	1			1	0
Ill.....	343	18	1	362	7
Ind. ..	151	14		165	3
Iowa..	76	6		82	1
Kan ..	58	13		71	1
Ky....	59	5		64	1
La....	34	1		35	0
Me....	83	4		87	1
Md. ..	184	15		199	3
Mass..	958	46	3	1007	20
Mich..	163	8		171	3
Minn .	73	3		76	1
Mo ...	199	22	1	222	4
Miss ..	2			2	0
Mont .	4			4	0
Neb ..	48	8		56	1
N. H.	100	2	2	104	2
N. J..	683	20	1	704	14
N. Y..	1414	135	7	1556	31
N. C..	9			9	0
N.Sco.	3			3	0
Ohio..	619	27		646	12
Ore...	1			1	0
Pa....	1193	94	12	1299	25
R. I...	105	10	2	117	2
S. C...	1			1	0
Tex...	8			8	0
Tenn..	64	8		72	1
Utah..	7	5		12	0
Vt....	75	2		77	1
Va....	40	7		47	0
W.Va.	44	6		50	1
Wis...	35	4		39	0
Wyo..	36	3		9	0
N Mex	1			1	0
	7682	559	30	8271	149

* Eleven life members who applied after Jan. 1, 1887, are included in the number of Renewals.

THE League has held its numbers very creditably this year, We can make it 15,000 before the year is up.

THE maker's amateur question had something to do with the reduction of our membership, but nearly all those who went out for this cause will come back again.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows; —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicant will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their ticket to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication you may look for your ticket.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 77 — Total 37.

BOSTON, March 7, 1887.

CALIFORNIA DIVISION — 1.

Unattached.
13838 Adams, George H., 1853 Stevens St., San Francisco.

DELAWARE DIVISION — 1.

Wilmington Wheel Club.
13839 Drake, Harry A., 211 West 9th St., Wilmington.

GEORGIA DIVISION — 1.

Unattached.
13840 Moss, Mrs. W. F., Thomasville.

ILLINOIS DIVISION — 7.

Quincy Bi. Club.
13842 Chandler, Ellis, 503 Hampshire St., Quincy.
13843 Castle, H. D., care of Comstock Castle Stone Co., Quincy.
13844 Hoffman, H. R., 16th and Vermont Sts., "
13845 Nicholf, John H., 805 Ohio St., "
13846 Osborn, H. S., 288 North 6th St., "
13847 Shoutz, D. I., care of Comstock Castle Stone Co., "
Unattached.
13841 Hurlbut, E. S., Juliet.

INDIANA DIVISION — 1.

Unattached.
13809 French, Edgar A., 89 West De Wald St., Fort Wayne.

MASSACHUSETTS DIVISION — 3.

Massachusetts Bi. Club.
13848 Arnold, Horace D., Newton.
13849 Morton, Gallonje, Swampscott.
13850 Savage, Philip H., 96 Federal St., Boston.

MINNESOTA DIVISION — 1.

Winona Bi. Club.
13851 Vila, Frank, Winona.

MISSOURI DIVISION — 2.

Madison County Wheelmen.
13853 Buford, Samuel, Fredericktown.
13852 Nifong, Walter, "

NEBRASKA DIVISION — 1.

Omaha Wheel Club.
13863 Voss, George R., Omaha.

NEW JERSEY DIVISION — 5.

Hudson County Wheelmen.
13870 De Long, A. D., 272 Montgomery St., Jersey City.
13871 Gubelman, Fred., " "
13872 Manton, L. W., " "
13873 Robertson, William, Jr.,
Unattached.
13854 Clarke, Lewis L., Schraalenburgh.

NEW YORK DIVISION — 10.

Ariel Wheel Club.
13868 Trowbridge, George C., Poughkeepsie.
Mercury Wheel Club.
13856 Allen, Berton, Flushing.
13857 Bourne, Frank, "
13858 Garretson, C. H. "
13859 Lincoln, F. W. "
Mt. Vernon Bi. Club.
13874 Lucas, P. H., Mt. Vernon.
Unattached.
13855 Brown, Chas. H., 316 8th St., Brooklyn.
13861 Bull, Sumner, Walden.
13862 Dickinson, E. H., 29 East 61st St., New York.
13860 Tiffany, Henry D., Station R, " "

OHIO DIVISION — 3.

Unattached.
13864 Griffin, Rollin S., 407 Scoville Ave., Cleveland.
13866 Nagel, W. H., 233 West Columbia St., Cleveland.
13865 Rothschild, Max, 35 East High St., Springfield.

PENNSYLVANIA DIVISION — 1.

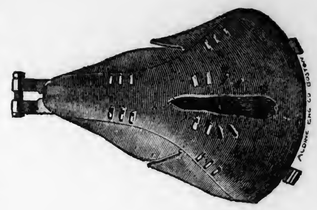
Unattached.
13867 Coville, E. B., Brockwaynee.



THE TOWNSEND
Combination Spring and Saddle.
STODDARD, LOVERING & CO., Boston, Mass.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, $6.00.



SOLE U. S. AGENTS,

STODDARD, LOVERING & CO.,

152 Congress St., Boston, Mass.

RENEWALS.

No. 13. Total, 557.

BOSTON, MASS, Mar. 7, 1887.

CALIFORNIA DIVISION.—1.

12800 Miller, J. M.

COLORADO DIVISION—10.

8444 Berdrow, A.
3575 Chamard, F. J.
8445 Davison, O. L.
5492 Drury, Dr. J.
5498 Johnson, L. B.
10548 Meehan, M. L.
750 Miller, F. A.
6266 Petrie, H.
7158 Siebold, W. J.
12785 Stewart, G. R.

CONNECTICUT DIVISION—16.

10179 Arnold, E. E.
1163 Bacon, B. M.
7968 Brown, H. P.
7969 Brown, Mrs. H. P.
7768 Dayton, E. S.
8452 Felk, W. P.
10181 Forbes, G. L.
10180 Forbes, A. A.
169 Hall, W. D.
2783 Hine, W. E.
2621 Hubbell, H.
9960 Jackson, E. M.
323 Kellogg, C. W.
7168 Mansfield, A. L.
9524 Olmstead, W. T.
8828 Potter, C. B.

DAKOTA—1.

7282 Burnley, W. M.

DELAWARE DIVISION—3.

11092 Bye, C. C.
11091 Bye, E. T.
8749 Patterson, W.

DISTRICT OF COLUMBIA DIVISION—9.

2530 Bolan, T. V.
692 Crisp, W. E.
1843 Deshields, W. H.
7651 Doremus, G. S.
12668 Fishback, J. H.
7555 Hardy, W. B.
2530 Kent, W. G.
1842 Moss, C. A.
12921 Oertel, T. E.

GEORGIA—2.

12364 Block, F. C.
11644 Vandenheurk, J. W.

ILLINOIS DIVISION—15.

10332 Ashton, F. J.
2414 Blake, J. O.
10736 Charles, H. H.
894 Dunn, G. D.
10753 Haeni, C.
10558 Jackson, J. C.
9539 Loker, G. T. Jr.
1774 Nielson, F.
6892 Peck, E. J.
11024 Robertson, W. P.
11949 Scott, S. C.
11130 Vaill, J.
8462 White, R. B.
10750 White, J. T.
6239 Wilkinson, D. P.

INDIANA DIVISION—7.

9207 Brill, J. W.
10194 Cilcy, J. B.
2305 Dixon, W. J.
9860 Evans, G. H.
11269 Hatfield, B. H.
518 Price, E. C.
12842 Robison, W. F.

IOWA DIVISION—4.

7565 Clarkson, J. R.
4866 Judson, C. H.
6080 Vermilion, C. W.
6513 Woolworth, C. M.

KANSAS DIVISION—1.

10675 Woodrow, H. G.

LOUISIANA DIVISION—2.

11138 Perrilliat, A.
12469 Williams, J. P.

MAINE DIVISION—4.

11232 Campbell, M. S.
6184 Crosby, C. H.
11329 Fling, F. M.
1869 Richards, C. V.

MASSACHUSETTS DIVISION—235.

12818 Addick, J. E.
189 Aitken, R. G.
2516 Amoty, Dr. J. S.
380 Andrews, W. H.
4008 Appleton, B. W.
459 Atkins, A. L.
5047 Ball, Dr. W. D.
9427 Bamber, M.
10786 Barnard, C. N.
7478 Barta, L.
7818 Bassett, J. P.
8495 Beazley, R. G.
10787 Beck, E. S.
2047 Bellows, W. H. M.
3140 Benson, E. R.
5209 Bennett, E. R.
4548 Bird, L. J.
2841 Black, G. M.
11311 Bowen, B. J.
9864 Brewer, G. F.
3030 Brown, S. J.
8496 Bunting, W. Jr.
4297 Knight, W. E.
6718 Knowlton, D. S.
10795 Kuhhardt, G. E.
7844 Laue, F.
8504 Laud, E. H.
12821 Lewis, W. K.
4585 Lewis, W. C.
10796 Lindall, C. E.
9093 Livermore, F. H.
4913 Lowe, F. R.
2941 Magee, C. R.
2422 Main, G. B.
10402 Martin, F.
2955 Martin, C. A.
2968 Martin, F. P.
1512 Margot, F. E.
12822 Mason, E. H.
363 Miller, S. C.
2971 Minot, W. H.
8483 Morgan, L. W.
7846 Morton, W. J.
4587 Morton, E. P. J.
4915 Burr, J. M.
1011 Burt, W. V.
2029 Burnham, H. A. Jr.
4914 Canfield, E.
4556 Carpenter, G. S.
141 Carpenter H. I.
2843 Carter, J. W.
7839 Chelius, J. R.
4555 Churchill, G. A.
1005 Claflin, A. D.
4550 Claflin, J. A.
2055 Clark, Dr. A. W.
2859 Clark, J. C.
6273 Cobb, F. C.
2863 Cobb, C. D.
10811 Coburn, M. W.
2842 Colbath, D. W.
4510 Collins, C. A.
4561 Colgau, Dr. A. J.
4553 Cooke, Dr. W. P.
551 Copeland, C.
142 Corken, Dr. C. H.
143 Cowdrey, I. W.
137 Cowdrey, F. W.
12820 Cumner, H. B.
12819 Cummings, G. W.
8689 Dalton, J. G.
4916 Damrell, C. S.
6405 Darbey, J. M.
395 Darling, N.
10789 Davis, C. E., Jr.
7840 Davis, C. H.
2185 Day, Rev. S. H.
10788 DeCourtney, H. W.
2879 Dodge, C. R.
8909 Downs, G. A.
2356 Ducker, H. E.
2274 Drew, E. R.
1652 Dyer, A. W.
2906 Eaton, S. R.
2884 Edgerly, H. A.
5509 Ethier, N.
4917 Evans, L. A.
10217 Ewing, A. W.
4566 Farrington, I H.
2909 Farrington, J. E.
9217 Farrington, W. M.
10790 Farwell, A. L.
10791 Faxon, E. P.
9222 Fillebrown, G. B.
7480 Fisher, O. M.
11143 Forristall, A. M.
3668 Forbes, J. B.
144 Freeboro, F. W.
11620 Gibbs, F. W.
3066 Gilligan, J. J.
2914 Goldthwait, C. B.
10588 Goodwin, F. W.
10356 Gordon, E. G.
2919 Graves, C. D. V.
7481 Green, J. R.
9718 Hadsell, W. D.
4573 Hall, S. L.
930 Hallett, E. A.
7483 Harlow, A. F.
1332 Haradon, C. R.
10792 Harrington, E.
2350 Harwood, G. F.
2021 Hastings, G. H.
10973 Hathaway, F. H.
4569 Haynes, G., Jr.
9059 Henry, H. E.
3301 Heymer, F. W.
11313 Higgins, A. S.
7813 Higginson, T. W.
10794 Hill, C. L.
4571 Hill, F. W.
4918 Hiscock, H. L.
4918 Hobbs, F. W.
4575 Hodgkins, J. W.
2922 Hodgson, R. H.
3967 Holt, C. S.
305 Hovey C. L.
2311 Ingalls, C. E.
4580 Ipsen, L. S.
8497 James, B. F.
2027 Jenkins, C. D.
11314 Jenney, W.
9178 Johnson, W. M.
4581 Jones, E. A.
9719 Jordan, W. H.
147 Joy, C. F.
2912 Morse, J. C.
2970 Myers, E. F.
3978 McCormick, J. A.
7815 McLaughlin, F. H.
11422 McLarren, R. S.
9805 McPhee, D. T.
1660 Nash, N. C.
9405 Needham, J. J.
2972 Newell, R. A., Jr.
9406 Nichols, G.
10591 Nightingale, J. E.
11423 Noble, L. E.
7485 Northup, D. W.
9212 Otis, J. F.
9407 Page, C. W.
6719 Palen, G. A.
4574 Palen, W. W.
8484 Parker F.
150 Parkhurst, H. E.
2351 Parker, F. G.
4 Parsons, A. S.
7847 Patterson, T. F.
4593 Pattison, A. E.
1880 Peck, A. D., Jr.
11146 Penniman, F. E.
8499 Perry, F. W.
10797 Perkins, E. C.
2897 Pettee, J., Jr.
6717 Pierce, D. C.
7080 Pillsbury, E. B.
2385 Pool, F. J.
2981 Pope, G. W., Jr.
1006 Pope, G.
2706 Pratt, J. S.
1268 Pratt, R. D.
1 Pratt, C. E.
3475 Pratt, F. A.
2983 Raymond, F. F.
4595 Read, J.
10368 Reed, W. A.
2988 Regestein, E. C.
11346 Richards, C. D.
8486 Rich, M. W.
3971 Robbins, H. C.
10798 Robinson, J. C.
10799 Ryder, A. N.
10800 Ryder, C. C.
4596 Russell, G.
2091 Salkeld, T. F.
2997 Salkeld, H. B.
2992 Salkeld, A. D.
2048 Savell, J. E.
7486 Schuchman, C.
155 Shilaber, C. P.
10801 Shockley, W. A.
9412 Shumway, H. H.
158 Slocum, W. S.
10047 Smith, A. W.
3968 Smith, L. E. P.
2454 Smith, D. J.
1433 Speirs, F. W.
11604 Sprague, F. D.
10802 Sprague, J. M.
8718 Southard, L. C.
3002 Stahl, W. C.
4017 Stimson, F.
7850 Stoddard, A. B.
10803 Thayer, W. P.
12823 Tilden, G. T.
10049 Tirrell, J. W.
4604 Tobey, R. T.
2999 Tolman, J. P.
378 Valentine, J. J.
4608 Vinton. F. P.
592 Walworth, A. C.
162 Washburn, H. T.
4612 Watson, H. D.
9418 Watt, J. B.
6802 Watkins, R. P.
5934 Webb, F. L.
163 Webster, A. F.
9065 West, H. G.
1012 Wheeler, H. A.
3006 White, G. A.
2974 White, G. R.
4257 Whitehead, G. W.
8511 Whittemore, L. D., Jr.
7851 Whitney, E. H.
12824 Wilder, E. F.
3008 Wilbur, H. B.
7487 Williams, J. T.
751 Williams, H. W.
5045 Kelly, W. W.
9062 Kennedy, C. C.
2928 Kennedy, J. A.
11315 Kilvert, M. A.
4611 Wilson, H. L.
5508 Wimderlick, G.
3005 Wood, J.

MICHIGAN DIVISION—7.

9894 Bland, P. N.
10593 Bradish, W. K.
8225 Ford, F. D.
10599 Gillespie, J. H.
10836 Hedges, J. A.
7006 Tiffany, F. A.
12455 Wood, C. A.

MINNESOTA DIVISION—4.

9232 Graves, M. E.
11430 Hale, E. J.
6621 Norton, H. H.
6630 Rebstock, E. W., Jr.

MISSOURI DIVISION—9.

7284 Cabnon, M. H.
7285 Christopher, H. D.
7288 Edwards, J. E. F.
2733 Nicholson, A.
7491 Nifong, F. G.
4164 Snyder, G. T.
12156 Walker, R. J.
7292 Woolford, J. L.
7577 Yost, W. E.

NEBRASKA DIVISION—5.

11608 Allen, Miss J.
5635 Gordon, O. H.
6770 McConaughy, R.
11607 Rhodes, H. H.
12264 Roberts, W. S.

NEW HAMPSHIRE DIVISION—2.

10249 Gilbert, C. F.
8706 Merrill, C. H.

NEW JERSEY DIVISION—33.

10075 Allen, W. M.
6666 Applegate, G. F.
10879 Bellman, E. R.
3547 Burnett. H. C.
7419 Burkhart, G. F.
3041 Calkins, W. S.
10439 Chamberlin, G. W.
9214 Drabble, S.
10441 Edwards, G. K.
11692 Emans, J. S.
2430 Gray, M. J.
5569 Haas, J. F.
1379 Huff, W. H.
9750 Irwin, Dr. A.
8956 Janvier, T. R.
4502 Littell, H. E.
432 Logan, C. A.
4198 Marsden, Dr. G. F.
1441 Miller, H. B.
3907 Parker, J. L.
1428 Paxton, W. W., Jr.
6216 Robotham, G.
4204 Runyon, J. F.
12216 Scudder, K. L.
9269 Servis, W. H.
3980 Shepard, F. M., Jr.
5842 Sleight, C. H.
3982 Smillie, G. C.
10884 Swartwout, W. H.
1435 Taylor, G. B.
5666 Theberath, T. E.
6744 Tryon, J. M.
3031 Uebelacker, C. F.

NEW YORK DIVISION—66.

97 Adams, H. A.
5525 Akin, A.
7320 Armstrong, J., Jr.
9458 Atchison, E.
12127 Aumock, C. K. B.
9466 Beirel, J. J.
107 Boak, W. C.
10945 Bowne, W.
3271 Bryant, W. A.
10696 Case, H. B.
12810 Chambers, A. N.
7556 Clarke, L. A.
11090 Collamore, G., Jr.
9523 Cook, A. H.
1038 Davis, H. A.
865 Davis, E. M. C.
765 De Forrest, H. P.
7557 De Raismes, F. J. J.
467 Drake, J. S.
5087 Gage, S. E.
12380 Gamble. E. H.
2462 Goodrich, P. R.
7558 Gould, O. B.
6131 Hall, A. H.
6132 Hall, W. H., Jr.
8763 Hicks, W. E.
9051 Hobbs, T.
12811 Hollister, F.
3840 King, Dr. A. F.
4339 Lee, H. F.
10660 Livingston, Dr. M.
1083 Lux. A. J.
9288 McKenna, M. J.
12503 Messenger, E. L.
3959 Myer, F. E.
8752 Nichols, F. W.
3322 Ogen, H. C.
5595 Pangborn, G. W.
11298 Potter, E. W.
10945 Provost, A. J., Jr.
3141 Quackenbush, F.
12013 Raynor, C. R.
11371 Rose. J. A.
10269 Sibell, L.
3843 Scudder, T.
1242 Sibell, H. G.
7112 Smith, D. E.
10470 Smith, W. J.
9460 Steuber, L. W.
12108 Sumner, C. W.
8046 Terwilliger, E. A.
9293 Thompson, E. D.
3841 Turton, C. B.
2691 Tyler, Dr. N. B.
1142 Uhlein, J. C.
5189 Veeder, F. W.
9277 Walker, C. H.
8829 Wardwell, I. F.
7111 Whitson, J. W.
10108 Williamson, C. S.
4387 Wiltsie, H. S.
4082 Winans, W. S.
11099 Young, W. H.
9230 Young, W. B.
4094 Zieley, D., Jr.
10983 Zimmerman, J. G., Jr.

OHIO DIVISION—35.

11400 Ashton, W. H.
347 Bacher, P.
9151 Banker, A. C.
8607 Bergjohn, C.
1738 Berry, E. W.
8777 Molyneaux, W. V.
12229 Nunneker, E. C.
4124 Patric, W. D.
5852 Potter, S. A.
9200 Reid, C. R.

9305 Brunner, A. H.
6465 Caldwell, W. E.
5229 Chamberlin, C. W.
339 Chance, W.
3926 Cochran, T. C.
5850 Deaton, J. W.
7129 Doubet, A. E.
463 Evans, W. H.
2982 Everts, W. P.
389 Ganson, J. E.
6658 Garrison, J. G.
961 Gliddon, H.
11566 Kelly, I. N.
3765 Renzenbrink, G.
11810 Rodgers, A. S.
3906 Sieberling, C. W.
3899 Sheill, W. S.
3904 Shelhart, J. E.
1740 Smith, I.
11749 Snyder, A. L.
11750 Snyder, E. H.
10122 Spence, W.
2602 Staley, P. A.
3914 Stevens, F. M.
1298 Waldron, F. H.

OREGON—1.

7220 Lee, W. H.

PENNSYLVANIA DIVISION.—70.

8622 Alderson, W. C.
1846 Ames, E. H.
6948 Bailey L. L.
8623 Baker, W.
10281 Bates, H.
11708 Berger, R. J.
10498 Berlinghof, G. J.
7213 Burkert, C. O.
3729 Burtis, C. W.
8787 Butters, C. H.
7235 Chmnow, W.
2617 Clewell, H. E.
7580 Clark, F. L.
2023 Cohn, A. B.
10484 Cohn, I
11038 Cohn, M.
6773 Cunningsby, A.
2721 Crawford, E. C.
4691 Davis, H. L.
6682 Davison, N. G.
12349 Dean, H. G.
1221 Dilworth, M. H.
2036 Edgett, R. L.
12145 Evans, A.
7146 Haepker, W. A.
8169 Haggerty, J. H.
6160 Hayden, H. M.
8788 Henderson, C. R.
828 Henritzy, J. L.
3235 Houston, H. H.
11306 Hoyt, J. B.
4169 Jacoby, A. G.
11849 Jack, H. E.
7236 Klemmer, P.
11770 Krebs, S. L.
9059 Luken, E. L.
10500 Mack, H. A.
8286 Martin, N. J.
10173 Mcloney, G. R.
12414 Miller, J.
6764 Miller, C. T.
4157 Miller, C. H.
12078 Morison, R.
6849 McNelly, J. H.
2285 McCullough, J. C.
8796 Olney, C. M.
4158 Ormsby, M.
8166 Page, W. B.
1807 Pears, J. W.
9168 Philips, C.
9809 Pyle, F. B.
11570 Randolph, G. F.
11231 Randolph, R. F.
2026 Rhodes, S. C.
9064 Roberts, M. E.
12272 Rogers, J. A.
1919 Rohrer, S. A.
10485 Sage, C. H., Jr.
12600 Schell, P. A.
8789 Schwartz, W.
9170 Shipley, W. P.
7137 Sigworth, H. G.
6159 Summers, F. D.
1629 Small, J. E.
240 Timmer, D. K.
11058 Tracy, P. R.
12291 Varlet, C. H.
12590 Woodruff, G. E.
6444 Wright, W. L.
9506 Zell, F. D.

RHODE ISLAND DIVISION—3.

8179 Staples, A. B.
13033 Stillman O.
11716 Thomson, R. E.

TEXAS—1.

544 Scringeour, C. M.

VERMONT DIVISION—3.

5243 Atkins, F. E.
3922 Dumas, G. E.
9175 Drake, M. M.
7150 Filmore, H. D.
7935 Mosley, L. T.

VIRGINIA DIVISION—2.

13011 Boudar, H. C.
12087 Bruce, E. C., Jr.

WISCONSIN DIVISION—4.

6387 Gates, L. F.
9332 Hill, L. T.
6388 Hinman, J. A.
12367 Hurn, J. M.

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BARGAIN.—56-inch Expert, dropped bars 32 inches long, lamp, swing spring, suspension saddle, square rubber ball pedals, patent stand, extra handle bars, and spring. All full nickelled and in A1 condition. $100. Good reasons for selling. C. C. MOWTON, 4 Irving Place, New York City.

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50-inch Standard Columbia, full nickelled, except rims P. B., in excellent condition. $80.
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If you are in want of any sundries or parts, send to Spead and get his prices. JAS. A. SPEAD, South Newmarket, N. H.

THE BROOKS IDEAL CYCLOMETER.

SIMPLEST, MOST RELIABLE AND BEST.

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Is made of the Finest Kangaroo or Dongola, in any size or width

and warranted superior to any Bicycle Shoe made.

Price, per pair, **$3.00.**

These shoes being laced to the toe, afford comfort to the wearer, in whatever position the foot is placed; and, also, are the most durable shoe made.

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AND THE WORLD IS HARD TO BEAT.

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They have caused the delay in the delivery of the L. A. W. RUG, which important event will positively take place this week. I might here mention that this beautiful specimen of the weaver's art, which is known as the L. A. W. Rug, is a Smyrna one, 5 feet long by 2 1-2 feet wide, containing 21 colors, the prevailing ones of which are old gold, cardinal and black. Upon a moresque background there is woven in the Rug the L. A. W. badge, 19 inches in diameter. There is a border completely around the Rug composed of 5 different arrangements of the League stencil-board. The Rug weighs 5 1-2 pounds; is alike on both sides, and fringed at both ends. All of this amalgamation of color and design is being fairly thrown away at the price of $5.00 per Rug, to all members who are smart enough to know a good thing when they see it, and in consequence send their early orders to

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Patterns of this old Reliable Bicycle for 1887 are :

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3. The STANDARD FACILE is a good and plain pattern, with plain Enamel finish, weldless steel backbone and front forks, and balls to front wheel only.

4. The new GEARED FACILE has no chain, but drives by a compact, easy and simple Sun-and-Planet Gear, placed on one side only; except that the levers are a little longer and two small-toothed wheels are visible on one side, the machine looks precisely like the usual Facile. It is hollow throughout, and every bearing whatever is adjustable ball, — no less than 21 rows of these, and 250 balls in all. Head is, of course, the "Abingdon." Size is 40, geared to 60. Although this is high gearing, the machine excels all other geared machines in smoothness and ease of running, and it is destined to prove the fastest cycle made, on road and path both. It is recommended to parties who want a "FLIER" for the best roads, and is guaranteed to be found exactly that.

5. The REAR-DRIVER FACILE has a 22-inch steerer, and a 36-inch driver geared to 54 in the same manner as the other. The front driver however, avoids the faults of other front-driven bicycles, and is considered not only as the better of the two-geared Faciles, but as the best geared bicycle ever produced. It will be heard from.

6. The FACILE TRICYCLE is a handy, central-driving, open-fronted, and easy-running machine, with Facile driving. Singularly light, weighing only 40 lbs., yet of ample strength, and is the best machine in market for ladies.

Prices are not exactly fixed, but will probably be: $125 for No. 1, as above; $135 for No. 2; $90 for No. 3; $140 for Nos. 4 and 5, and $150 for No. 6.

If you want a Ball Head, see the "Abingdon," then you will accept no other.

Send for 1887 List, ready soon.

L. A. WILCOX,

33 MURRAY STREET - - - - - NEW YORK.

TO WHEELMEN.

PRINCETON, N. J., Feb. 9, 1877.

VAIL BROTHERS:

Gentlemen, — I have used your **QUININE AND SULPHUR SOAP,** and find it the best article I have ever tried for chafes and blisters after a day's ride on my wheel, and I have been very badly chafed, especially on hot days.

Yours very truly.

J. A. CALHOUN.

If you choose, you may publish this, as my feelings are somewhat enlisted as regards the comfort and success of brother wheelmen.

USE IDEAL TOOTH POWDER. Price, 25 cents per Bottle.

The Jersey Fitting Underwear Co.

Manufacture a large variety of

JERSEY FITTING GARMENTS,

For Men, Women and Children.



We call the special attention of

BICYCLE RIDERS

To our

TIGHTS AND JERSEYS.

Full Tights, Knee Tights, Knee Pants.

A New Thing,

TRUNKS & KNEE PANTS

For Lady Cycle Riders.

TRADE MARK. BOYS' TIGHTS AND JERSEYS.

We manufacture the best **Fitting Bicycle** and **Lawn Tennis Jersey** in the country, and commend every one to examine these goods before buying any others. Each garment bears our trade-mark, and is indorsed by the best manufacturers of Bicycles and Professional Riders. We invite dealers to examine these goods.

☞ Send for Circular. We send samples to any responsible party in the country.

HOLMES & CO.

17 Kingston Street, Boston, Mass.

STEEL BALLS FOR ANTI-FRICTION BEARINGS.

OF BEST CAST-STEEL. HARDENED, GROUND, AND BURNISHED.

3-16" to 3" diam. Samples and prices on application.

SIMONDS ROLLING-MACHINE COMPANY, Fitchburg, Mass.

BROOKLYN RIDERS

TAKE YOUR WHEELS TO

SCHWALBACH & WILLDIGG,

PROSPECT PARK PLAZA,

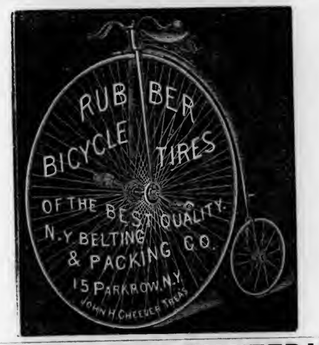
AND HAVE THEM OVERHAULED.

Call and inspect the

WHEEL OF PERFECTION, THE NEW&MAIL.

REPAIRS.

☞ Send postal card and have us call for Repairs.



SALESMEN WANTED!!

SALARY and EXPENSES PAID!!

For terms and particulars address (*mention this paper*),

W. R. McNARY & CO., Nurserymen, Dayton, O.

BICYCLE AND GYMNASIUM GOODS.

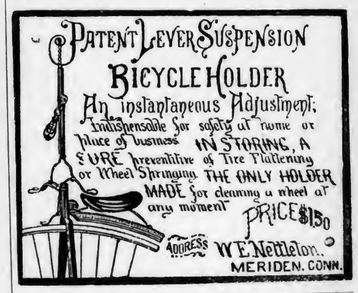
THE KINGSTON KNITTING CO.

Mo. 27 Kingston Street - - - - Boston, Mass.

Manufacture from the Finest Worsted Stock all of the latest novelties in Jerseys, Guernseys, Knee Tights, Full Bodied Tights, Hosiery, etc., and in all the Popular Colors — in Plain, Striped Trimmed.

We make a specialty in these **Garments,** and our prices are very reasonable. We refer to a large number of wheelmen, and who use our goods.

ORDERS SOLICITED.



Patented 1881. **L. A. W. BADGES.**



For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle St., Portland, Me.

The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges,** $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.



New Style H.

Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.

BROWNING, KING & CO.

406, 408, 410, and 412 Broome St., New York.



THE ONLY OFFICIAL CONTRACTORS FOR THE

LEAGUE ✲ UNIFORM.

LIST OF PRICES.

Plaited Blouse, $9.50; Knee Breeches, $6.00; Suit, $15.50. Regulation League Cloth, made by the Middlesex Mills, cost $2.00 per yard. League Buttons, large size, 5 cents each; small size, 2 1-2 cents each. Full set for suit, 55 cents.

TERMS.

All uniforms or parts of uniforms sent C. O. D., with privilege of examination. All orders for cloth or buttons must be accompanied by Money Order. Blank forms for self-measurement furnished on Application. Orders for L. A. W. Goods will be received at any of our branch stores, as follows:

136 and 138 Madison St., 144 to 148 Clark Street, 76 and 78 West Fourth St., } CHICAGO, ILL. Cincinnati, Ohio.

210 and 212 N. Broadway, St. Louis, Mo. Wisconsin and E. Water St., Milwaukee, Wis. 910 and 912 Chestnut St., Phila., Pa.

All orders must be accompanied by League number.

LAST CHANCE

AT

OUR SPECIAL SALE OF NEW BICYCLES.

The results from our advertisement in the February 11th issue of the BULLETIN have been much better than we expected, and a very large number of most excellent bids have been received. In addition to this, a number of wheels have been sold at the special prices, showing that the wheelmen of the country appreciate the chance of getting a new wheel at second-hand price.

ON THE FOLLOWING PAGE WILL BE FOUND DESCRIPTIONS, NUMBERS, BIDDING BLANKS, ETC., UNTIL APRIL 1, ONLY.

THE SPALDING.

No.			Old Price.	Special Price.
01	50-inch,	Nickel Plated,	new.....$142 50	$125 00
03	58 "	" "	" 155 00	125 00
04	58 "	" "	" 155 00	125 00
05	58 "	" "	" 155 00	125 00
010	48 "	Enamelled, Parts Plated,	" 130 00	115 00
011	50 "	" " " "	" 132 50	115 00
012	50 "	" " " "	" 132 50	115 00
013	50 "	" " " "	" 132 50	115 00
015	52 "	Full Enamel, 1885,	" 135 00	110 00
016	52 "	Enamelled Parts, Plated,	" 135 00	115 00
017	52 "	" " " "	" 135 00	115 00
018	52 "	" " " "	" 135 00	115 00
020	52 "	Full Enamel, 1885,	" 135 00	110 00
021	54 "	Enamelled Parts, Plated,	" 137 50	115 00
022	54 "	" " " "	" 137 50	115 00
023	54 "	Full Enamel, 1885,	" 137 50	110 00
025	56 "	" " " "	" 140 00	110 00
026	56 "	Light Roadster, Enamelled,	" 140 00	115 00
027	58 "	" " " "	" 142 50	115 00
028	60 "	" " " "	" 145 00	115 00
029	52 "	Royal Premier, 1887, Enamelled,	" 140 00	125 00

No.			Old Price.	Special Price.
1	48 "	Enamelled, Parts Plated,	" 130 00	115 00
2	48 "	" " " "	" 130 00	115 00
4	50 "	" " " "	" 132 50	115 00
6	50 "	" " " "	" 132 50	115 09
7	52 "	" " " "	" 135 00	115 00
9	52 "	" " " "	" 135 00	115 00
10	54 "	" " " "	" 137 50	115 00
11	54 "	" " " "	" 137 50	115 00
13	54 "	" " " "	" 137 50	115 00
14	56 "	" " " "	" 140 00	115 00
15	58 "	" " " "	" 142 50	115 00
16	60 "	" " " "	" 145 00	115 00
17	48 "	Nickel Plated,	" 142 50	125 00
18	50 "	" "	" 145 00	125 00
19	52 "	" "	" 147 50	125 00
20	52 "	" "	" 147 50	125 00
23	52 "	" "	" 147 50	125 00
24	54 "	" "	" 150 00	125 00
25	54 "	" "	" 150 00	125 00
26	56 "	" "	" 152 50	125 00
27	56 "	" "	" 152 50	125 00
28	58 "	" "	" 155 00	125 00

A. G. SPALDING & BROS.,

241 Broadway, New York. **108 Madison St., Chicago, Ill.**

AMERICAN PREMIER.

This wheel has been on the market for four seasons, and from time to time has been improved, until now it ranks well up as a high-class wheel, and it has won favor wherever used. Enamel finish, with head, handle-bar, and all bright parts nickelled, balls to front and rear wheels, hollow forks and backbone.

No.			Old Price.	Special Price.
040	46-inch,	Full Nickel,	new.....$100 00	$95 00
041	50 "	"	" 105 00	95 00
042	50 "	"	" 105 00	95 00
043	52 "	"	" 107 50	95 00
044	54 "	"	" 110 00	95 00
045	56 "	"	" 112 50	95 00
050	48 "	Enamelled Parts Nickel,	" 90 00	80 00
051	48 "	" " " "	" 90 00	80 00
054	50 "	" " " "	" 92 50	80 00
055	50 "	" " " "	" 92 50	80 00
057	52 "	" " " "	" 95 00	80 00
43	48 "	" " " "	" 90 00	80 00

No.			Old Price.	Special Price.
44	48-inch,	Enamelled Parts Nickel	new..... 90 00	80 00
45	50 "	" " " "	" 92 50	80 00
47	50 "	" " " "	" 92 50	80 00
48	52 "	" " " "	" 95 00	80 00
49	54 "	" " " "	" 97 50	80 00
50	54 "	" " " "	" 97 50	80 00
51	56 "	" " " "	" 100 00	80 00
52	50 "	Full Nickel,	..... 105 00	95 00
53	50 "	"	..... 105 00	95 00
54	54 "	"	..... 110 00	95 00
55	56 "	"	..... 112 50	95 00

KANGAROO SAFETY.

This original Safety has held its own against all comers, and to-day is the best known and most popular and desirable Safety in the market. It has elements of safety and ease of running not yet attained or approached on other Safeties, and if you try it you will like it. A good hill climber; an excellent coaster.

No.	C.		Old Price.	Special Price
060	Enamelled,	36-inch geared to 54, new	.....$130 00	$100 00
061	"	36 " " " 54, "	..... 130 00	100 00
062	"	36 " " " 52, "	..... 130 00	100 00
063	"	35 " " " 52, "	..... 130 00	100 00
064	"	35 " " " 52, "	..... 130 00	100 00
065	"	38 " " " 57, "	..... 130 00	100 00
066	"	38 " " " 57, "	..... 130 00	100 00
067	"	38 " " " 57, "	..... 130 00	100 00
068	"	38 " " " 50, "	..... 130 00	100 00

No.	C.		Old Price.	Special Price.
069	Enamelled,	38-inch geared to 57, new	.....$130 00	100 00
070	"	38 " " " 50, "	..... 130 00	100 00
072	"	35 " " " 52, "	..... 130 00	100 00
30	"	36 " " " 54, "	..... 130 00	100 00
31	"	36 " " " 54, "	..... 130 00	100 00
32	"	38 " " " 57, "	..... 130 00	100 00
33	"	35 " " " 52, "	..... 130 00	100 00
34	3 machines geared 36 to 54, new, each		..... 130 00	100 00

RACERS.

There are many who, for their own pleasure, would occasionally like to "speed themselves" on the track, but the heavy expense of having to pay a high price for a racing wheel deters many from entering into the sport. Here is a chance to get a $140 dollar wheel for $90. Woodside's magnificent riding during the last season was done on a SPALDING RACER, when he won more first prizes than any other professional. Any one desiring a fine racing wheel should get it now.

No.			List Price.	Special Price.
0201	52-inch	Enamelled, used once,	.....$140 00	$85 00
0202	54 "	" " "	..... 140 00	90 00
0203	56 "	" " three times	..... 145 00	90 00
0206	58 "	" new,	..... 150 00	100 00
0204	57 "	" "	..... 150 00	100 00

No.			List Price.	Special Price.
0214	55-inch	Enamelled, good as new,	..... 145 00	90 00
0207	57 "	Humber, new,	..... 150 00	100 00
0208	55 "	" used once,	..... 145 00	95 00
0217	58 "	" new,	..... 150 00	100 00

We have in Stock a few Humber Tandems and Crippers, which come in under the Reduction.

1887.

Form 071

Messrs, A. G. SPALDING & BROS.

Gentlemen:—Inclosed herewith please find $5.00. I wish to enter a bid of $..... on wheel No. ....., as per your advertisement.

Name,

City or Town,

State,

A. G. SPALDING & BROS.,

241 BROADWAY, NEW YORK. 108 MADISON ST., CHICAGO, ILL.

TWO LEADERS!

THE "NEW RAPID."

FULL ROADSTER, *50-inch, 40 pounds.*

LIGHT ROADSTER, *50-inch, 36 pounds.*

ROVER PATTERN SAFETY.

All with TRUE TANGENT WHEELS.

THE "QUADRANT" TRICYCLES.

No. 8 FOR GENTLEMEN. **No. 14 FOR LADIES.**

No. 15 TANDEM,

For Two Gentlemen, Two Ladies, or Lady and Gentleman.

BICYCLE STEERING FRONT AND BACK.

You will do wrong if you order your new mount before seeing these machines or reading our catalogue, which illustrates and describes them and their IMPROVEMENTS FOR 1887.

SAMUEL T. CLARK & CO. - - - BALTIMORE, MD.



BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP - - DAYTON, OHIO,

For large Illustrated Price-List of New and Second-hand machines. Second-hand Bicycles taken in exchange and bought for cash.

Largest Stock of Second-Hand Bicycles in America.

BICYCLES REPAIRED AND NICKEL-PLATED.

A. W. GUMP, Dayton, Ohio.

SECOND-HAND GUNS TAKEN IN EXCHANGE FOR BICYCLES.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

(YOST & McCUNE PATENTS),

19 PEARL STREET - - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.

THE "NEW AMERICAN" TRICYCLE,

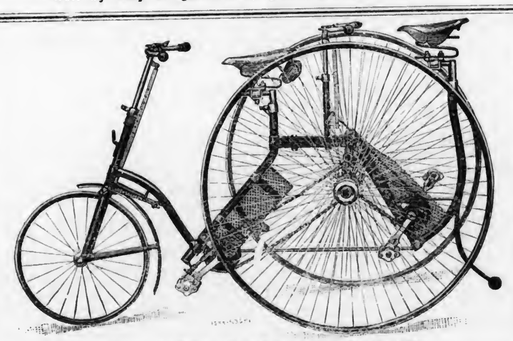
639 ARCH STREET, PHILADELPHIA.

We make but one style of machine, and that the BEST. There are NO EXTRAS.

NO DEAD CENTRES. FULL POWER UTILIZED. CLIMBS ANY HILL.

The best machine for ladies, as there are no revolving pedals to catch the skirts. The only Tricycle that can be ridden equally well by lady or gentleman, grown person or child.

Either Rider Can Steer.
May be Ridden by Two Ladies.
Has Automatic Steering.
Reduces in Width to 27 Inches.
Has Folding Handle Bar for Easy Access to Front Seat.
Is the Most Unique Machine of its Class.



THE CUNARD CONVERTIBLE TANDEM.

CUNARD

BICYCLES,
TRICYCLES,
TANDEMS,
SAFETIES.

D. ROGERS & CO.

SOLE U. S. AGENTS,

75 Clinton Avenue - - Newark, N. J.

☞ Catalogues Free.

COPY OF TESTIMONIAL FROM T. J. KIRKPATRICK, Esq., VICE-PRESIDENT OF THE L. A. W.

SPRINGFIELD, O., Jan. 11, 1887.

D. ROGERS & COMPANY,

GENTLEMEN: — Respecting the Cunard Tandem, I have to say that it is, *beyond question, the best tandem* yet produced. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leave nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine *a pleasure.* I have owned other tandems, but this is *the only one that was worth house-room* as a convertible machine. I find it a *perfect machine,* in perfect balance, either as a single or a tandem. I have sought carefully, for some three years now, for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day to suggest an improvement in the design and arrangement of the Cunard, I would be free to say that *it is as nearly perfect as this type of machine ever will be.*

Yours truly, [Signed] T. J. KIRKPATRICK.

SEND YOUR ORDERS AT ONCE FOR SPRING DELIVERY, AND DON'T GET LEFT.

ACTIVE AND RESPONSIBLE AGENTS WANTED.

Send for list of shopworn machines, which must be sold to make room for spring stock.

Before purchasing your Mount for this Year, see the Celebrated

"ROVER" BICYCLE.

FITTED WITH EVERY POSSIBLE IMPROVEMENT.

FASTER THAN A BICYCLE.

SAFER THAN A TRICYCLE.



The "ROVER" BICYCLE,
As ridden by the Right Honorable Viscount Bury, President of the National Cyclists' Union.

No Skidding or Side-Slipping on Greasy Roads

And no Fear of Falls.

Starley's New Patent Spring Fork is now ready, whereby entire insulation from shocks is obtained in handles, pedals and seat.
This fork can also be applied to any tricycle.
Price lists, testimonials, etc. (including one from Viscount Bury, which every rider should read), post free.
Complete catalogue of all our machines, two stamps.

STARLEY & SUTTON, Meteor Works - - Coventry, England.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **TWO DOLLARS,** send it to the Secretary of the League,

ABBOT BASSETT,
22 School Street, Boston, Mass.
P. O. BOX 5276.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4.— An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by:—

"*(a)* Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training, or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"*(b)* Competing with, or pace-making for, or having the pace made by a professional in public or for a prize.

"*(c)* Selling, realizing upon, or otherwise turning into cash, prize won by him.

"*(d)* Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"*(e)* This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, roller, and ice skating."

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,
22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find **$2.00** *for initiation fee and annual dues in the League of American Wheelmen. I hereby cerlify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed,

Club, ... *Residence,*

City and State, *Date,* .....

REFERENCES:

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

The Sensation of 1887!

ABSOLUTE PERFECTION!!

The Latest American High Grade Wheel,

THE NEW MAIL.

A Perfectly Made Light Roadster.

Ask your Dealer to show it.

See one before purchase.

BALL HEAD.
"PERFECTION" BACKBONE AND FORKS.
SPADE HANDLES.
SQUARE RUBBERS.
NARROW TREAD.
SPOKES WOUND SEVEN TIMES.
CLOSE-FITTING BRAKE.
HARWOOD'S ADJUSTABLE STEP.
NEW KIRKPATRICK SADDLE.
GOOD RAKE.
A HANDSOME WHEEL.
SPOKES NICKELLED UP TO INTERSECTION.
NOTE THE SYMMETRY.



With our Specialty.

Trigwell's Ball Head.

Extract from a London letter to the L. A. W. Bulletin, Jan. 8, 1887.

Speaking of manufacturers with "big stock" crying down Improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it. What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it — but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts. Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanley head, with cone or hemispherical centres, however true and well hardened, is a fact that the experience of 1886 has settled beyond a peradventure of a doubt.

For the past four years, as is well known, we have been importers of high grade English bicycles and tricycles, and have controlled the product and been sole agents for the sale of the celebrated "Royal Mail." We think it has been conceded by wheelmen that this latter has been, in proportions and style, the handsomest wheel in the market, while the fact that it has been taken as a model by other manufacturers bears out this claim. While preserving the model (and we ask the reader to glance at the cut and notice the symmetry we speak of), yet in order to get stricter and more perfect interchangeability of parts and absolutely perfect construction throughout, which can only be obtained by accurate machinery, we have decided to manufacture our wheels in this country, and now offer, together with Royal Mails, **THE LATEST AMERICAN WHEEL,**

THE NEW MAIL,

Made by the finest machinery of the Ames Manufacturing Company, of Chicopee, Mass., who have long been bicycle manufacturers. They are built under our OWN SUPERVISION, and, from their experience coupled with our own, we offer our light roadster for 1887 as the most perfect machine yet made. Every detailed part has been constructed with the greatest nicety and all are Strictly Interchangeable. In fact, a

PERFECT WHEEL.

We ask careful consideration of the distinctive features of the **"NEW MAIL,"** as it has, for the coming season, improvements possessed by no other bicycle.

WM. READ & SONS, BOSTON.

SOME of the PRINCIPAL AGENTS for the NEW MAIL.

BROOKLYN, N. Y.	SCHWALBACH & WILLDIG
PHILADELPHIA, PA.	A. CONINGSBY
WASHINGTON, D. C.	CRIST & HIGHAM
CHICAGO, ILL.	HIBBARD, SPENCER, BARTLETT & CO.
DETROIT, MICH.	T. B. RAYL & CO.
INDIANAPOLIS, IND.	INDIANA WHEEL CO.
DENVER, COL.	G. E. HANNON
CLEVELAND, OHIO	BRUSH, MOORE & CO.
CINCINNATI, OHIO	A. A. BENNETT
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POUGHKEEPSIE, N. Y.	STERLING BROTHERS
PORTLAND, ME.	G. L. BAILEY
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WORCESTER, MASS.	DR. GEO. F. HARWOOD
WHEELING, WEST VA.	HOGE & CO.
NORFOLK, VA.	J. C. CARROLL
NEW BRITAIN, CONN.	LANDERS & STANLEY
ROCHESTER, N. Y.	J. C. CONNOLLY & CO.
SCRANTON, PA.	A. J. KOLP
TERRE HAUTE, IND.	ANTON HULMAN
WILKESBARRE, PA.	LEWIS L. EVANS
WILLIAMSPORT, PA.	RICHARDS & HUBBARD
BRIDGEPORT, CONN.	W. B. MIDDLEBROOK
CANTON, OHIO	EYSTER & NAUMAN
CAMBRIDGE, MASS.	W. J. NEWMAN
AMESBURY, MASS.	GEO. L. KNIGHTS & CO.
HAGERSTOWN, MD.	H. E. BRANDT
ELYRIA, OHIO	HOYLE & FLOWER
AKRON, OHIO	H. M. HOUSER
WESTFIELD, MASS.	WILLIAMS & WOLCOTT
PLAINFIELD, N. J.	A. L. C. MARSH
PASSAIC, N. J.	E. P. SHEPHERD
NORTHAMPTON, MASS.	WILLIAM H. FEIKER
WINONA, MINN.	JOHN I. WILLSON
BENNINGTON, VT.	J. H. LIVINGSTON
NORTH ATTLEBORO', MASS.	W. C. AMES
BRIDGETON, N. J.	MORE & JANVIER
NORTH ADAMS, MASS.	J. M. DARBY
LE ROY, N. Y.	W. C. BOAK

A SPLENDID, COMMON-SENSE IMPROVEMENT.

BACKBONE. — Warwick's Perfection pattern, new this year. It is well known that in all machines backbones are liable to and do break, causing bad accidents. The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain. We have adopted Warwick's new pattern backbone, which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight. Also, we preserve the Oval shape, as in the "Royal Mail," which is handsomer and stiffer than the round.

FORKS. — Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end. This gives very strong rigid forks.

BEARINGS. — Bown's Æolus Ball Bearings, — the best.

CRANKS. — Detachable, with 5 1-4 to 6 inch throw.

PEDALS. — Ball, with square, corrugated rubbers, conforming to the foot.

SPOKES. — 72 True Tangent, tied at intersection and wound seven times, as well as brazed, — no other wheel does this. A single tie often becomes loose like a ring and rattles. Our winding never parts but keeps the whole wheel rigid, and in fact acts like a large hub flange with short spokes. Spokes can be tightened, if necessary through accidents, from the outside, it not being necessary to remove the rubber tire. A washer inside the rim prevents the spoke loosening.

RIM. — Warwick's best, with thickened bottom and joint inside. The whole outside of rim is smooth, no seam. This is a great advantage, as a seam outside looks bad and is liable to open.

TIRE. — Finest rubber, cemented.

HANDLE-BARS. — Detachable, very easily put in place or detached by means of two simple nuts each side of head. We offer it as the simplest and handsomest detachable handle bar in the market.

SADDLE. — Kirkpatrick, new style.

TOOL BAG. — Handy.

STEP. — Harwood's adjustable.

RAKE. — From 1 1-2 to 2 1-4 inches. We have a good rake in our wheel, as it makes them safer and less liable to headers.

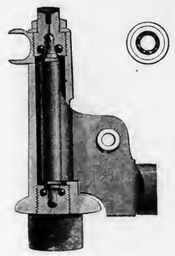
HANDLES. — Spade handles, adjustable.

FINISH. — Finest jet black enamel, with bright parts, as head, bars, hubs, cranks, step, etc. nickelled. Also, spokes are nickelled from the hub to their intersection, giving a very Handsome Appearance. It will thus be seen that this wheel has all the latest improvements, and we include Spade Handles, Square, Rubber Ball Pedals and the now noted Trigwell Ball Head at the price. In fact no other wheel made has the same. We ask an inspection before deciding on your selection for the coming year. See it or send stamp for full descriptive illustrated catalogue, showing all parts in detail, ready March 10.

SEND 14 CENTS IN STAMPS FOR FINE PHOTOGRAPH OF NEW MAIL.

OUR SPECIALITY

THE GENUINE TRIGWELL BALL-BEARING HEAD



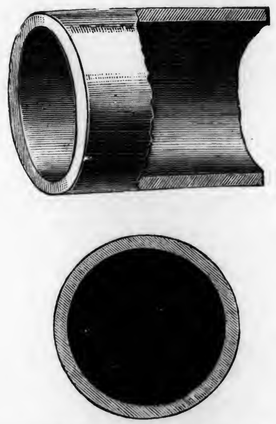
1000 MILES WITHOUT OILING OR ADJUSTMENT.
PERFECT RIGIDITY AND EASE OF STEERING.
ENTHUSIASTIC TESTIMONIALS.
IN USE WITH GREAT APPROVAL.

Wheelmen are aware that, ordinarily, constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the balls smoothly, without wear, and ONE ADJUSTMENT serves for a very long time — for months, in fact — and no loosening nor setting up is necessary. There being no friction, OILING IS RARELY NEEDED. These heads are made by the finest machinery, all perfectly alike and beautifully finished, every part mathematically true, and

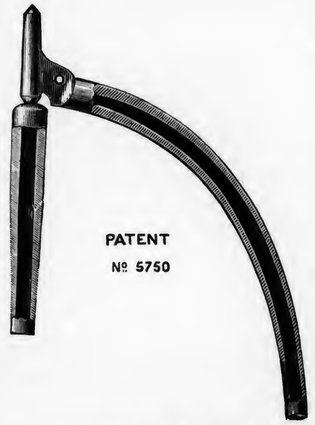
ALL PARTS INTERCHANGEABLE.



PERFECTION BACKBONE and FORKS.

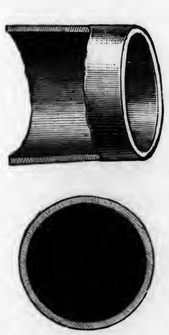


Sectional and end view, showing strengthened neck end of Backbone.

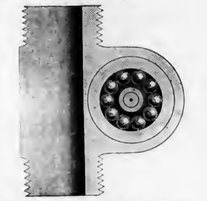


PATENT
№ 5750

Sectional view, showing Backbone and Forks when made up.



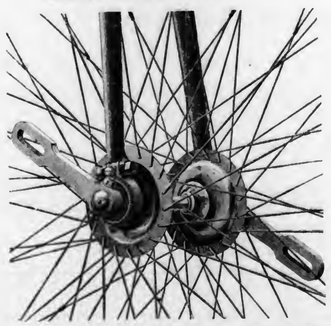
Sectional and end view of back fork end of Backbone.



Arrangement of Balls in Head.



Close Fitting Dust Shield. No side screws. Very neat.

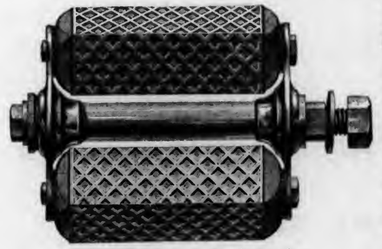


This cut shows the NEW MAIL system of tying its Tangent Spokes at intersections. UNLIKE ANY OTHER! Tied as well as brazed, and wound seven times, giving great strength and rigidity to whole wheel. Impossible for Spokes to separate or rattle. True Tangent Spokes, 72 in number. DETACHABLE CRANKS, 5 to 6 in. throw.

Notice the smooth outside of this rim.



Warwick's New Hollow Rim, with thickened bottom. Seamless and perfectly smooth outside. Cemented Tire.



Square Rubbers, conforming to foot.

Agents Wanted in every Town

MANUFACTURERS,

WILLIAM READ & SONS,

107 Washington St., Boston, Mass.

Good Agents Wanted Everywhere. **Send Stamp for Circulars.**

How is this for a line of Wheels, Gentlemen? We think it about fills the bill, and our prices, mind you, are reasonable.

THE AMERICAN CHAMPION, with many improvements, such as a superior crank fastening, which dispenses with use of a hammer, new bearings that are adjustable without loosening a screw even. Price, for 48-inch, **$100.00.**

THE AMERICAN LIGHT CHAMPION, a light roadster of highest possible grade, with a ball-bearing head, true tangent wheels, and embodying many novel and peculiarly useful inventions. Price, for 48-inch, **$115.00.**

THE AMERICAN CHALLENGE, much improved and fitted with cow-horn bars, as formerly the best machine on the market for the money. Price, for 48-inch, **$70.00.**

THE AMERICAN SAFETY, sold last year under our positive guaranty that it was the easiest running bicycle in the world, improved wherever possible. Price, for 40-inch, **$74.00.**

THE AMERICAN LIGHT SAFETY, after the lines of the regular Safety, but made hollow wherever possible, and will be sold under a guaranty as to its superiority over all other bicycles in easy running. Price, for 40-inch, **$115.00.**

THE AMERICAN IDEAL, as heretofore, the only high grade and honestly constructed boys' bicycle in the world. Finished in black, with artistic real gold stripes. Price, from **$25.00** to **$60.00.**

THE AMERICAN IDEAL TRICYCLE, two-track, the young ladies' companion to the bicycle of same name, a really beautiful little three-wheeler, in two sizes, 30 and 34 inches. Price, **$40.00** and **$50.00.**

THE AMERICAN CHALLENGE TRICYCLE, two-track, a high grade and honestly constructed three-wheeler, in two sizes, 42 and 44 inches. Price, **$80.00** and **$95.00.**

THE AMERICAN IDEAL TANDEM, a convertible two-track for boys and girls, in two sizes, 30 and 34 inches. Price, **$60.00** and **$75.00.**

THE AMERICAN CHALLENGE TANDEM, a convertible two-track for ladies and gentlemen, in two sizes, 42 and 46 inches. Price, **$120.00** and **$135.00.**

1887 Catalogue, containing detailed description of the foregoing Cycles, will be ready early in March, and will be mailed on application.

RESPECTFULLY SUBMITTED,

GORMULLY & JEFFERY MF'G CO., Chicago, Ill.

THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN: PUBLISHED WEEKLY: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, MARCH 18, 1887. | VOL. IV. No. 11. WHOLE NUMBER, 90.

THE SEASON OF 1887.

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Fifty-Two Pages, Forty-Eight Engravings. Free by Mail upon Application.

Expert
Light Roadster
Standard
Safety
Semi-Roadster
Racer

COLUMBIA BICYCLES.

COLUMBIA TRICYCLES.

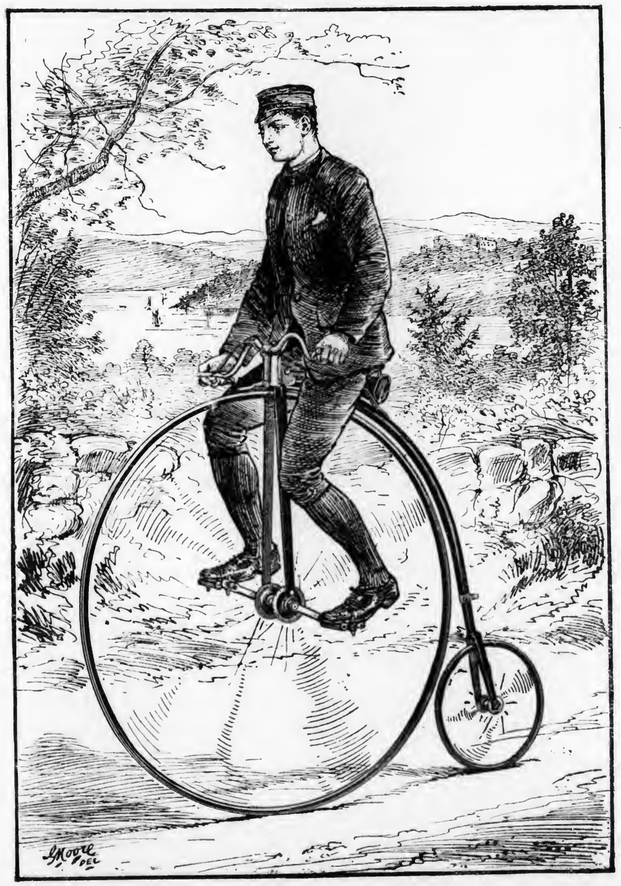
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The L. A. W. Bulletin

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the Executive Committee of the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5276.

Entered at the Post-Office as Second-Class Matter.

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CLUBS OF FIVE - - - - - - $4.00 "

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Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

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OFFICIAL HANDICAPPER.

N. P. Tyler, M. D., New Rochelle, N. Y.

LEAGUE MEET FOR 1887.

St. Louis, May 20 and 21.

FRIDAY, MAY 20. — Board of Officers and general meeting.

SATURDAY, MAY 21. — Parade and Banquet.

COMMITTEES — Chief Consul, John S. Rogers, care of *American Wheelman*, General Manager; W. M. Brewster, 309 Olive Street, Treasurer; L. J. Berger, Room 9, Equitable Building, Secretary; W. E. Hicks, 2608 Locust Street, Press Committee.

AT date of writing, March 12, we have just received our books from Philadelphia, and we now hope to prosecute the work of the League with some degree of expedition. We are still without many important files and papers, but we hope to get these early next week.

CAN it be that members do not read the BULLETIN carefully? We have explained our unfortunate position each week, and yet we have received scores of letters demanding to know why tickets are not forthcoming. We have been unable to verify lists with State officials, nor have we been able to answer the thousand and one queries that have been put to us regarding the standing of members on our books. It will be seen by this that our correspondence is far behindhand, and that it will take many weeks for us to catch up with the business. We were in hopes to have done with this oft-repeated explanation, but our letters show us that we must employ the iteration so essential for the impressment of the masses with the existing condition of things.

WE want to talk figures now. We have been talking with our advertisers about increasing the rates for advertising space in the BULLETIN, and our figures are so much in advance of those that have been charged, that many think we are extortionate in our demands. We have asked for no more than is demanded by the circumstances of the case, nor do we claim anything more than plain facts and figures demand that we should. To run a paper whose circulation is above ten thousand, takes a great deal of money and calls for a large income. The BULLETIN gets no money, to speak of, from subscriptions, and its advertisements should pay for its maintenance, or should come so near to this that the deficit would be no more than the League was willing to pay for the paper.

GRANTED a paper of twenty pages like the BULLETIN, with an advertising patronage taking ten pages. Granted, further, that the expense of printing this paper is $300. Then each advertising page must yield $30 to cover the printer's bill, and the publishers have still to pay the salaries and running expenses of the office before the proprietor can have a cent. In other words, each advertising page costs $30, and if it be sold for $20, there must be a fat treasury behind the paper to make up losses.

NOW, let us look at what has been paid for printing the BULLETIN. We will go back to the last four months.

In November, 1886, the League paid to E. Stanley Hart & Co. $1,038.40 for printing the BULLETIN, and charged upon its books $606.35 for advertising.

In December, 1886, the League paid E. Stanley Hart & Co. $1,438.72 for printing BULLETIN, and charged upon its books $701.18 for advertising.

In January, 1887, the League paid E. Stanley Hart & Co. $1,213.27 for printing the BULLETIN, and charged upon its books $686.85 for advertising.

In February, 1887, the League paid E. Stanley Hart & Co. $1,352.27 for printing the BULLETIN, and charged upon its books $1,076.24.

For the four months it cost $5,042.66 to print the paper, and the advertising charges were $3,070.63. The first item allows of no reduction. A man seldom gets in all his bills, and the charges on the books will not yield their face value. In brief, the League has paid, during the last four months, about $2,000 in hard cash to the printers, all salaries of officers, all salaries of correspondents, all office expenses, etc., etc. That is what the BULLETIN has been made to cost the League.

WE do not care to have it understood that Messrs. Hart & Co. charged more than a fair price for printing the BULLETIN. Their charges were below the market price for the kind of work done, and the arrangement with them, so far as prices for printing the BULLETIN is concerned, was a very favorable one for the League.

CAN the income be increased? That is the question that now confronts us. The League is bound by contract to furnish nearly every one of the large advertisers with space for a year at the ruinous rates that have been charged, and should they insist upon the agreement, the League must stand to its word and abide the loss. Are they, the advertisers, paying a fair market value for what they are getting? We think not. Any man well up in the science of advertising recognizes that a paper is worth one cent a line per thousand of circulation, and the same man will tell you that class papers are worth more than general advertising sheets. The new rates established bring down the yearly rate to fourteen cents a line, and we shall soon be circulating ten thousand copies, with a prospect of many more thousands before the year is out. The BULLETIN, with ten thousand circulation and above, has been selling space for five cents a line.

ONE word about class papers. The cycle dealer, who advertises in the great dailies, the monthlies, or the religious press, can count on having his advertisement read by about one in twenty. If he advertises in the BULLETIN, he can be sure that only one in twenty will fail to read. This fact alone gives value to advertising that the BULLETIN furnishes far in advance of the small percentage of advance we are asking over what is conceded to be the market value of advertising.

THE Citizens' Bicycle Club of New York has voted to present to the L. A. W. the sum of $50 to help it out of its present financial embarrassment. The check for this amount is now in Treasurer Lawton's hands. The club has acted with its characteristic generosity, and the spirit of loyalty which prompted the gift is well worthy of emulation. The donation was not asked for nor expected at this time, but the money can be used to good purpose, and it will save the officials of the League from some embarrassment.

THE financial condition of the L. A. W. is one that we cannot discuss with any degree of enthusiasm, and yet we believe that the members should know just where we stand. The League is and has been running the BULLETIN at a great loss each week. This fact was patent to us before we had been in the office a single day, and we immediately began to devise plans to stop the leakage. We hoped, among other things, to cut out the long stenographic reports of meetings which entail great expense for composition; but we had to submit to a demand for their publication and pay the bill. It has been no small undertaking for us to go into the office during the renewal season, to get out the voting blanks, to submit to the annoyances of legal proceedings, which have deprived us of our books, and hampered us in many other ways, and we have hardly had time to bring about changes in the BULLETIN which we contemplate.

IT will be apparent to any one who looks with half an eye into the question that the League cannot afford to run the BULLETIN at the loss which is now weekly incurred. The secretary has money enough in hand to pay all the bills now coming in, but when

he is doing this he is using money not rightfully his, for much of it belongs to the divisions, and the day of reckoning is not far distant. That we shall be able to pay the divisions in full on the first quarter day we have not the remotest idea. All outside creditors will receive their money, but it is inevitable that the divisions will have to remain creditors to the League long after the day on which their just dues should go to them. Meantime, we are in consultation with advertisers regarding contracts, and we are working in many ways to make our income larger and our outgo smaller.

ON March 2, before the Court of Sessions of Richmond county, at Richmond court house, Staten Island, N. Y., a motion was made to dismiss the indictment for want of prosecution found against Dr. Beckwith and others of the late Executive and Membership Committees. The indictment was found last September for an alleged criminal libel against Daniel H. Renton, of New York, but no move was made by the prosecution to bring it on for trial. The defendants, therefore, made this motion at the first term of court at which it could be brought on for argument. The people were represented by Hon. George Gallagher, district attorney of Richmond county, and the defendants appeared by John C. Gulick, of New York, and Clarence H. Frost, of Peekskill, N. Y. George J. Greenfield, Esq., a prominent member of the Richmond county bar, was associated with the defence as counsel. The complainants having abandoned the case, the motion was granted and an entry in the records made to that effect. This dismissal is a bar to any further indictment. It is said that actions for large damages will be brought against Renton for malicious prosecution.

THE FIRST OF THE SEASON.

THE New Orleans wheelmen have not taken a very active part in the recent League squabble, nor dabbled very extensively in its politics. They have not, however, been asleep, but have been displaying enthusiasm of the proper sort, and shaped in the direction to benefit the cause of cycling generally.

ON February 1, the New Orleans Bicycle Club moved into its new and roomy quarters, and on the 21st gave a most enjoyable smoker.

ON the 23d the lantern parade took place, and proved the biggest thing on wheels yet seen in the South.

ON March 3 a number of races which were postponed by rain from February 19, for the benefit of a local cause, were run, the result of which is given below.

Half-Mile Dash.— C. B. Guillotte, 1; H. L. Cary, 2; W. Dupre, 3. Time, 1.32½.

Half Mile, for boys under fifteen years.— T. D. Warley, 1; Edward Dupre, 2; J. T. Lewis, 3. Time, 1.57½.

One Mile.— B. C. Rea, 1; R. G. Betts, 2; A. A. Ruhlmann, 3. Time, 3.49.

Two Miles.— C. B. Guillotte, 1; H. L. Cary, 2. Time, 7.38.

CYCLETS.

WASHINGTON wheelmen will make preparations to receive all wheelmen who visit the city on the occasion of the National drill in May next.

NOW that Springfield has said that a tournament next fall is an uncertainty, Worcester will organize a grand Fall race meeting.

THE Scranton (Pa.) Bicycle Club has tendered a reception to Thomas Stevens, which will take place on April 12th. While the committees have the arrangements yet to make, the plans, as discussed, are for a reception during the day at the club room. Lecture in the evening at the Academy of Music, and banquet at the Wyoming. All wheelmen of Northeastern Pennsylvania, Pittston, Wilkesbarre, Bloomsburg, Binghamton, and other points included in that section will be invited to join with the club in welcoming the hero of "Around the World on a Bicycle."

MRS. FLORINE THAYER MCCRAY, the authoress of "Wheels and Whims," has a charming story in the current number of Peterson's Magazine. It is entitled "Love on Wheels," and will be read with much interest by ladies interested in health and recreation.

"THE Owl" might have added that the hardest roads are the easiest, but the easiest for headers are the softest.

CALIFORNIA will elect its Secretary-Treasurer by mail vote.

THE Solitary Club Man writes: It is a matter of congratulation to our wheelmen that half a dozen last year's dog nuisances have, during the winter, been given through passes to dog Hades, where it is hoped "the overwhelmingest majority of them ever heard of will convene, at an early date."

Several persons about Greenwich, have died of hydrophobia within the past three years, and others have been bitten by dogs more or less mad, during this winter, who we are afraid will hear from the bites, later. They generally do.

THE members of the Troy (N Y.) Club have been photographed and grouped in a frame holding one-hundred and one pictures. The frame is a most artistic piece of work, designed and made by Secretary H. A. Everett. It is of oak, carved in excellent taste and surmounted by a wheel and the club names.

H. W. GASKELL, Esq., has severed his connection with the Coventry Machinists' Company.

THERE is an impression among many State officials that a division is entitled to one representative for every fifty members or "fraction thereof." The last clause does not appear in our rules. Ninety-nine men will give a division but one representative.

THE K. C. W. drill team will add a charm to the indoor athletic games at the 23d Regiment Armory, on Saturday evening, April 2. Some new movements will undoubtedly be introduced, but their fine work is so well known that it is unnecessary to urge the attendance of wheelmen.

THE opening of Messrs. Schwalbach & Willdiggs' cycling headquarters at Prospect Park Plaza, Brooklyn, which was to have occurred on March 12, has been postponed till April 13. Schwalbach never does things by halves, and finding that the pressure of his new business enterprise would prevent his giving the boys the programme he had laid out, he was forced to await a more favorable opportunity.

"LADIES' Night" at the Massachusetts Club on Saturday next.

THE third annual outing of the Clerical Wheelmen of the United States has been projected for 1888 in Norway and Sweden. It was purposed by Rev. Sylvanus Stall, that it should take place the coming season, sailing June 2, and, returning, reach New York about the middle of August. But when completing the arrangements it was found that the time was too short to enable the tourists to gather up the loins of their financial strength, to arrange for pulpit supplies, and assure that everything would be ready at the appointed time. In view of these facts, the tour has been deferred one year, when some of the restrictions named in the prospectus will be somewhat modified. In other respects the tour will be as projected for this season, simply deferring the time for its enjoyment till the summer of 1888. The Tour Circular and Map of the journey, including the voyage to the Land of the Midnight Sun, is a double-column, illustrated book of twenty-four pages, and is in every respect one of the finest and most complete itineraries of any bicycle tour yet projected. Several are already booked for the ride in 1888.

ON Thursday evening the Washington (D. C.) Cycle Club gave the last of the very successful hops they have given during the season. The large ball-room of the club-house was most tastefully decorated with cycling emblems. A musical entertainment, dancing, and a banquet, formed the entertainment of the evening.

NOTICE our stationery: purple ink. League color, you know.

THE papers from Thomas Stevens that have been running in *Outing*, up to the time that he arrived in Persia, where he settled himself for the winter, have already been prepared for publication, and will be issued by the Harpers in a few weeks, thus completing the first volume; and the remainder of his trip will appear next autumn in volume No. 2.

MR. GEORGE A. JESSUP, President of the Scranton Bicycle Club, who has received the nomination for Chief Consul of the State of Pennsylvania, at the hands of the Nominating Committee, is a banker in Scranton, Penn. He is a man fifty years of age, yet as enthusiastic in the sport as any wheelman of twenty-five; a man of family, he has a son who is also a wheelman; a liberal, public-spirited man, he has always been identified with every enterprise that has been for the public good in his city. He was suggested for the position by members throughout the State, who think that the best interests of the League, and especially of the Pennsylvania Division, demand that a sterling business man be at the head, in charge of affairs.

THE Orange Wanderers and the East Orange wheelmen have consolidated, and now form one club of fifty-five members, retaining the name, Orange Wanderers, as that of the older and larger organization. The East Orange Wheelmen received three offices in the united organization.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

ROAD ROLLERS.

EDITOR BULLETIN: — Our city is about to purchase a steam road roller; knowing that your section has the finest roads in America, I wish to know what machine is used for making same. Now if you will ask secretarys of clubs to write me regarding road rollers, where they are used, you will confer a boon on cyclers in our city, and boom the wheel in addition. Our council, never having seen any good roads, are liable to go astray in the purchase of a machine.

We would like to become as famous as Boston and vicinity for good roads. To this end will kindly ask through columns of League paper what machine is desirable for making good road. Answers to be addressed to

W. T. ANDREWS,
Williamsport, Pa.

FROM A FEMININE POINT OF VIEW.

I believe I told you last week that I proposed to let a friend talk to you this week, and so, without further remark, I will stand aside and commend "Spinning Jenny" to your attention.

DEAR "DAISIE,"— Having been very much interested in the letters from wheel-women, I am moved to add my mite. I have wheeled but two seasons. It seems hardly possible that it is not a much longer time, so replete with incident and enjoyment has it been.

I own to no very great enthusiasm at the start, thinking with many others that it was too hard work, not considering the fact that the exercise of untried muscles is apt to produce more or less stiffness, which proves but transient, however.

One or two trial trips, and I was astonished at the new world spread out before me, and fairly trembled at the thought of what I might have lost had I yielded to my first impression.

To be sure, we were riding machines much too heavy and cumbersome for a woman's use, and, like all novices, I was prone to overdo and get so far away from home that it was a matter of doubt when to expect me back, or, I should say we, for, but for my husband's never-failing presence and help in overcoming the hills, which at first seemed veritable mountains, and encouragement, when in my enthusiasm I travelled too fast and too far, I should certainly have given up.

I shall never forget my first experience going up a long hill. About a third of the way up we met a gentleman on the same kind of a wheel as our own (he had ridden up and was coasting down). With what astonishment I viewed his exploit, concluding that it was owing to his superior strength, but discovering my mistake when, a few weeks later, I essayed the same hill, climbing it with more ease than I had even hoped for. It was then that a "new heaven and a new earth" seemed created for my especial benefit, for certainly the moon and stars shone brighter, and the lake, with its beautiful surroundings, never seemed so charming as on the night when, lured by the thought of our reward at the top, we perseveringly climbed that hill.

How we did explore the surrounding country within a radius of thirty miles that summer! Hills and valleys, lakeside and shore,— none were exempt from the track of our tires. Home was but a place in which to rest and sleep, to awake fresh and yearning for new ventures.

Our wide, breezy veranda, the stretches of green grass and blue water were left for the delectation of any stray guest who might perchance be tempted by the alluring invitation to "Come out and see us when it threatens to rain, or is too hot to ride."

Veritable vagabonds on wheels were we, and nothing but the fact that my husband's business demanded his presence and would n't run itself, prevented our starting on a journey, if not "around the world," at least, round and about a portion of it

I had always been a great admirer of a horse, and after possessing a gentle animal that I could manage entirely, and having driven about the country at my own sweet will, I was slow to believe that any mere machine would be able to fill the place of my four-footed friend.

But I found very soon many advantages in the spider-wheels. They didn't want to eat and drink at the most inconvenient seasons (although I did). There were no shoes coming loose, or harness giving out at a critical place; no necessity for keeping an incessant look-out for fear something might be going wrong with either horse or carriage.

Now, don't think that I never made any mistakes or met with any mishaps, but such a thing as running one wheel on the sidewalk and the other in the gutter, resulting in a spill and a beautifully buckled wheel was not sufficient to damp my ardor. At first, when long runs were made by the little coterie of wheelers, by whom we found ourselves surrounded, I was left at home, a proceeding which scarcely met with my approbation; and it was not long before I convinced my husband that I was fully able to stand the runs, proving it by riding twenty miles to dinner and returning the same day, none the worse for the ride.

From this time, distance to a given point never counted, only the condition of the roads and the weather.

Right here I would say I am not what would be called a strong woman, although my general health has always been good. I inherited that curse of so many American women, sick headache; not a headache that one can grin and bear, but the kind that makes the sufferer want to crawl off somewhere and die, for the time being, which was usually about twenty-four hours.

The penalty for overdoing in the heat, or being up two or three nights in succession, was always a day and a night in a darkened room, with a thousand imps playing a tattoo on my temples, while that vindictive and hideous demon, King "Bile," held undisputed sway, until a dead stupor would steal over my worn-out brain, and hours afterward a pale, ghost like being would be seen trying to eat a piece of toast and take up the thread of existence once more.

Only a few weeks of wheeling sufficed to exorcise this most dreaded foe, and I wish I could herald to every woman in this broad land the benefit which wheeling has been to me in this one respect, to say nothing of health and strength gained in other ways.

The French have a trite saying that a woman is only as old as she looks, and I know of no better way to cheat old Father Time and renew one's youth than by a judicious use of the wheel. I say judicious use, for it does not do to ride too fast nor too far, until one is a little toughened to this new mode of locomotion, which is hardly riding or walking, but something like Paddy's frog, "begorra, whin he 's settin' down, he 's a-stannin' up!"

Having ridden our single wheels all summer, toward the end of the season my husband began to talk tandem. Previous to this, we had taken a trip of thirty miles, starting at 2 P. M., arriving at our destination at 6.20, and as we wished to repeat this trip, we thought it a good opportunity to test the relative merits of the two styles of machines. The result was that we gained in time nearly an hour, and, whereas, on the first occasion I passed the evening lying at my ease on a wide old lounge in the sitting-room, listening but taking no active part in the conversation, on the second occasion the order was reversed, and my husband seemed uninclined for any unnecessary exertion, proving conclusively to my mind that a tandem possessed decided advantages over a single for *me*, at all events, and my former objections, such as losing my independence, not having a machine to exclusively control, etc., were permitted gracefully to retire to the background.

We rode until late in the fall; indeed, our last ride was taken in December, but although we spun it out as long as possible, our wheels at last were housed.

When spring opened, a tandem took the place of our singles, and the campaign began. Long trips, short runs, up hill and down, early and late, that tandem went, but I did n't always go on the tandem, for there were so many "sisters and cousins and aunts" (don't ring), who wanted a ride, that your humble servant rode anything, stopping at nothing short of a "bike." Often on long runs, I have relinquished my seat on the tandem and taken some lady's single, thereby giving her a chance to rest and myself an opportunity to try another style of machine. I own to a predilection for trying every style of wheel I meet. I could not now remember the occasions when I indulged, but my husband has furnished me a list, which, perhaps, may be of some interest, as it added greatly to my experience in different styles of wheels and ability to judge of the respective merits of the same, to say nothing of the traditional condiments in the shape of variety.

Singles.— Beeston Humber Cripper. Apollo, centre gear. Apollo, side gear. Victor, old and new style Quadrant. Marlboro. Singer's straight steerer. Royal Mail, two track. Apollo, two track. Columbia, two track.

Tandems.— Springfield, side steerer. Springfield, bar steerer. Royal Mail. Club. Humber. Sociable, style forgotten.

I also had the pleasure of trying Mrs. Stall's machine, which was built expressly for her own use, and I found it without exception the lightest running, easiest managed single I was ever on, and I ceased to wonder at her reluctance to ride any other wheel.

I am afraid I might be accused of exaggeration should I try to enumerate all the "tender feet," male and female, who have occupied my saddle at different times, all unanimous in the verdict "Perfectly splendid," "I had no idea it was such fun riding a tricycle," a number attesting their sincerity by appearing in a short time with a wheel of their own. Many converts to wheeling have we made in this way. It is indeed a good field for missionary work; we have only worked around the edges, but still enough to show that it is almost an unbroken field. How many women there are, who, if they could only be induced to try the wheel, would need no more coaxing, no more argument, to convince them that they can find renewed health and strength in this most delightful and enjoyable exercise.

It has been reiterated so often that the subject is threadbare, that American women are indisposed to any great amount of out door exercise, consequently are too frail and delicate. Now here seems a chance for emancipation; instead of the tired home worker, "working on her nerve," until there is no more nerve left, she breaks down and sends for the doctor, let her get a wheel, and spend only an hour a day even, out in the fresh air, and see what a revolution it would make. The cost will amount to no more than a doctor's bill, and the time required can easily be made up when the blood is stirred, pulses quickened, and a few of the clouds swept from the brain. The subject is too great to more than touch upon now.

I am a believer in woman's rights; that is, her right to be happy and enjoy herself as much as possible, and who can be happy with a burden of ill health to carry? A torpid liver, or an attack of indigestion, will cast a funereal shade over the brightest prospect. Thrice welcome anything that tends to lighten the load! But with all the advantages connected with wheeling, there is one great drawback to perfect enjoyment and that is the imperfections in the wheels themselves.

One never knows when to expect a break-down; it is likly to occur miles away from home, and it is not an exhilarating sight to see a man pushing a broken wheel or carefully carrying it, with the help of a friendly native, to the shelter of the nearest barn, there to stay until it can be forwarded to the repair shop.

There seem to be radical faults in the construction of even the best wheels. I hear great predictions for next season; I hope they will be verified; something certainly will be the outcome of all the experimenting. If it were possible to combine the good features of all, but that is almost too much to ask. But still, if we could have a machine with all the good points of the "Humber," devoid of its cheerful tendency to triumphantly wave its tail in the air, and land its riders anywhere along the road coming down a hill! a tandem warranted not to become knocked-kneed and spavined; a single wheel, light enough for a lady to ride, and still strong enough to carry her away from home, and bring her back again. However, wheeling is yet in its infancy, so let us be patient. This is an age of improvement. Other machines have reached apparent perfection; why should not the tricycle?

My record for '85 was 1,500 miles; '86 a trifle more; my husband making 2,000, the discrepancy occasioned by waiting for repairs, and domestic affairs demanding my attention, I was obliged to forego the pleasure of a great many rides. My longest run in one day was 48 miles, and I felt no undue fatigue in consequence. We never have ridden for a record; never merely to cover miles, always having in view some objective point; at one time social calls in neighboring towns, or perhaps a run to the beach for a fish dinner. For a number of weeks midnight overtook us before sleep. Not that we rode until that time, but on our return from our evenings' run our neglected papers were read for an hour or so. I experienced no ill effects from these late hours (contrary to all precedent); they resulted in nothing more serious than an unusually sound sleep and a *dreadful* appetite.

"SPINNING JENNY."

Our friend has had a wide and varied experience, and out of it has grown an enthusiasm for the whele which has led her to do much missionary work in its interest. DAISIE.

INDIANA TOUR, 1887.

THE fourth annual tour of the Indiana Division L. A. W. will organize at the Murdock Hotel in Logansport, at 6 A. M. Friday, July 8, and ride that forenoon to Delphi, for dinner, a distance of thirty miles.

In the afternoon the party will proceed to Lafayette, a distance of twenty-five miles, stopping over night and until after dinner the next day at the Lake House.

This will give an opportunity to visit the many points of attraction about the city.

In the afternoon the party will proceed to Frankfort, a distance of twenty-five miles, stopping over night at the Coulter House.

Sunday morning, the 10th, ride to Crawfordsville, a distance of thirty miles, stopping at the Nutt House.

The party will remain here until Monday morning and enjoy an afternoon with Crawfordsville's hospitable wheelmen.

Monday morning the party will proceed to Shades of Death, a wild romantic region between Crawfordsville and Rockville, where a portion of the day will be spent in exploring the many beautiful spots in this locality. Dinner will be served in the neighborhood.

Rockville will be made in the afternoon, making a total distance for the day of thirty-five miles.

Tuesday morning the party will ride to Clinton for dinner, a distance of eighteen miles. In the afternoon the party will proceed to Coal Creek Hill, where a hill climbing contest will take place.

The hill is about twelve hundred feet long with a rise of one foot in ten and a half feet, with fair gravel surface.

Contestants will be started singly and must ride straight up the hill, no "tacking" being allowed.

The contestant making the best time will be awarded a gold medal valued at $25, and the second best man will receive a similar medal valued at $15. Terre Haute riders, and all riders who have ever tried the hill will be barred, but contestants will be allowed to examine the hill on foot.

The awards will be made by a committee of three, to be selected by the party.

For the medals we will be indebted to the Terre Haute wheelmen, who have very kindly volunteered to furnish them.

At the close of the hill-climbing contest, the party will proceed to Terre Haute, a distance of sixteen miles, and stop at the National House.

The next day we will be in the hands of the Terre Haute wheelmen, who expect to have a grand parade in the forenoon, and a race meeting in the afternoon.

A baggage wagon will accompany the party the whole distance, and each member of the party who

pays his dues will be allowed ten pounds of baggage, done up in a small compact package, or in a small valise.

"Lame ducks" will be allowed to ride in the wagon when absolutely necessary.

Each League member of the party will be required to pay the treasurer $1, non-League members $2, towards defraying the expenses of the tour.

This programme has been arranged, after consultation with the Board of Officers, and as the roads are all fine, we believe the tour will prove to be more enjoyable than any that have preceded it, and we hope to see every wheelman in the State turn out.

A. B. IRVIN, *Chief Consul.*

RUSHVILLE, IND., March 1, 1887.

PROSPECT PARK REGULATIONS.

I HEREWITH enclose Prospect Park rules, just promulgated, and at the same time desire to call the attention of wheelmen to the new privileges secured Practically, the entire roadway system of the park is now opened to the bicycle, it being the intention of the commissioners to widen the roadway on the east drive, when the only excepted part will be included in the riding ground.

The Brooklyn commissioners accept the fact that the bicycle is a vehicle with all the rights this implies, and they recognize and provide for it accordingly. At the same time, they yield us what we cannot legally ask, but, nevertheless, esteem as a high favor, the privilege of using the paths when the roads are unridable.

The conservative dignitaries who preside over the rights and privileges of Central Park, might, with considerable benefit to themselves and fairness to wheelmen, take notice of the liberal policy of like officials at the other end of the bridge, and by acting something nearer the spirit of the present time save themselves from the rapidly increasing suspicion that they were built some time in the fourteenth century, and are yet one hundred years or more behind the age. C. H. LUSCOMB.

Bicycle and tricycle riding in Prospect Park is regulated as follows: —

Riding is permitted upon all the roadways, except the East Drive, and the drives through the woods to the point where they enter the Nethermead Circuit Drive.

Special privileges for riding upon the pathways will be issued by the superintendent, upon application, at such times as the condition of the roadways renders them unfit for riding.

Dated, Brooklyn, March 11, 1887.

By order of the park commissioners.

LUKE HARRINGTON, *General Superintendent.*

Until April 1, 1887, all the pathways may be used for riding by the wheelmen.

LUKE HARRINGTON, *General Superintendent.*

CALIFORNIA DIVISION.

THE annual meeting of the California Division L. A. W. was held at San Francisco, February 24.

The Secretary-Treasurer submitted his report, which showed a balance on hand of $29.90.

The chief consul, R. M. Welch, submitted his annual report. He gave in brief a history of the division for the past year, and mapped out its course for the year to come. He concluded as follows:

"I am pleased to be able to inform you that at the last meeting of the Board of Officers at New York your entire Division Board was represented by proxies in the hands of Messrs. Bassett and Harris, of Massachusetts. From the stenographer's report of the meeting, now appearing in the BULLETIN, I think you must conclude that the frantic protestations of some people as to the wrongs inflicted and injustice done at that meeting are entirely unwarranted and uncalled for. It is particularly gratifying to note the prompt and fearless manner with which the Board met and disposed of various existing abuses, and there was none more glaring than the former usurpation of proxies by the Secretary-Editor for furthering his own schemes. I feel that we cannot too strongly express our appreciation of the course of the Executive Committee during the past year, as having been wholly in behalf of the best interests of the League."

PENNSYLVANIA DIVISION.

PHILADELPHIA, March 9, 1887.

Pursuant to a call of Chief Consul Wells, a meeting of the Board of Officers, Pennsylvania Division, L. A. W., was held Tuesday, March 8, 1887, in the Record Building, Philadelphia.

The meeting was called to order at 8.35 P. M., Chief Consul Wells in the chair, with the following members personally present: Messrs. E. L. Miller, G. N. Osborne, E. M. Aaron, Frank Read, Kirk Brown, and T. H. Wright.

Proxies of the following members were presented: D. K. Trimmer, in favor of Frank Read; Col. Geo. Sanderson, in favor of E. L. Miller; J. G. Carpenter, in favor of E. L. Miller; J. E. Harder, in favor of G. N. Osborne; and S. A. Boyle, in favor of T. H. Wright. On motion, these proxies were accepted and approved.

Proxy of John V. Stephenson, in favor of T. H. Wright, was, on motion, rejected, it being signed "Jno. V. S.," instead of with full name. Mr. Wright stated that he did not feel justified in claiming a vote thereon.

The Chief Consul stated that the principal object of the meeting was to take action to avail of the privileges given to Divisions by Article IV., Section 3, of the L. A. W. By-laws.

On motion, the following resolution (framed in the Committee of the Whole, Mr. E. L. Miller in the chair) was adopted:

Resolved, That a committee of three (3), to be elected by the Board of Officers of the Pennsylvania Division, L. A. W., shall be empowered to count the votes cast by the members of the division in the Annual Election of the L. A. W., as provided for in Article IV., Section 3, of the L. A. W. By-laws; and that votes cast by the members of said division, in order to be counted, must be in the hands of the Secretary-Treasurer at or before noon of the 10th of April in each year, and by him shall be handed to the chairman of said committee.

The chairman shall report the findings of the committee to the Secretary-Treasurer of the division at or before noon of the 15th of April of each year.

The duties of this committee shall be such as are prescribed by the Constitution and By-laws of the L. A. W.

In case a ballot contains the names of a greater number of candidates than the division is entitled to elect, the committee shall count the proper number of names, commencing at the top of the ballot."

Messrs. Geo. E. Bartol, of Philadelphia, Geo. A. Gorgas, of Harrisburg, and T. Houard Wright, of Philadelphia, were elected the committee.

On motion, the Secretary-Treasurer was authorized to refund to such Pennsylvania members of the Board of Officers, L. A. W., as the Chief Consul may designate, the amount of their railroad fares from residence to St. Louis, and return, the object of this resolution being to secure a sufficient representation at the approaching Annual Meeting of the L. A. W., to cast the full vote of the Pennsylvania members therein.

On motion, the Secretary-Treasurer was authorized to pay, as soon as funds be available, properly approved bills for expenses in connection with the mass meeting of wheelmen held at Philadelphia on the 1st of February, 1887, to an amount not exceeding $50.

A communication from Secretary-Editor Bassett was read, whereby it appeared that the Pennsylvania Division was credited with 1,299 members on the 1st of March, and entitled to 25 Representatives in the Board of Officers. Whereupon, it was resolved that as these figures do not agree with the data published in the BULLETIN, the Secretary-Treasurer be instructed to address a communication to Secretary-Editor Bassett, asking him to explain the apparent discrepancy.*

On motion, it was ordered that the Pennsylvania Division publish the stenographic report of the proceedings of the mass meeting held on the 1st of February, 1887, at Philadelphia, in the *American Athlete*, at a price not exceeding $90, a copy of said paper to be sent to every member of the L. A. W.

On motion, adjourned.

T. HOUARD WRIGHT,
Secretary-Treasurer Penna. Div., L. A. W.

*[The following letter has been received from Mr. Wright by the Secretary-Editor.]

MR. ABBOT BASSET, *Sec.-Ed. L. A. W.*

DEAR SIR:—Your letter of the 10th inst. is received.

Evidently, I have been misled by a faulty recollection of what Mr. Spencer told me as to the number of renewals yet to be published.

Regretting any trouble I may have put you to, I am, yours truly, T. HOUARD WRIGHT,
Secretary-Treasurer.

OFFICIAL ANNOUNCEMENTS.

APPOINTMENT FOR ILLINOIS.

THERE having been a vacancy in the office of Chief Consul for the Illinois Division L. A. W., caused by the resignation of Mr. B. B. Ayers, I am pleased to announce my appointment, made some days since to fill the vacancy, and in the selection of so well known and competent a gentleman as Mr. N. H. Van Sicklen to fill the vacancy, I am in the belief that I carry out the wishes of a large proportion, if not all, of the members of the division. With assurances of confidence in the wisdom of the selection, I am, fraternally,

N. MALON BECKWITH,
President.

NEW YORK, March 12, '87.

APPOINTMENT FOR WEST VIRGINIA.

HAVING received the resignation of Mr. Wilbur L. Wright as chief consul of West Virginia, I now, therefore, declare said office vacant, and appoint to fill said vacancy Mr. Jacob W. Grubb, of Wheeling, believing him to be the choice of the members of the division. Mr. Grubb comes to the office with the strongest assurances for his enthusiasm, activity, and popularity, and, I have every reason to believe, will fill the office with credit to himself and profit to his constituency. Fraternally,

N. MALON BECKWITH.
President.

NEW YORK, March 12, '82.

APPOINTMENTS.

MICHIGAN. — Hotels appointed by Chief Consul J. H. Johnson: Port Huron, Huron House; St. Clair, St. James Hotel; Grosse Pointe, Weaver's; rates special.

MICHIGAN. — Consuls appointed by Chief Consul J. H. Johnson: Blissfield, C. E. Howland, second; Caro, W. F. Street; Dearborn, H. M. Snow; Opechee, F. Klepetko; Pontiac, F. B. King; Red Jacket, W. M. Harris.

MARYLAND. — Representatives appointed by Chief Consul J. K. Bartlett, Jr., Samuel T. Clark, and H. W. Barrington, both of Baltimore.

KENTUCKY. — Consuls appointed by Chief Consul C. F. Johnston; Covington, H. S. Rodgers; Princeton, E. M. Johnson; Danville, C. L. Grant; Cynthiana, H. Redmore; Louisville, J. F. Adams.

KENTUCKY. — Hotels appointed by Chief Consul C. F. Johnson; Danville, Gilcher's. Regular rate, $2; League rate, $1.50. Louisville, Alexander's; $2.50 — $2. Bardstown, Newman House; $2 — $1.40. Covington, Latonia; $2 — $1.50.

MASSACHUSETTS. — Hotels appointed by Chief Consul Hayes; Boston, Tremont House, $3.50; Amesbury, American House, $2; Great Barrington, Miller House, $2; Walpole, Walpole House, $1.50; Holyoke, Windsor Hotel, $2.50; South Framingham, Old Colony House, $2; Manchester, Manchester House, $1.50; Merrimac, Prescott House, $2; Wellesley, Hagar House, $2; Upton, Hotel Pleasant, $2.

ANNUAL ELECTION, 1887. — NOMINATIONS.

CONNECTICUT. — The New Britain Cycle Club nominates Mr. L. A. Tracy, of Hartford, for chief consul, and Mr. A. F. Judson, of New Britain, for representative.

CONNECTICUT. — The Hartford Wheel Club nominates Mr. Robert F. Way, of Hartford, for chief consul.

CONNECTICUT. — Mr. Winslow T. Williams, of Yantic, withdraws his name as a candidate for chief consul.

KENTUCKY. — H. S. Rodgers, of Covington, Ky., refuses to be considered a candidate for chief consul.

MASSACHUSETTS. — The Berkshire County Wheelmen nominate Mr. H. S. Wollison, of Pittsfield, and Mr. F. E. Hawkes, of Greenfield, as representatives for the western portion of the State.

PENNSYLVANIA. — The Williamsport Wheel Club nominates Mr. Will T. Andrews, for chief consul.



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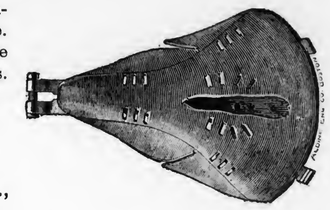
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RHODE ISLAND. — The Bristol County Wheelmen, of Warren, R. I., nominate Dr. J. A. Chase, of Pawtucket, for chief consul, and Mr. C. S. Davol, of Warren, and Rev. S. H. Day, of East Greenwich, for representatives.

MARYLAND. — The Baltimore Cycle Club nominates the following ticket for officers: Chief consul, J. K. Bartlett, Jr.; representatives, C. W. Abbott, H. W. Barrington, and S. T. Clark, of Baltimore; W. L. Seabrook, of Westminister, and G. T. Updegraff, of Hagerstown. [The State is entitled to but three representatives. — ED.]

NEW HAMPSHIRE. — The Manchester Bicycle Club nominates Mr. Hewey M. Bennett, of Manchester, for chief consul.

NEW JERSEY. — The Union County Wheelmen, of Westfield, nominate Dr. Fred A. Kinch, Jr., for chief consul.

CALIFORNIA. — Officers and members of the division at a meeting have nominated Mr. R. M. Welch, of San Francisco, for chief consul: N. A. Robinson, for secretary-treasurer, and J. W. Gibson, for representative.

KENTUCKY. — The Louisville Wheel Club nominates Mr. Chas. E. Curry for chief consul, and Mr. Horace Beddo for representative, both from Louisville.

WISCONSIN. — Wisconsin wheelmen have nominated Francis Bloodgood, of Milwaukee, for chief consul.

RHODE ISLAND. — The Rhode Island Wheelmen of Providence, nominate Dr. J. A. Chase for chief consul, and Rev. S. H. Day and Charles S. Davol for representatives.

NEW HAMPSHIRE. — Members of the divisions have nominated and will support the following ticket: — Chief consul, H. M. Bennett, of Manchester; representatives, G. E. Philbrick, of Portsmouth, and F. H. Crapo, of New Hampshire.

NEW JERSEY. — Nominations by Committee appointed by Division — Chief Consul, Dr. J. H. Cooley, Plainfield; Representatives, L. H. Porter, Orange; F. D. Sensor, Millville; Dr. G. Carleton Brown, Elizabeth; E. F. Burns, Smithville; John B. Lunger, Newark; W. J. Atkinson, Camden; Willard P. Smith, Jersey City; B. S. Rose, Trenton; Dr. J. A. Wright, Montclair; Howard A. Smith, Newark; Dr. F. A. Kinch, Westfield; N. J. Banker, Passaic; G. O Waterman, Red Bank; D. H. Merritt, New Brunswick.

PENNSYLVANIA NOMINATIONS.

To the Pennsylvania Division:

Your Committee on Nominations beg leave to report the following list as being, in their opinion, the best ticket they can present under existing circumstances. We trust you will appreciate the embarassing position we are placed in at the present time. We have endeavored to do our duty to the whole Division, and hope that you will agree with us that the good of it demands that no feeling should be displayed, but that we should act coldly, deliberately, and with due regard to future success. Some names of prominent wheelmen are not on the list. Some declined to serve again, others were left off, we endeavoring to allot the nominations as suitably as possible to the different sections of the State. The nomination of Mr. Geo. A. Jessup as Chief Consul, by the majority of the committee, we hope will be considered a fit one. Mr. Jessup is a gentlemen of high social standing, of means, middle-age, and sound judgment. An enthusiastic wheelman, he will fill the position, if elected, creditably to himself and our Division.

Chief Consul, — George A. Jessup, Scranton.
Representatives, — H. S. Wood, G. N. Osborne, C. A. Roberts, C. D. Williams, Kirk Brown, Samuel A. Boyle, Frank Read, Philadelphia; J. G. Carpenter, Wilkesbarre; F. A. Deans, Wellsboro; D. K. Trimmer, York; Dr. F. J. Richards, Williamsport; H. V. Crecilius, Reading; Rev. Sylvanus Stall, Lancaster; H. W. Terry, Newcastle; H. E. Bidwell, Pittsburg; J. V. Stephenson, Greensburg; W. S. Winterstein, Bethlehem; J. E. Harder, Clearfield; E. J. Wanner, Norristown; G. A. Gorgas, Harrisburg; G. W. Hamilton, Johnstown; W. W. Berry, Pittston; Dr. Geo. A. Bean, Allegheny City; Isaac Elwell, Philadelphia; S. B. Vaughn, Kingston.

GEORGE SANDERSON,
Chairman Nominating Committee.

SCRANTON, March 11, 1887.

TO CONNECTICUT MEMBERS.

EVIDENTLY looking towards the settlement of certain accounts of a purely political nature, the Hartford Wheel Club has preferred exceptions to the use made of my name as a candidate for Representative for the year ensuing. After holding the Chief Consulship for two years, it is perhaps natural that I should not care to become the object of any controversy over the lesser office, and I have withdrawn in favor of Mr. Robert F. Way, with the understanding that he will receive the undivided support of our Hartford members. Mr. Way has been an active, influential member of the Connecticut Club since its organization; as Consul for Hartford, and Chairman of the State Racing Board, he has in times past rendered the L. A. W. efficient service, and he is in every way qualified to make a valuable member of the Board of Officers. I trust that you will elect him unanimously.

Let me also call your attention to what seems to me the great desirability of your returning to the Board Mr. Williams, of Yantic, Mr. Frisbie, of New Haven, Dr. Upson, of Waterbury, and Mr. Ward, of Middletown. It is to be regretted that Dr. Rust, of Meriden, will not consent to reëlection.

CHARLES G. HUNTINGTON.

HARTFORD, March 11, 1887.

TO NEW YORK MEMBERS.

THE New York road book will not be ready for delivery until the early part of April. Due notice of its issue will be given in the BULLETIN. Members are requested to refrain from writing for copies until such notice is published, as it is impossible for me to keep up with the work, and reply to the numerous requests for information regarding same. — Fraternally, A. B. BARKMAN,
Chairman Touring Committee.

NOTICE.

DISTRICT OF COLUMBIA, L. A. W. WHEELMEN.

AN important meeting, of interest to every member, will be held at the Washington Cycle Clubhouse (1,223 12th street, N. W.), on the evening of March 19, at 7 o'clock, for the purpose of nominating officers of this division, and also to arrange a programme for the proper reception and entertainment of visiting League wheelmen at the coming national drill in May next.

J. H. DE MERITT, *Representative.*

LIMITED PASSENGER TRAINS.

What is a limited train? It is our province to explain, and an illustration in point will be called to our aid.

There are few limited trains run in this, or in fact any country, according to the original application of the term. By a limited train is meant that accommodations are provided thereon for a limited number of passengers desiring the highest speed, the greatest comfort and luxury yet attained as the result of keen competition between companies operating rival railways.

The limited train, *par excellence*, is the one designated the "NEW YORK AND CHICAGO LIMITED" now running over the New York Central and Hudson River Railroad in connection with the Lake Shore Railroad. This train is made up exclusively of elegant drawing-room cars and magnificently appointed sleeping cars, with a smoking car furnished with movable easy chairs, couches, etc., and supplied with the current literature of the day, for the use of patrons of the train. Dining cars in which substantial meals are elegantly served at moderate prices, are also attached at suitable hours.

This train leaves the Grand Central depot at 9.50 A. M., and on account of the light train, easy grades and few stops, accomplishes the run to Chicago in twenty-four hours, with entire comfort to the passengers.

The opposite train leaves the Lake Shore station, Chicago, at 5.30 P. M., arriving at Grand Central depot, New York, the next evening. Carriages, cabs, street cars and elevated railroad trains depart every few minutes from the Grand Central depot for every part of the city.

TRADE NOTES.

ONE of the largest cycling agents in this country writes to Messrs. Stoddard, Lovering & Co. as follows: — "The 1887 Rudge Light Roadster arrived, and we are very much pleased with it. Your changes are all improvements, and are according to our notions exactly. If the writer was going to have a wheel built exactly to his order he would not change it a particle from the 1887 Rudge Light Roadster. It simply fills the bill."

WE have received a copy of the Rudge catalogue for 1887, which represents a new departure in the cycling line. The front cover represents a lady and gentleman on the Crescent tandem coming down hill, while a rider on a bicyclette is going up. In the lower left-hand corner is represented a racing scene, while the English and American flags are tastefully grouped on one side. It gives very full information regarding the different specialities for the year, and after a brief description of each machine is given, the opposite page is occupied by a large cut of each individual machine with a rider mounted upon it, showing its position in actual use. All of the above drawings, including the cover, are from the pen of Mr. George Moore, London, England, — he is recognized as the leading cycling artist in the world, and these pictures add very much to make the catalogue not only most complete, but very interesting to all cyclists. Copies can be had by applying to Messrs. Stoddard, Lovering & Co., Boston, Mass., or any of their numerous agents.

L. H. JOHNSON, the "vet," whose name is well known as the first amateur champion of America, and who has for years been identified with the celebrated "Humber" cycles, will remove April 1, to a more central and convenient location in the city of Orange. Fine macadam, electric lights, and the proximity of the L. A. W. hotel will add to the comfort of visiting wheelmen, as well as a repair shop, toilet rooms, etc., on the premises.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows; —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicant will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their ticket to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication you may look for your ticket.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 78 — Total 50.

BOSTON, March 14, 1887.

CALIFORNIA DIVISION — 2.

Garden City Wheelmen.
13879 Col, Al., San Jose.
San Francisco Bi. Club.
13924 Treynor, F. F., 814 Fulton St., San Francisco.

ILLINOIS DIVISION — 2.

Moline Wheelmen.
13889 Gould, R. W., Moline.
Unattached.
13887 Wheeler, E. O., Carrollton.

MARYLAND DIVISION — 1.

Unattached.
13905 Hutchins, Stanley, 301 N. Charles St., Baltimore.

MASSACHUSETTS DIVISION — 16.

Cambridgeport Cycle Club.
13890 Osburn, F. E., 584 Main St., Cambridgeport.
Dorchester Bi. Club.
13907 Farrington, Wilber E., Quincy.
13910 Hunter, Geo. L., Magnolia St., Dorchester.
13911 Mears, H. A., Neponset.
13908 Slade, J. N., Jr., Quincy.
13909 Spear, Horace E., "
13912 Van Wart, Clarence A., Humphrey Sq., Dorchester.
Milford Wheel Club.
13986 Tyler, Harry W., Milford.
Roxbury Bi. Club.
13899 Keltie, James, 63 Fort Ave., Roxbury.
13900 Keltie, Alex.R., " " " "
13901 Scholl, Fred F., 16 Dearborn, "
13898 Tetlow, Edwin F., 121 Warwick St., Roxbury.
Star Wheel Club.
13877 Joslyn, Geo. B., 56 Linden St., Springfield.
Unattached.
13885 Bailey, L. Herbert, 130 Summer St., Boston.
13914 Holmes, Chas. A., 194 Wash. St, "
13875 Tippett, J. E., Art Club. "

MAINE DIVISION — 1.

Unattached.
13880 Burgess, Geo. H., 55 Atlantic St., Portland.

MICHIGAN DIVISION — 3.

Lake Superior Bi. Club.
13903 Klepethe, Frank, Opechee.
Unattached.
13894 Gardner, A. B., Dowagiac.
13876 Marshall, Geo. T., 621 2d Ave., Detroit.

MINNESOTA DIVISION — 1.

Unattached.
13916 Ward, Beecher H., Fairmount.

NEW JERSEY DIVISION — 4.

Orange Wanderers.
13922 Gray, Dr. Wm. K., E. Orange.
13923 Simonson, T. C. H., "
Unattached.
13915 Case, Lewis C., Jr., Three Bridges.
13878 Taylor, Chas. S., Burlington.

NEW YORK DIVISION — 7.

Auburn Cycle Club.
13895 Lawton, Albert W., Jr., Auburn.
Cortland Co. Cyclist Club.
13921 Johnson, W. G., Cortland.
Kings Co. Wheelmen.
13917 Beasley, Dr. C. D., 648 Marcy Ave., Brooklyn.
13918 Beasley, Mrs. Emma, 591 Willoughby Ave., "
13919 McFarland, Robert, 55 Vernon Ave., "
13920 Loucks, J. A., 181 McDonough St., "
Unattached.
13913 Marshall, Mrs. Henry G., 342 E. 123d St., N. Y. City.

OHIO DIVISION — 6.

Toledo Cycling Club.
13902 Lang, W. R., 30 Produce Exchange, Toledo.
Unattached.
13884 Clark, John W., 28 Halstead St., Cincinnati.
13881 Freon, J. V., 63 Johnston Bldg, "
13891 Peters, Geo. A., 71 Lexington Ave., Columbus.
13883 Sharp, Harry B., Lake Ave., Walnut Hills, Cincinnati.
13882 Tozier, Edwin B., 113 Park St. "

PENNSYLVANIA DIVISION — 4.

University of Pa. Club.
13888 Whiting, Albert D., 33 Wyoming St., W. Phila.
Unattached.
13893 Henry, Will F., Warren.
13904 Kempton, C. Carroll, 2450 Nicholas St., Philadelphia.
13892 McAlpine, Dr. A. C., Warren.

WISCONSIN DIVISION — 2.

Milwaukee Wheelmen.
13897 Dorsch, Leo, 211 Wells St., Milwaukee.
13896 Stapleton, H., 121 W. Water St., "

VERMONT DIVISION — 1.

Unattached.
13886 Wilson, Frank B., Montpelier.

APPLICATIONS FOR LIFE MEMBERSHIP.

No. 4 — Total, 4.

BOSTON, March 14, 1887.

KENTUCKY DIVISION — 1.

7261 Verhoeff, John M., Louisville.

MASSACHUSETTS DIVISION — 1.

Holyoke Bi. Club.
6055 Stursberg, H. S., Jr., Holyoke.

NEBRASKA DIVISION — 1.

Ottumwa Bi. Club.
3813 Eaton, A. L., Holdredge.

VIRGINIA DIVISION — 1.

Keystone Bi. Club.
10316 Lee, Wm. McD., Lyndhurst.

RENEWALS.

No. 14. Total, 192.

BOSTON, MASS., Mar. 14, 1887.

CALIFORNIA DIVISION. — 14.

12947 Bailey, R. G.
12948 Black, F. P.
8814 Bowman, W. J.
12949 Brohaska, Fred.
9699 Ezekiel, Edw. T.
3833 Crowell, F. C.
12950 Johnston, W. S.
12951 Lindley, L. F.
8433 Miller, H. L.
12953 Maugrum, A. S.
12952 McKenney, A. C.
6027 Skinner, Wm. C.
12955 Thornton, D. C.
8419 Walsh, F. E.

CANADA — 1.

12142 Karn, W. A.

COLORADO DIVISION — 1.

7166 Hannan, G. E.

CONNECTICUT DIVISION — 5.

4414 Beebe, Stuart.
12123 Casper, Fred.
10551 Hart, Geo. P.
1500 Rossburg, C. C.
7775 Upson, C. H.

DAKOTA — 1.

9040 Burton, E. J.

GEORGIA — 2.

12460 Beeland, Geo.
12463 Gewinner, Dr. N. G.

ILLINOIS DIVISION — 6.

5736 Jefferson, Will T.
10504 Maynard, A. C.
11599 Spooner, F. E.
1681 Stevens, A. L.
3462 Toppan, W. R.
6342 Van Doren, C. L.

INDIANA DIVISION — 8.

12418 Coons, Harry T.
8469 Drischell, B. F.
3346 Hickman, J. R.
9363 Lambert, J. E.
1167 Kelley, Dr. A. F.
10766 Ludwig, J. B.
11403 Rayner, C. E.
11926 Waters, J. T.

IOWA DIVISION — 3.

1410 Clark, John R.
10339 Nicholson, Robert.
968 Taylor, D. L.

IDAHO — 1.

11583 Coffin, S. M.

KENTUCKY DIVISION — 1.

2437 Anderson, O. M.

KANSAS DIVISION — 2.

11167 Parsons, Geo. H.
12378 Wear, F. G.

LOUISIANA DIVISION — 4.

237 Abbott, Robert W.
8315 Crane, W. W.
12194 Mitchell, C. T.
11410 Stream, E. H.

MAINE DIVISION — 2.

10530 Sawyer, Fred W.
6699 Arnold, F. J.

MASSACHUSETTS DIVISION — 10.

3445 Atwell, W. S.
9057 Bates, Geo. T.
5349 Clark, Chas. A.
12030 Enos, W. B.
11149 Jacobs, A. E.
10364 Noyes, Mary A.
1049 Parker, F. M.
9372 Sheridan, W. H.
8725 Wheeler, Edward S.
10830 Worden, G. M.

MICHIGAN DIVISION — 9.

10831 Babcock, E. C.
9101 Beal, E. R.
12311 Boone, H. J.
3061 Champion, C. U.
7005 Hayden, Levi C.
9442 Jacobsen, W. J.
508 McCaul, J. C.
3726 Park, P. E.
11158 Ten Eyck, Alfred

MINNESOTA DIVISION — 2.

945 Hamlin, H. B.
5762 Hill, E. S.

MISSOURI DIVISION — 6.

6198 Becker, I. M.
10844 Hughes, Walter.
6637 Oswald, A. A.
7016 Page, Elliot B.
10850 Rogers, S. D.
2685 Stewart, A. K.

MONTANA — 1.

1258 Darlington, Wm.

NEBRASKA — 4.

11435 Clark, J. F.
10149 Griswold, Geo.
10151 Hughes, A. D.
10154 Morford, Harry.

NEW HAMPSHIRE DIVISION — 5.

9747 Bowie, D. W.
10055 Duncan, Fred.
10056 Higgins, Fred B.
11184 Lester, Thomas.
10 Pollard, G. M.

NEW JERSEY DIVISION — 1.

12322 Frelinghuysen, Joseph.

NEW YORK DIVISION — 9.

1187 Bronner, W. H.
272 Chalmers, Thos. C.
3956 Hoffman, E. A., Jr.
5857 Howard, H. F.
6202 Miller, W. C.
8766 Newton, A. H.
12474 Thayer, A. W.
12859 Van Vleck, C. E.
9781 Wygant, F. A.

OHIO DIVISION — 75.

2704 Barcley, John.
2093 Beckwith, T. S.
11931 Bennett, C. S.
466 Boger, J. H.
5453 Boggis, Taylor.
3536 Borton, F. S.
2715 Bowler, F. W.
2096 Brewer, Sterling.
7333 Brown, E. C.
8048 Brown, C. B.
5224 Chandler, G. N.
2675 Collister, Geo.
2092 Collister, J. H.
3155 Davis, W. A.
5128 Deckand, J. H.
3167 De Klyn, J. Q.
11129 Devitt, Harry.
2094 Douglas, F. W.
41 Ely, Alfred.
695 Farnsworth, C. E.
8775 Fife, Frank.
2961 Fetch, S. R.
3171 Force, P. G.
5222 Ford, Geo. W.
5219 Fosmire, G. W.
6583 Griffin, F. A.
1925 Hall, Harry.
8051 Harrison, H. H.
11229 Hitchcock, L. W.
12102 Holbrock, W. G.
2718 Hunt, E. P.
3012 Huntington, J. T.
4119 Iams, Chas. C.
3181 James, M. M.
8053 Keim, P. S.
3183 Lynch, W. J.
6760 Martin, D. E.
8054 Martin, W. B.
11701 Milliken, P. M.
9487 Norris, C. E.
1847 Nicholas, A. I.
1741 Oakes, Samuel.
495 Oliver, T. B.
3207 Oviatt, F. L.
599 Paine, C. A.
3208 Palmer, F. H.
8055 Palmer, E. W., Jr.
2713 Payne, H. R.
11024 Pence, W. E.
2676 Potter, G. H.
3217 Ressler, C. F.
653 Rogers, A. C.
5226 Rose, H. E.
2095 Root, F. P.
210 Russell, Howard H.
7341 Russell, P. M.
5223 Rust, F. P.
8056 Sargeant, W. P.
2001 Sholes, F. T.
12449 Shatzman, C. H.
2681 Spranckling, A. E.
9662 Stone, W. C.
4293 Smith, H. K.
4933 Strong, S. E.
9663 Throssell, F. W.
8057 Upson, W. H.
3538 Wade, B. F.
2089 Wade, J. H., Jr.
3209 Wagner, H. G.
6456 Walter, A. R.
3107 Whetmore, W. H.
9789 Williamson, G. H.
8058 Wilmot, J. C., Jr.
11011 Watts, H. M.
3629 Wurmser, O. A.

OREGON — 1.

5896 Hughes, Isaac.

PENNSYLVANIA DIVISION — 5.

10696 Autenreith, J. L.
3015 Pierce, J. A.
5013 Pierce, Scott.
5600 Porter, D. P.
5606 Stufft, R. L.

RHODE ISLAND DIVISION — 3.

11471 Buffum, Edw.
11247 Kimball, H. W.
12049 Sayles, A. N.

TEXAS — 1.

11487 Geer, Harvey A.

VERMONT DIVISION — 8.

7152 Andrews, R.
7151 Dillon, F. W.
7153 Dillon, J. E.
5789 Hodgman, F. C.
5784 Johnson, C. W.
9971 La Fountain, A. W.
11582 Sawyer, W. G.
11940 Sparrow, A. F.

WEST VIRGINIA DIVISION — 1.

5423 Kubach, O. C.

IMPORTANT.

The ***Grand Union Hotel***, opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

Advertisements will be inserted in this column as follows: $1.00 for four lines, first insertion; 50 cts. for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FACILE, 46-inch, for sale. All the improvements of 1886, bought from importer, October, 1886, ridden not 25 miles, is in perfect condition, no marks of use, $110 cash. REV. PROF. J. B. FOCHT, Penna. College, Gettysburg, Penn.

FOR SALE. — A 56 and 50-inch Columbia, both in first-class order and all the latest improvements. Apply for terms to R. ANDREWS, Agent, Springfield, Vt.

BICYCLES AND TRICYCLES second-hand, but in perfect order, all sizes and makes; cheap for cash. Send for list, stating wants. NEW YORK BICYCLE CO., 38 Park Place.

FOR SALE. — At $85, a 50-inch Expert, half enamelled, with drop bars and swing spring. JOHN V. L. PIERSON, Bloomfield, New Jersey.

A FEW WHEELMEN can be accommodated with large, well-furnished sunny rooms, in immediate vicinity of Riverside and Central Parks (West Drive) and Boulevard. Half block from "L" Station. Excellent facilities for *storing wheels* ("Bikes" and "Trikes"). Breakfast if desired. Call or address H. W., 138 W. 104th Street, N. Y.

BARGAINS. — New 56-inch full nickelled Expert Columbia, 1886, Cowhorn bars, ball pedals, swing spring, only ridden a few miles, and in splendid condition, cost $160, will sell for $110. Good reasons for selling, call or address C. S., 225 Palisade Ave., Jersey City, N. J.

STAR BICYCLES ARE TAKING THE LEAD. — Safe and fast. Agents wanted. BARLOW & STARR, General Agents, Coldwater, Mich.

FOR SALE. — 52-INCH EXPERT COLUMBIA, pattern 1885, ball bearings and pedals; coasts further than any wheel; little used; $95.00. E. H. BROWN, Box 2650, New York.

BARGAINS IN SECOND-HAND BICYCLES. — 48, 50, 52, 54 and 58-inch EXPERTS; 50, 52 and 54-inch STANDARDS, etc. Also, 36 x 54-inch KANGAROO; excellent condition; $65.00. Second-hand sundries at less than half price. JAS. W. SPEAD.

FOR SALE. — An order on the Pope Mfg. Co. for any size or any finish pattern of 1886 Expert. Address 46, Bulletin office. Price, $110.

SPECIAL BARGAINS in New and Second-Hand Machines, prior to removal April 1st to more central location in Orange. Bicycles, Tricycles, Tandems, and Safeties. Send for list. Write to us what you want, *it will pay you.*
L. H. JOHNSON, East Orange, N. J.

BICYCLES FOR SALE.

Bicycles and Tricycles — all kinds, descriptions, and prices — from $35.00 upwards. Call and examine, or send for list to RUDGE AGENCY, 152 Congress St., Boston, Mass.

JOHN HARRIOTT.

MEDALS AND BADGES,

— ALSO —

Bicycle Club Pins of Every Description.

Designs on application.

3 Winter Street - - BOSTON, MASS.

The neatest and nobbiest line of

L. A. W. CARDS

ON RECORD.

Cabinet photographs of Whittaker, Rowe, Foster, Crocker, Hendee, Crist, Rich, Neilson, Burnham, Adams and DeBlois, in racing costume, twenty-five cents aniece. Send for sample cards and circular to **FRANK H. ROBERTS, Collinsville, Ill.**

SPADE HANDLES!

Handsomest, Strongest, and best Handles in the Market.

Only $3.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.

C. W. SPINNEY - - Fitchburg, Mass.

ST. LOUIS WHEEL CO.

Difficult Repairing a Specialty.

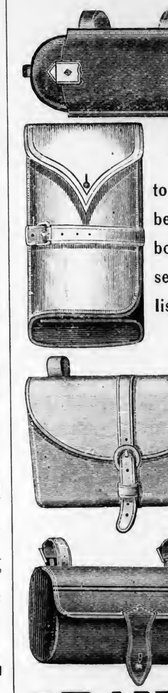
Enamelling, Nickelling, Etc. at Lowest Prices

LARGEST STOCK OF SECOND-HAND BICYCLES in the WEST. WRITE FOR LIST.

DEALERS!

We manufacture TOOL BAGS, equal to English, and cheaper. Write to us.

McCOY & WILLIAMS, Orange, N. J.



Those who wish to purchase the best tool bags at bottom prices will send for price lists to

McCOY, COLLINS & CO.

LIBERAL DISCOUNT TO DEALERS.

ORANGE, N. J.

$3.00.  $3.00.

TOULMIN'S BUFFALO BICYCLE SHOE

Is made of the Finest Kangaroo or Dongola, in any size or width and warranted superior to any Bicycle Shoe made.

Price, per pair, $3.00.

These shoes being laced to the toe, afford comfort to the wearer, in whatever position the foot is placed; and, also, are the most durable shoe made.

LIBERAL DISCOUNTS TO CLUBS

Ordering six or more pairs. Sent by express on receipt of $3.00, or by mail for $3.30. Send for circular containing prices of other shoes, and directions for self-measurement. Address,

W. B. TOULMIN,

152 to 160 Seneca St. - - BUFFALO, N. Y.

STAR! ★ STAR!

NEW YORK HEADQUARTERS,

A. M. HALL - - - - MANAGER,

115 LIBERTY STREET.

BROOKLYN AGENT - - H. J. HALL, Jr.

Large stock constantly on hand to select from. Repair parts and sundries supplied.

H. B. SMITH MACHINE CO.

Works and main office SMITHVILLE, N. J.

MAIL VOTE OF 1887.

Ballots have been mailed to every League member entitled to vote in the balloting for members of the Board of Officers. It may be that many of these will be lost in the mails, and many men will no doubt lose their blanks. To all who are without blanks we will say that no particular form of blank is called for. Take an ordinary sheet of paper and write upon it the names of the men of your choice for Chief Consul and Representatives.

Each State is entitled to one Chief Consul, and as many Representatives as are indicated in the table below. Sign the ballot with your name, address and League number, and enclose it in an envelope marked "Mail Vote," and send the same to

ABBOT BASSETT,
Secretary-Editor,
22 School Street,
Boston, Mass.

Several States will count their own votes. Those who live in any of the following States must send ballots to the Secretary-Treasurer of the State in which he lives.

MASSACHUSETTS. — Sanford Lawton, Springfield. Vote only for men in your own district. See BULLETIN, March 11.

NEW YORK. — E. K. Austin, 55 Hart Street, Brooklyn. Vote only for men in your own district.

NEW JERSEY. — F. R. Bonnell, 51 Crescent Avenue, Jersey City.

CALIFORNIA. — P. E. Haslett, Green and Front Streets, San Francisco.

PENNSYLVANIA. — T. H. Wright, Box 1619, Philadelphia.

State.	No. of Reps.	State.	No. of Reps.
Alabama	0	Minnesota	1
Arkansas	0	Missouri	4
Bermuda	0	Mississippi	0
California	4	Montana	0
Canada	0	Nebraska	1
Colorado	0	New Hampshire	2
Connecticut	9	New Jersey	14
Dakota	0	New York	31
Delaware	0	North Carolina	0
District Columbia	1	Nova Scotia	0
England	0	Ohio	12
Florida	0	Oregon	0
Georgia	0	Pennsylvania	25
Idaho	0	Rhode Island	2
Illinois	7	South Carolina	0
Indiana	3	Texas	0
Iowa	1	Tennessee	1
Kansas	1	Utah	0
Kentucky	1	Vermont	1
Louisiana	0	Virginia	9
Maine	1	West Virginia	1
Maryland	3	Wisconsin	0
Massachusetts	20	Wyoming	0
Michigan	3	New Mexico	0

"In a word, a cycle bearing must be in that apparently paradoxical condition, at the same time *very tight* and *very loose;* that is, perfectly free to spin, and entirely rigid, allowing no shake in the parts."— *Victor Catalog.*

IT BEATS THE WORLD!

AND THE WORLD IS HARD TO BEAT.

1405 MILES IN 142 HOURS!!

Ridden by ALBERT SCHOCK, at Minneapolis, in competition with most of the great American professionals.

Mr. Schock writes:—"I am pleased with the Victor in every respect. I soon found it a vast improvement on all other wheels ridden by me."

Victor Wheels are built to ride. Bicycles, Tricycles, Safeties. Catalog free.

OVERMAN WHEEL CO. - - - 182 Columbus Avenue, Boston.

STRIKES DID IT!

They have caused the delay in the delivery of the L. A. W. RUG, which important event will positively take place this week. I might here mention that this beautiful specimen of the weaver's art, which is known as the L. A. W. Rug, is a Smyrna one, 5 feet long by 2 1-2 feet wide, containing 21 colors, the prevailing ones of which are old gold, cardinal and black. Upon a moresque background there is woven in the Rug the L. A. W. badge, 19 inches in diameter. There is a border completely around the Rug composed of 5 different arrange ments of the League stencil-board. The Rug weighs 5 1-2 pounds; is alike on both sides, and fringed at both ends. All of this amalgamation of color and design is being fairly thrown away at the price of $5.00 per Rug, to all members who are smart enough to know a good thing when they see it, and in consequence send their early orders to

WILL R. PITMAN,

851 West 59th Street - - - NEW YORK.

SINGER ✲ CYCLES.

◄BUY THE BEST!► 1887 CATALOGUES ◄BUY THE BEST!►

NOW READY.

THE

APOLLO

LIGHT ROADSTER

HAS A

Ball Bearing Head,

Spade Handles,

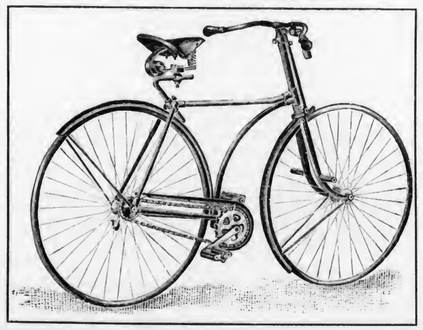
Detachable Bar,

AND

Double Ball Bearings.

THE EASIEST RUNNING AND FASTEST COASTING MACHINE ON THE MARKET.

APOLLO SAFETY. FAST AND LIGHT.



SINGER'S

CHALLENCE

IS THE

Best Wheel ever put out at the Price,

$105.

Balls to Both Wheels,

Detachable Bar,

Spade Handles.

WEIGHT OF 50-INCH, 40 POUNDS.

A Well-Built, Durable Machine. All Steel.

W. B. EVERETT & CO., Sole U. S. Agents,

6 and 8 BERKELEY STREET, BOSTON.

RECORD FOR ONE YEAR!

✲ ✲ 13,498 MILES ON A "VICTOR" IN ONE YEAR ✲ ✲

Ridden by G. J. LOOMIS.

If you want a machine to get about on, and can't use wings, buy the next best thing,—a VICTOR. They do seem to get there. BICYCLES, TRICYCLES, SAFETIES. Catalog Free.

OVERMAN WHEEL CO., 182 to 188 Columbus Avenue, BOSTON.

The Jersey Fitting Underwear Co.

Manufacture a large variety of

JERSEY FITTING GARMENTS,

For Men, Women and Children.



We call the special attention of

BICYCLE RIDERS

To our

TIGHTS AND JERSEYS.

Full Tights, Knee Tights, Knee Pants.

A New Thing,

TRUNKS & KNEE PANTS

For Lady Cycle Riders.

TRADE MARK. BOYS' TIGHTS AND JERSEYS.

We manufacture the best **Fitting Bicycle** and **Lawn Tennis Jersey** in the country, and commend every one to examine these goods before buying any others. Each garment bears our trade-mark, and is indorsed by the best manufacturers of Bicycles and Professional Riders. We invite dealers to examine these goods.

☞ Send for Circular. We send samples to any responsible party in the country.

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17 Kingston Street, Boston, Mass.

STEEL BALLS FOR ANTI-FRICTION BEARINGS.

OF BEST CAST-STEEL. HARDENED, GROUND, AND BURNISHED.

3-16" to 3" diam. Samples and prices on application.

SIMONDS ROLLING-MACHINE COMPANY, Fitchburg, Mass.

BROOKLYN RIDERS

TAKE YOUR WHEELS TO

SCHWALBACH & WILLDIGG,

PROSPECT PARK PLAZA,

AND HAVE THEM OVERHAULED.

Call and inspect the

WHEEL OF PERFECTION, THE NEW MAIL.

REPAIRS.

☞ Send postal card and have us call for Repairs.



PATENTS secured on reasonable terms. Work reliable. Papers carefully and *legally* drawn. Special attention given to inventions in cycling by an experienced wheelman and League member. Write for particulars. N. L. COLLAMER, Patent Attorney and Mechanical Engineer, Room 47, St. Cloud Building, Washington, D. C.

BICYCLE AND GYMNASIUM GOODS.

THE KINGSTON KNITTING CO.

No. 27 Kingston Street - - - - Boston, Mass.

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Manufacture from the Finest Worsted Stock all of the latest novelties in Jerseys, Guernseys, Knee Tights, Full Bodied Tights, Hosiery, etc., and in all the Popular Colors—in Plain, Striped Trimmed.

We make a specialty in these **Garments,** and our prices are very reasonable. We refer to a large number of wheelmen, and who use our goods.

ORDERS SOLICITED.



Patented 1881. **L. A. W. BADGES.**



For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle St., Portland, Me.

The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges,** $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.

Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.



New Style H.

BROWNING, KING & CO.

406, 408, 410, and 412 Broome St., New York.



THE ONLY OFFICIAL CONTRACTORS FOR THE

LEAGUE ✲ UNIFORM.

LIST OF PRICES.

Plaited Blouse, $9.50; Knee Breeches, $6.00; Suit, $15.50. Regulation League Cloth, made by the Middlesex Mills, cost $2.00 per yard. League Buttons, large size, 5 cents each; small size, 2 1-2 cents each. Full set for suit, 55 cents.

TERMS.

All uniforms or parts of uniforms sent C. O. D., with privilege of examination. All orders for cloth or buttons must be accompanied by Money Order. Blank forms for self-measurement furnished on Application. Orders for L. A. W. Goods will be received at any of our branch stores, as follows:

136 and 138 Madison St., 144 to 148 Clark Street, 76 and 78 West Fourth St., Cincinnati, Ohio. } **CHICAGO, ILL.**

210 and 212 N. Broadway, St. Louis, Mo.
Wisconsin and E. Water St., Milwaukee, Wis.
910 and 912 Chestnut St., Phila., Pa.

All orders must be accompanied by League number.

TWO LEADERS!

THE "NEW RAPID."

FULL ROADSTER, *50-inch, 40 pounds.*

LIGHT ROADSTER, *50-inch, 36 pounds.*

ROVER PATTERN SAFETY.

All with TRUE TANGENT WHEELS.

THE "QUADRANT" TRICYCLES.

No. 8 FOR GENTLEMEN. **No. 14 FOR LADIES.**

No. 15 TANDEM,

For Two Gentlemen, Two Ladies, or Lady and Gentleman.

BICYCLE STEERING FRONT AND BACK.

You will do wrong if you order your new mount before seeing these machines or reading our catalogue, which illustrates and describes them and their IMPROVEMENTS FOR 1887.

SAMUEL T. CLARK & CO. - - - BALTIMORE, MD.



BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP - - DAYTON, OHIO,

For large Illustrated Price-List of New and Second-hand machines. Second-hand Bicycles taken in exchange and bought for cash.

Largest Stock of Second-Hand Bicycles in America.

BICYCLES REPAIRED AND NICKEL-PLATED.

A. W. GUMP, Dayton, Ohio.

SECOND-HAND GUNS TAKEN IN EXCHANGE FOR BICYCLES.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

(YOST & McCUNE PATENTS),

19 PEARL STREET - - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.

THE "NEW AMERICAN" TRICYCLE,

639 ARCH STREET, PHILADELPHIA.

We make but one style of machine, and that the BEST. There are NO EXTRAS.

NO DEAD CENTRES. FULL POWER UTILIZED. CLIMBS ANY HILL.

The best machine for ladies, as there are no revolving pedals to catch the skirts. The only Tricycle that can be ridden equally well by lady or gentleman, grown person or child.

* * * * * * *

Either Rider Can Steer.

May be Ridden by Two Ladies.

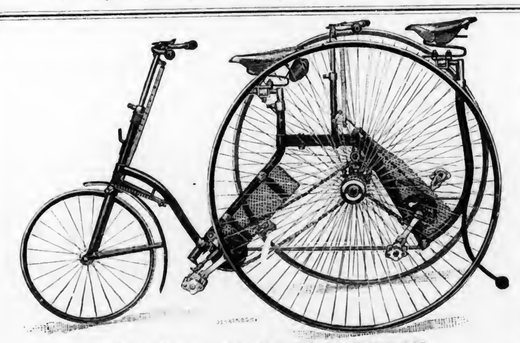
Has Automatic Steering.

Reduces in Width to 27 Inches.

Has Folding Handle Bar for Easy Access to Front Seat.

Is the Most Unique Machine of its Class.

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THE CUNARD CONVERTIBLE TANDEM.

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CUNARD

BICYCLES,
TRICYCLES,
TANDEMS,
SAFETIES.

D. ROGERS & CO.

SOLE U. S. AGENTS,

75 Clinton Avenue - - Newark, N. J.

☞ Catalogues Free.

* * * * * * *

COPY OF TESTIMONIAL FROM T. J. KIRKPATRICK, Esq., VICE-PRESIDENT OF THE L. A. W.

SPRINGFIELD, O., Jan. 11, 1887.

D. ROGERS & COMPANY,

GENTLEMEN: — Respecting the Cunard Tandem, I have to say that it is, *beyond question, the best tandem* yet produced. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leave nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine *a pleasure*. I have owned other tandems, but this is *the only one that was worth house-room* as a convertible machine. I find it a *perfect machine*, in perfect balance, either as a single or a tandem. I have sought carefully, for some three years now, for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day to suggest an improvement in the design and arrangement of the Cunard, I would be free to say that *it is as nearly perfect as this type of machine ever will be.*

Yours truly, [Signed] T. J. KIRKPATRICK.

SEND YOUR ORDERS AT ONCE FOR SPRING DELIVERY, AND DON'T GET LEFT.

ACTIVE AND RESPONSIBLE AGENTS WANTED.

Send for list of shopworn machines, which must be sold to make room for spring stock.

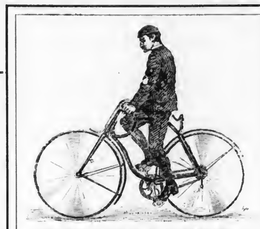
Before purchasing your Mount for this Year, see the Celebrated

"ROVER" BICYCLE.

FITTED WITH EVERY POSSIBLE IMPROVEMENT.

FASTER THAN A BICYCLE.

SAFER THAN A TRICYCLE.



The "ROVER" BICYCLE,
As ridden by the Right Honorable Viscount Bury, President of the National Cyclists' Union.

No Skidding or Side-Slipping on Greasy Roads

And no Fear of Falls.

Starley's New Patent Spring Fork is now ready, whereby entire insulation from shocks is obtained in handles, pedals and seat.
This fork can also be applied to any tricycle.
Price lists, testimonials, etc. (including one from Viscount Bury, which every rider should read), post free.
Complete catalogue of all our machines, two stamps.

STARLEY & SUTTON, Meteor Works - - Coventry, England.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **TWO DOLLARS,** send it to the Secretary of the League,

ABBOT BASSETT,
22 School Street, Boston, Mass.
P. O. BOX 5276.

Write your **full name,** your **full address,** and your **club** name **in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by:—

"*(a)* Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training, or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"*(b)* Competing with, or pace-making for, or having the pace made by a professional in public or for a prize.

"*(c)* Selling, realizing upon, or otherwise turning into cash, prize won by him.

"*(d)* Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"*(e)* This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, roller, and ice skating."

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,
22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$2.00*** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *Residence,* .....

City and State, ... *Date,* .....

REFERENCES: .....
.....
.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

WILLIAM READ & SONS,

107 Washington Street - - - - - - BOSTON, MASS.

MANUFACTURERS OF

THE LATEST AMERICAN HIGH GRADE WHEEL,

ABSOLUTE PERFECTION,

THE * NEW * MAIL!

A PERFECTLY MADE, LIGHT ROADSTER.

OUR SPECIALTY,
Perfection Strengthened Backbone and Forks.

BACKBONE. — Warwick's pattern, new this year. It is well known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is handsomer and stiffer than the round.

FORKS. — Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives a very strong rigid fork.

A SUPERB LIGHT ROADSTER, SEE ONE.

AGENTS:

Indiana Bicycle Co. - - Indianapolis, Ind.
Anton Hulman - - - - Terre Haute, Ind.



With Our Specialty, Trigwell's Ball Head.

Extract from a London letter to the L. A. W. Bulletin January 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

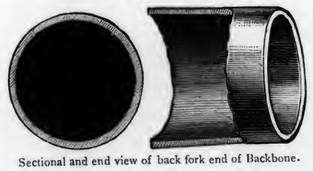
What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it, — but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that is a vast improvement over the Stanley head, with cone or hemispherical centres, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

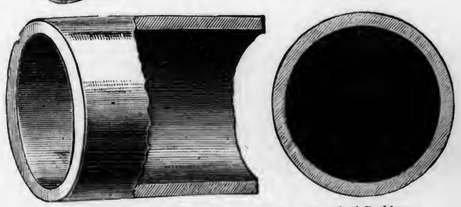
AGENTS WANTED EVERYWHERE.

SEE THIS WHEEL BEFORE PURCHASING.

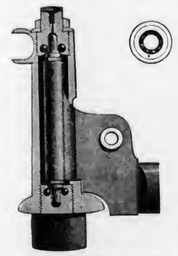
ASK YOUR DEALER FOR IT.



Sectional and end view of back fork end of Backbone.



Sectional and end view showing strengthened neck end of Backbone.



Trigwell's Ball Head. Greatest Modern Improvement.



Warwick's New Hollow Rim with thickened bottom. Seamless and perfectly smooth outside.



Sectional view showing Backbone and Forks when made up. A Splendid Improvement.

HANDSOME PHOTOGRAPH
— OF THE —
NEW * MAIL!
— SENT FOR —
14 CENTS IN STAMPS.

CEMENTED TIRE.

SEND STAMPS for Fully Illustrated Circular of this Perfect WHEEL, with Full Representation of All Parts.

PLEASE MENTION THIS PAPER.

How is this for a line of Wheels, Gentlemen? We think it about fills the bill, and our prices, mind you, are reasonable.

THE AMERICAN CHAMPION, with many improvements, such as a superior crank fastening, which dispenses with use of a hammer, new bearings that are adjustable without loosening a screw even. Price, for 48-inch, **$100.00.**

THE AMERICAN LIGHT CHAMPION, a light roadster of highest possible grade, with a ball-bearing head, true tangent wheels, and embodying many novel and peculiarly useful inventions. Price, for 48-inch, **$115.00.**

THE AMERICAN CHALLENGE, much improved and fitted with cow-horn bars, as formerly the best machine on the market for the money. Price, for 48-inch, **$70.00.**

THE AMERICAN SAFETY, sold last year under our positive guaranty that it was the easiest running bicycle in the world, improved wherever possible. Price, for 40-inch, **$74.00.**

THE AMERICAN LIGHT SAFETY, after the lines of the regular Safety, but made hollow wherever possible, and will be sold under a guaranty as to its superiority over all other bicycles in easy running. Price, for 40-inch, **$115.00.**

THE AMERICAN IDEAL, as heretofore, the only high grade and honestly constructed boys' bicycle in the world. Finished in black, with artistic real gold stripes. Price, from **$25.00** to **$60.00.**

THE AMERICAN IDEAL TRICYCLE, two-track, the young ladies' companion to the bicycle of same name, a really beautiful little three-wheeler, in two sizes, 30 and 34 inches. Price, **$40.00** and **$50.00.**

THE AMERICAN CHALLENGE TRICYCLE, two-track, a high grade and honestly constructed three-wheeler, in two sizes, 42 and 44 inches. Price, **$80.00** and **$95.00.**

THE AMERICAN IDEAL TANDEM, a convertible two-track for boys and girls, in two sizes, 30 and 34 inches. Price, **$60.00** and **$75.00.**

THE AMERICAN CHALLENGE TANDEM, a convertible two-track for ladies and gentlemen, in two sizes, 42 and 46 inches. Price, **$120.00** and **$135.00.**

1887 Catalogue, containing detailed description of the foregoing Cycles, will be ready early in March, and will be mailed on application.

RESPECTFULLY SUBMITTED,

GORMULLY & JEFFERY MF'G CO., Chicago, Ill.

THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN: PUBLISHED WEEKLY: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA:

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, MARCH 25, 1887. | VOL. IV. No. 12. WHOLE NUMBER, 91.

THE SEASON OF 1887.

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NOW READY.

Fifty-Two Pages, Forty-Eight Engravings. Free by Mail upon Application.

Expert
Light Roadster
Standard
Safety
Semi-Roadster
Racer

COLUMBIA BICYCLES.

COLUMBIA TRICYCLES.

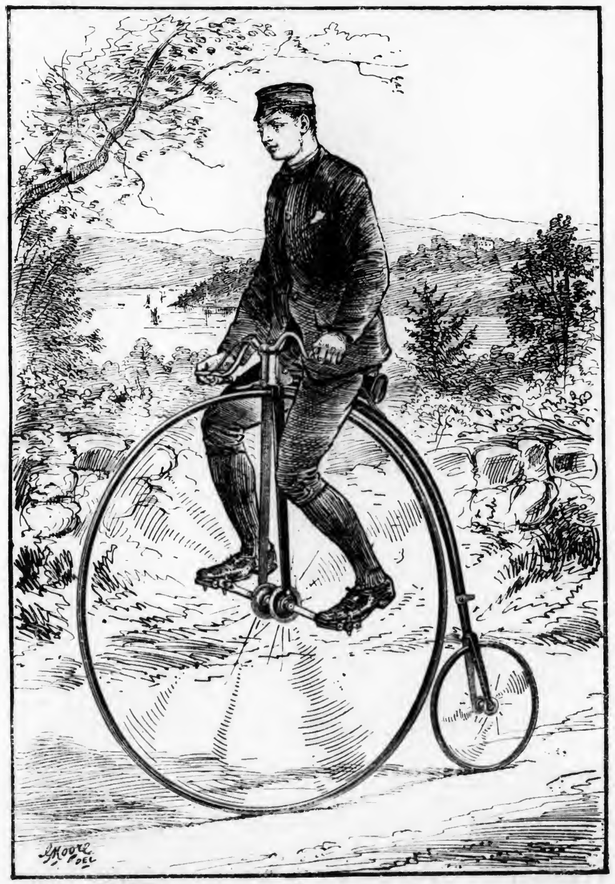
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Ladies' Two-Track.
Tandem.
Racing.

POPE MFG. CO.,

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1887 RUDGE LIGHT ROADSTER. 1887

Combines more valuable features than any bicycle extant.

STODDARD, LOVERING & CO., 152 Congress St., Boston, Mass.

New York Headquarters, GEO. R. BIDWELL, 313 West 58th Street, New York.

The Bulletin

Official Organ of the League of American Wheelmen. A Journal Devoted to the Interests of Cycling in America. Published Weekly.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the Executive Committee of the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

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CLUBS OF FIVE - - - - - -	$4.00 "

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

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OFFICIAL HANDICAPPER.

N. P. Tyler, M. D., New Rochelle, N. Y.

LEAGUE MEET FOR 1887.

St. Louis, May 20 and 21.

FRIDAY, MAY 20. — Board of Officers and general meeting.

SATURDAY, MAY 21. — Parade and Banquet.

COMMITTEES — Chief Consul, John S. Rogers, care of *American Wheelman*, General Manager; W. M. Brewster, 309 Olive Street, Treasurer; L. J. Berger, Room 9, Equitable Building, Secretary; W. E. Hicks, 2608 Locust Street, Press Committee.

MR. SHRIVER is after the Board of Officers for its failure to restore to the membership at large the privilege of electing the Executive Officers of the League. One year ago there were many who thought with Mr. Shriver, and we will confess that we were of that number, but we have come to believe — and now we are not speaking for ourselves alone — that it is better to let the rules stand as they are. The general meeting is a much more unsatisfactory gathering than is an officer's meeting, and we cannot look for such results from it as we can from a body composed of the pick of cyclers, each man of which represents fifty constituents, and may represent two hundred, or, if he be a Chief Consul, three hundred and fifty wheelmen. We question if the membership at large wants the privilege, there is certainly no great clamor for it, and there is little doubt that a debate on this question in a general meeting would be carried on by members of the Board of Officers, who are, after all, the force that gives to the League all the progress that it makes.

WE have started a new department this week, — "Notes and Queries." This is for the benefit of League members. We believe the BULLETIN should be a medium for the interchange of ideas between members, and we think this department will be useful in this direction. We hope it will be well patronized, but we warn contributors that we have a long blue pencil that is eager for work, and brevity is the only thing that will keep it away from MSS.

THE OTHER SIDE.

PHILA., March 15, 1887.

As the BULLETIN has published the full proceedings of the late Board meeting, as, also, the reports of the Executive and Credential Committees, and, inasmuch as the two latter documents reflect severely upon the Philadelphia members of the Pennsylvania Division, justice and fair play demand that some little space be accorded in your columns for a defence of their action, the feebleness thereof to be credited, not to the cause itself, but to the advocate,

The members of this division who availed themselves of the undeniable right to peaceably assemble and talk together respecting their grievances, either real or imaginary — who groped in the darkness for the truth, because the "powers that be" had deliberately shut off all light — these men, so many of whom stand high in the estimation of the best informed of our citizens, and who occupy prominent positions in the mercantile, professional, and best social circles, (and prominence in Philadelphia's "best social circles" mean something) are called "headstrong," the "Aaron faction," the "Aaron clique," and the Anglo-Saxon tongue proving too weak in which to enumerate their atrocities, the latin language is called into requisition, and "*Foscitur ex sociis*" is launched upon them.

The report of the Credential Committee is mainly directed toward the Philadelphia meeting, and, as a report, fails to fill the bill A careful reading of the document seems to resolve it into three queries, and all addressed to the Philadelphia meeting — they are — "How do you know it is so?" "Who told you?" "Why do you believe it?"

The report says, that we had no proof that the allegations made in the appeal and resolutions were correct; and to our regret, we find, after a careful reading of the report, that we have no proof now that they were not. The "appeal" recited that the committee wantonly delayed its report for six hours, etc. The committee acknowledge the six hours but protest against the "wantonly," and say, "How do you know what the committee were doing?" We don't know, but we would like to; and we had hoped that the report would enlighten us. The "appeal" further recites, that "it is believed that proxies of a similar nature were accepted and cast for Mr. Bassett at the same time that the above fifteen were rejected." To this the committee reply, in these words, "*Who told you so, gentlemen?*" Then follows something in regard to the terrible fate which is waiting, like a Nemesis on a light roadster, for the individual who, in the venacular of the streets, "gave it away." What the protestants in this city would like to hear would be a positive denial of this charge, or a manly affirmation of the same.

You may not be aware of the fact, but it is, nevertheless, the truth, that the corner-stone of our Quaker belief is "light." We hold that a human being will be held accountable only as light has been vouchsafed to him, and that is the reason why we do not send missionaries to Timbuctoo, and Brooklyn, and Boston, and other out-of-the-way places. Now, as a very humble member of the League, I would like to have the darkness dispelled, as far as I am concerned, and will take the liberty of asking a few questions, both of the Executive Committee and that on Credentials. I will ask the latter body as follows, and believe me, that in this matter, though only a "babe and suckling," I echo the voice of hundreds of more able and experienced members in this locality.

1. In the entire history of the League, has such a committee as yours ever before been appointed? If so, when?

2. Was there on your committee any member who had announced his intention of voting for Mr. Wells?

3. Why were six hours consumed in the examination of proxies?

4. Was, or was not, any proxy rejected that would have been voted for Mr. Basset; and in every proxy afterward voted for him were the instructions that the vote should be so cast plainly stated therein?

5. Had you any way of ascertaining that the proxies held by Mr. Aaron, and rejected by you, were not intended by the senders to be voted as Mr. Aaron desired?

A plain and satisfactory answer to the above questions would do more to heal the differences (if harmony is the desire of the Eastern contingent) than a dozen reports attacking the motives of the Philadelphia members would do. The committee should bear in mind that though the age limit of admittance to membership of the League is eighteen years, yet there are in this city many of its followers who have reached the years of discretion, and as school-houses and other educational institutions are in abundance, some of our members have even advanced far enough to think for themselves, and if the committee will only give them something to think about, they will address themselves to the task.

First of all, there seems to be an entire misunderstanding of the object of the meeting held here. It is assumed by the Executive Committee, and other official bodies of the League, that it was in support of Aaron. The body above named even attack Aaron for his breach of faith in permitting the meeting, in view of the generosity they had shown toward him. The fact is, that neither Mr. Aaron nor Mr. Wells had anything to do with the meeting whatever. It is a pity that the stenographic report of the same was not published in the BULLETIN, so that it could be seen that the facts clearly bear out my assertion.

On the contrary, one of our most influential wheelmen remarked that while Mr. Aaron and Mr. Wells might be estimable gentlemen, this meeting, and this Division had nothing to do with their matter, but had met to consider something entirely different. This was several times affirmed, and a statement by a member that this assemblage intended to "whitewash nobody" met with hearty applause. With a desire to get all the light possible on the subject, Mr. Bassett was invited to address the meeting. The protest was formulated, and sent with the intention of getting from the Executive Committee all the information in its possession no matter whom the lightning struck. The real ground of grievance was *not the defeat of Mr. Wells, but the manner in which it was accomplished*. We recognize the fact that by the ballot taken, that gentlemen was fairly beaten; but it is not clear to our minds that he had fair play shown him in the matter of disfranchising of so many of his supposed supporters. That such disfranchisement would in no way have affected the result has no bearing upon the question. The disaffected members of the Pennsylvania Division take their stand upon the ground that the Board had no right, either by law or precedent, to appoint a Committee on Credentials, or to throw out proxies which in any other case, would have been received without protest.

The Committee above named state that they do not intend to defend themselves "against charges in the air," but if any one will make a "specification" they will shower down proofs as heaven showered down manna upon the starving Israelites. By this, it would appear that there are two classes in the

League, — the governing, and the governed; and that the only way in which the latter can get any information is to make "charges." Well, they have been made, and not by a single individual, but by the wheelmen of the largest cycling city in the Union, backed by supporters in other contiguous cities, and the committee can answer them if they chose. A close acquaintance with very many prominent wheelmen of this city warrants me in asserting that should a satisfactory explanation on these points be given, that the quarrel would die a sudden death. Failure to do so will keep alive the embers of discontent; and this presumptuous letter is written solely in the interests of harmony.

I said I would like to ask the Executive Committee a few questions, but as their report has no bearing upon the real question at issue, I will confine myself to one, and in so doing, say that I am merely the mouthpiece of hundreds of others. It is this: If you had such good, and substantial reasons for the defeat of Wells, and if Mr. Bassett's election was for the welfare of the League, why did you, through your supporters and advisers, rescind the right of appeal which had heretofore been one of the privileges of the minority? C. WALLACE WALTERS.

REPLY OF THE CREDENTIALS COMMITTEE.

NEW YORK, March 20, 1887.

EDITOR BULLETIN: — The statement of the Credentials Committee, in the BULLETIN of March 11, was not and did not purport to be a report. It was an explicit denial of the unsupported charges made at the Philadelphia meeting pointing out that the accusers had offered no evidence, and containing a plain statement that when any one would make a direct specification of facts it would be met and fully answered. There is no utility in fighting windmills. It is very easy to cry "wolf." Even the presence of the animal is not always a necessary accompaniment of the noise. Pennsylvania is criticised for crying out over a purely imaginary grievance. Its representatives were not disfranchised. Certain proxies were taken from them which were not sent to them, but which they received from the ex-secretary, because he had obtained them by means which the committee considered improper and irregular. As he testified, they came to him in response to his official circular, without the name of any alternate filled in, and without authority to fill the blank. He could not vote the proxy personally, for he held his quota, and there was no instruction from the proxy sender saying who should vote if the ex-secretary could not. By what right, then, could he fill in the name of such person as he chose? Consider the possible effect of permitting a method whereby one man may control the acts of a deliberative body! The evils of this peculiar use of the official proxy blank had become so glaringly apparent, that the practice could be no longer tolerated. Are we to see an abuse increasing and take no measures to check it? and must we observe it always as a sacred thing, not to be corrected, because, perchance, our predecessors might have allowed it in a much milder and less dangerous form? Reform is often odious, especially to those whose little schemes may suffer by an exposure. The committee don't offer proof. They are not yet put to a defence. The honesty of their purpose is not in question. When you cry "wolf," they answer "produce your wolf." Let us see the texture and construction of the animal, and we may be able to show you that the ferocious beast is as imaginary as your grievance. The gentleman says they would like to hear a positive denial of the charges. Will he kindly again observe the BULLETIN of March 11, and notice that the denial is even emphasized in italics, and that evidence in support of the charges is invited in language as strong as the by-laws of the L. A. W. will permit.

Now, as he explains that it is not the custom in Philadelphian centres of civilization to send missionaries to benighted Timbuctoo, Brooklyn, etc.; yet, as he yearns for light, we will endeavor to supply the yawning gap in Philadelphia's missionary system by sending an answer to his five questions, even from the desolate depths of Brooklyn.

1. Yes, at the Washington meeting.
2. No.
3. Because, from the necessary nature of the inspection and the rules which the committee adopted before taking up a single proxy for action, the examination could not be concluded sooner. With the exception of forty minutes for lunch, every moment of the time was occupied in this work, strictly and conscientiously.
4. The question of for whom the proxies would have been voted, was not at any time considered by the Committee. The inquiry was only, "Does the proxy comply with the rule established?" and the same rule was applied in every case. This inquiry, therefore, the Committee are unable to answer.
5. The question was not Wells or Bassett. It was the unwarranted manipulation of proxies by a League official. Where more proxies came to him, made out in his name and in response to his official circular, than he could vote, he was interrogated as to any instructions received with the proxies. Where he could show authority, he was permitted to exercise that function and fill in the alternate as his individual preference dictated. Where he could not, and could not himself vote it, it was not allowed to be used. Upon its face and the surrounding facts it was irregular; if the irregularity could be explained, it was received. Here let the gentleman notice, Pennsylvania was not involved, unless the ex-secretary is Pennsylvania. Mr. Wells was not, for in all the numerous proxies sent him, where the alternates were blank, he was permitted to fill out the blanks and the proxies were voted. (This does not include the two telegrams and the case of Mr. Wood.) The only question at issue was the fairness and propriety of the acts of the ex-secretary in this connection. Serious comment upon his practice with proxies had arisen at Buffalo, and the interests of the L. A. W. plainly demanded that any custom whereby one man might control legislation and elections alike, was pernicious and demanded abolition. With this, every thinking man must agree.

Pennsylvania has no grievance. With a single exception, all her representatives voted. She was not disfranchised. Simply this: Certain proxies sent the ex-secretary, which he filled out, or caused to be filled out, and gave around among his friends, were not allowed. They were not sent to these friends, did not purport to be so sent, and there was no evidence that they were intended to be so used. The committee would have been most derelict in their duty, and false to their trust as representatives, had they permitted such a concentration of authority and unauthorized multiplication of voting power in any League official. The gentleman asks a plain and satisfactory answer. We trust our statement is plain; how satisfactory, his own best judgment must answer. He asks it in the spirit of harmony, and we therefore gladly meet him. While a firm and resolute regard for the integrity of our association leads us to declare uncompromisingly against those officers whose actions are now matters of common condemnation, it is not fraternal to perpetuate strife based upon misunderstandings of each others' motives. The Philadelphia meeting was not impartial. It was guarding its idol. For while it based resolutions upon hearsay, it would not accept Mr. Bassett's statement of why the stenographic minutes of the officers' meeting were not published, *because he did not personally hear* the ex-secretary request it. If there had not been a strong current in favor of somebody, the same rule would have obtained in each case.

What the gentleman means by "the governing and governed" classes is hardly apparent. The committee made a report to the Board, which adopted its recommendations. Later, being accused, they deny, call for the proof and agree to demolish or explain anything specified by any League member willing to materialize it, by assuming the responsibility of its truth. If there is any proof, come up with it. Don't take refuge behind what "a large number of wheelmen" charge. And if you have not got the proof, say so, in a manly way, and don't remain with a miserable suspicion that New York or Massachusetts, or even Timbuctoo, has any desire to oppress Pennsylvania or to deprive her of anything she is entitled to. We are one fraternity, and we don't want to quarrel. Because it has become necessary to discipline a League official or two, is not an assault upon a Division. To make it so, confuses the man and the Division too much.

A word as to the propriety of appointing this committee. No member of the Board objected at the time, none then believed it either improper or irregular. Considering the large number of proxies and the importance of the issues, it was most essential that the ballot be guarded with every precaution. The committee, and the meeting in endorsing the committee, based their action upon a fundamental principle of the greatest importance to the future welfare of the League. The Credential Committee have nothing to defend. They have exercised an honest judgment in a just cause. The success of individuals was not the issue. It was deeper, more pregnant with results, than the election of any man, It was methods and principles which the Committee attacked, and which the meeting, recognizing, set the stamp of legislation upon so strongly, that all opportunity for future manipulation of the ballot in this direction was destroyed.

The suggestion that the amendment curtailing the right of appeal from the action of the Board of Officers was made for any purpose in connection with the proceedings at the meeting, is absurd. By referring to the files of the BULLETIN, it will be seen that notice of the amendment was given by Dr. Butler several weeks before the date of the meeting.

CHARLES H. LUSCOMB,
Of the Credentials Committee.

BUFFALO NOTES.

THE riding season may almost be said to have begun here in Buffalo. Our asphalt pavements and park roads are as dry and smooth as at midsummer, and though the March breezes have lots of teeth in them, yet a considerable number of wheelmen can be seen facing and fighting them daily. Many were out last Sunday for the first time, but a few have been riding since the second week of February. The indefatigable Bowen, late of Bull and Bowen, has been at it all winter. No one expects to see him give it up until either he or his wheel falls to pieces.

Great interest has been excited here by the disclosures in the report of the L. A. W. Executive Committee, and the general sentiment among wheelmen is overwhelmingly on their side. In proof of which may be noticed the fact that the Buffalo Bicycle Club, at their regular meeting on the 14th, adopted the following by a unanimous vote: —

"*Whereas*, it appears from the statement of the Executive Committee of the L. A. W., published in the BULLETIN of March 11, 1887, that the affairs of the Secretary-Editor's office were grossly mismanaged by E. M. Aaron, the late incumbent thereof; therefore

Resolved, that the Buffalo Bicycle Club does heartily approve the action of the Executive Committee and of the Board of Officers in removing said Aaron from that office by compelling him to resign."

If you could have heard the speeches made upon this resolution, you would certainly have felt that it was a very mild expression of the sentiment of the club.

The club also received from Mr. Henry E. Ducker a polite invitation to join the A. C. U., which they unanimously voted to *decline*, on the ground that "it was the intention of this club to devote its entire energies to the interests and the support of the League of American Wheelmen."

The club now numbers over a hundred active members, and it is safe to say that its vote will be cast solid for G. R. Bidwell, as Chief Consul of New York, if he is nominated, as we hope he will be; and that such influence as the club can exercise will be in favor of Kirkpatrick, Hayes, and Bidwell for the chief executive officers of the L. A. W. What better ticket could be devised? All three are active, energetic business men, thoroughly devoted to League work. Hayes will be in Boston, close to the office of the BULLETIN, and Bidwell within half-a-day's journey. Buffalo wheelmen earnestly desire that this ticket may be successful. 1611.

BUFFALO, March 15, 1887.

ST. LOUIS MEET.

ST. LOUIS, March 14, 1887.

THE following are the chairmen of the various committees selected to superintend the affairs of the League meet, to be held at St Louis, May 20–21. Their duties are sufficiently indicated by their name, and wheelmen who desire information should address the proper chairman, which will prevent the general manager from being overrun with communications and save the time that might be consumed in delivering them to the proper committee.

The general-manager is J. S. Rogers, whose address is 108 N. 4th Street. The chairmen and their addresses are: Finance — J. E. Smith, care Simmons Hardware Co.; Reception — Edward Sells, 105 N. 2d St.; Transportation — B. B. Ayers, 212 Clark St. Chicago, Ill.; Entertainment — George Boswell, 416 N. 2d St.; Programme — A. K. Stewart, 212 Pine St.; Tours and runs — L. J. Berger, Equitable Building; Parade — C. H. Stone, 310 N. 11th St.; Banquet — Geo. F. Baker, Turner Building; Press — care "Post-Dispatch."

The Lindell Hotel has been selected as the headquarters for visiting wheelmen and a general rate of $2.50 a day has been secured. The Lindell is one of the famous hostelries of the southwest and is among the largest in the West. It is situated at the corner of Sixth Street and Washington Avenue, and though in the business centre of the city is surrounded by the excellent square-granite paving for which the "down-town" streets of St. Louis are distinguished.

The committees have organized and are ready to reply to any inquiry or do whatever they may be called upon to do.

PRESS COMMITTEE.

NEW YORK AND NEW JERSEY T. R. R. A.

THE second annual meeting of the New York and New Jersey Team Road Racing Association was held Saturday evening, March 5, 1887. This association is composed of fifteen clubs, as follows: Citizens' Bicycle Club, New York Bicycle Club, Harlem Wheelmen, Brooklyn Bicycle Club, Elizabeth Wheelmen, Hudson County Wheelmen, Ilderan Bicycle Club, Kings County Wheelmen, Long Island Wheelmen, Morrisania Wheelmen, Mount Vernon Bicycle Club, New Jersey Wheelmen, Orange Wanderers, Rutherford Wheelmen, Union County Wheelmen. Each club is entitled to two delegates. Members present: Dr. F. A. Kinch, Jr., Frank S. Miller, Elliott Mason, W. D. Edwards, E. J. Halsted, E. H. Austin, M. L. Bridgman, C. H. Luscomb, W. H. H. Warner, E. J. Shriver, W. W. Hill, E. W. Dean, Jr., G. C. Pennell. Sec.-Treas. Bridgman made his annual report, which was very lengthy, and contained a history of the Association during the past year.

The following officers were elected for the ensuing year: President, E. J. Shriver, New York Bicycle Club; vice-president, F. S. Miller, Union County Wheelmen; secretary-treasurer, M. L. Bridgman, Kings County Wheelmen; executive committee, C. H. Luscomb, Long Island Wheelmen; G. C. Pennell, Elizabeth Wheelmen, and W. D. Edwards, of the Harlem Wheelmen.

THE MISSOURI ROAD RACE.

L. S. C. LADISH, of the *American Wheelman*, has been talking to the *Post-Despatch* man. He has decided to make the road race next May, a 100-mile contest instead of a 50, as at first proposed. This change, he thinks, will interest the public more. The entries he has every reason to believe will be very numerous. The Smith Manufacturing Company told him they would send out Frazier and McCurdy, and probably Powell, if they found the latter could do anything. A gymnasium has been fixed up at the Smith Company's works, where Frazier and "Mac" regularly train every day. Gormully and Jeffery, of Chicago, will send Whittaker, and Overman will not let Percy Stone do all the work for his wheel, but will reinforce him with Ives and Rhodes. Doane will also probably come out. Ladish says Stoddard, Lovering & Company, having no American riders, will probably get several Englishmen to come over, among whom will likely be young Mills, who holds the John O'Groat's record, and is a phenomenon on the road. Hendee will be out here to ride the new lever wheel and says he is doing so well in practice on it, that he will be at the front in the race. A very interesting thing is the talk Kluge gave. Instead of giving up racing this year as he threatened last fall, he will ride the new King machine. Speaking about his chances he told Ladish: "Don't you fret, I am going to do them up when I go West. Let 'em waste their jokes and guy all they want to; I am going to surprise 'em. All I've got to say is: 'Just wait.'"

The very attractive feature of the Clarksville road race will be the presence, for the first time in a contest, of the new styles of wheels which have been manufactured since last season. As Hendee is to ride one and Kluge the other, the result is awaited with considerable interest. As the new wheels sell for $50 less than the old, should they amount to anything and show speed, a big cut in prices is sure to result. Ladish is of the opinion, anyway, that the big prices will come down this year, and mentions the fact that a reduction is at hand right now.

THE QUICKEST TIME.

RECORDS OF TROTTING, BICYCLING, RUNNING, WALKING, AND SKATING.

BELOW we give a table of the world's records, carefully made, showing the status of different athletics at different distances. It will be noticed that the horse keeps ahead of the cyclist until he reaches the tenth mile. But in making comparisons it should be remembered that the horses are timed from a flying start, whereas the cyclist is timed from a standing start and the crack of a pistol. By this he loses some seconds in getting up speed.

At ten miles the bicycle is on top of the list with the records by Rowe, 27.7 1-5; Controller in harness, 27.23 1-4; John Stewart, to wagon, 28.2 1-2, and Gatehouse, on the tricycle, 29.26 1-5. After leaving the ten-mile post the bicycle and tricycle keep gradually passing ahead of the horse, and at twenty miles we find the bicycle (Rowe) about four minutes ahead of Captain McGowan, in harness, and the tricycle a little over a minute behind. We next look at fifty miles, and see both bicycle and tricycle to the front, the records being: Ives (bicycle), 2.33.54; Webb (tricycle), 3.11.15; Ariel, in harness, 3.55.40 1-2, and Sprangle, to wagon, 3.59.4. This shows the bicycle one hour and twenty-five minutes ahead of the horse, and the tricycle also about forty-seven minutes in advance.

Twice, and twice only, has a horse been pushed to the distance of one hundred miles; whereas numerous cyclists have made that distance in wonderful time. The horse Conqueror made one hundred miles in 8.56 away back in 1853, the cycling record for that distance being 5.50.5 3-5, made by Fry.

A glance at the table will also apprise the reader how the different athletic records compare with that of the bicycle at distances. Above one hundred miles some great feats of endurance and time have taken place. A. A. McCurdy, on the Star bicycle, holds all road records from one hundred and fifty to three hundred and five miles, which he has travelled in twenty-four hours. W. A. Rowe, on a Columbia, covered over twenty-two miles in an hour's run at Springfield last fall, and John S. Prince has travelled seven hundred and sixty-seven nine-tenth miles in forty-eight hours on an indoor track, riding an "American Champion" wheel:

World's Record.	1 Mile.	2 Miles.	4 Miles.	5 Miles.
	M. S.	M. S.	M. S.	M. S.
Trotting in harness	2.08 3-4	4.43	11.06	13.00
Trotting to wagon	2.16 1-2	4.50 1-4	10.34 1-2	13.43 3-4
Bicycle	2.29 4-5	5.11	10.41 2-5	13.23 4-5
Tricycle	2.40 4-5	5.37 2-5	11.26 4-5	14.27 3-5
Tricycle (tandem)	2.43 1-5	5.34 2-5	11.30	14.22 3-5
Skating (rollers)	3.11	6.17 1-2	.....	15.50 1-4
Skating (ice)	2.12 3-5	6.56 1-5	14.10 1-2	17.45
Running	4.13 3-4	9.11 1-2	19.36	24.40
Walking	6.23	13.14	27.38	35.10
Rowing (single) 1½m.	8.36	13.21 1-2	27.57 1-2	33.56 1-4
Rowing (double) 1½m.	7.46 3-4	12.16	24.40	30.43 3-4

World's Record.	10 Miles.	20 Miles.	50 Miles.	100 Miles.
	H. M. S.	H. M. S.	H. M. S.	H. M. S.
Trotting in harness	27.23 1-4	58.25	3.55.40 1-2	8.55.53
Trotting to wagon	28.02 1-2	58.57	3.59.04	.....
Bicycle	27.07 1-5	54.25 2-5	2.33.54	5.50.05 2-5
Tricycle	29.26 1-5	59.10 3-5	3.11.15	6.43.32 1-2
Tricycle (tandem)	29.44 3-5	1.00.52 3-5	.....	7 57.00
Skating (ice)	36.37 1-5	1.14.07 1-5	4.13.36	11.37.45
Running	51.06 3-5	1.54.00	6.08.00	13.26.30
Walking	1.14.45	2.39.57	7.57.44	18.08.15
Rowing (single) 11-2m.	1.23.00	.....	8.55.20	.....

In a private letter commenting upon the recent remarkable skating at Newburg, Mr. James G. Lathrop of Hemmenway Gymnasium, Harvard College, says:

"Don't be deceived in the matter of distances straightaway and the times therefor. I think no one has had sufficient opportunity to note the difference between a straight course with the wind and a circular one half with and half against the wind. I was not surprised at the skating record at Newburg. You will remember what Lon Myers says in regard to my opinion about the matter, and I do not hesitate to make the following predictions concerning running or other tests straightaway with the wind, by first-class performers: Man running — Quarter mile, 45s.; half mile, 1. 45.; three-quarters mile, 3m. or better; one mile, 4 m. Man on bicycle — One mile, 2 m. Horse trotting — One mile, 2 m. Horse running — One mile, 1. 35."—*N. Y. Mercury.*

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

FROM DR. BUTLER.

EDITOR BULLETIN: — Kindly permit me to say, in reply to Rep. Luscomb, of Brooklyn, that it is NOT my purpose to withdraw from active participation in League affairs at the present time. So long as designing and unscrupulous men are found foisting themselves upon the organization for the purpose of robbing it, you will find me ready to make any sacrifice that will assist in ridding the League of their presence. No *friend* of the L. A. W. will forsake its standard now, nor fail to support those members who have given so much time and done such grand work during the past nine months.

C. S. BUTLER,
Rep. in and for New York.

BUFFALO, March 5, 2887.

ELECTION BY POPULAR VOTE.

EDITOR BULLETIN: — It seems a great pity that wheelmen cannot dwell together in unity, but the history of the League goes to show that most of us would rather fight than to either ride or eat (a comparison that I fancy fairly illustrates cycling combativeness); and I expect to be greeted as a benefactor to my race for proposing a brand-new *casus belli* which does not involve the washing of any dirty linen, and which consists of so general an assault on the Board of Officers that it will be impossible to create the rankling of personal feeling in the matter. Very possibly, there are a good many League members who feel with me that if our organization is worth anything, it should by this time have grown beyond the necessity of annoyance from incessant bickerings about individual grievances, real or fancied; and certainly that no one or two men have a right of ownership to 11,000 members. To those who take no interest in these petty squabbles, a discussion of real policy will come as a boon, whichever side they may take or however warmly it may be waged.

Now, my special grievance against the Board of Officers is that they have disobeyed the membership at large, and that while the theory on which they did so may have been correct — although I think not — our form of organization must be radically changed before such a theory can be justly put into practice. At the General Business Meeting in Boston last May, I submitted a motion which was adopted, instructing the Board to so amend the By-Laws that the President and Vice-President should be elected by the whole membership in General Meeting, instead of by the Board of Officers as now. This was the original mode of election, and when the change was made at Chicago, the report of the meeting does not indicate that the members had any distinct intention to give up the power which they have lost. In obedience to my resolution, the Chairman of the Committee on Rules and Regulations (without concurrence of his colleagues) reported an amendment to the By-Laws at the September Board meeting, covering the point at issue: which was referred back to the committee without comment; and at the January meeting the matter was ignored in the committee report, I presume because the chairman despaired of getting his associates to join him in its favor. My most intimate friends on the Board now tell me that it is no use to bring the question up, as nearly all the officers are against it.

The officers may be right and myself wrong, in the position we respectively take as to the expediency of the several modes of election, but have they a right to ignore instructions from the very body which delegated this power, and which is certainly in equity entitled to resume it? I think not.

Wise or unwise, it was at least their duty to con-

sider the resolution, and if they could not conscientiously approve it, to come back to the membership with their reasons. So far as I have been able to ascertain, individual opinions of those who disagree with me on the subject, their idea is that the Board is better fitted to judge the merits of candidates, and that an election by the General Meeting would mean simply a choice of the locality where the meeting is held.

The first objection I consider of no weight at all; the second is worthy consideration, and I might be led to think that the mere weight of numbers proved me to be wrong, were it not for the invariable reluctance of all bodies of officials to let slip any power once in their hands. Remembering this trait of human nature, common to us all, I can readily see how it occurred to no one in the Board to bring in an alternative proposition to elect the Executive on the same mail vote by which Consuls and Representatives are chosen. This would at least meet the danger of a locally packed meeting; which, however, I do not believe we need fear when clubs can vote by proxy, and when distant members find some reason to attend the meeting in the fact that such important business is to be transacted.

The main object of my proposition indeed was to introduce some element of interest to the meetings, now that so few members care for the parade, and the races have become overshadowed by Springfield and Roseville. But should the majority think this a consideration of little importance, there is still the very great need that our president should be the direct choice of the League, and not of a class only, however selected. The fact is, that our growth has been so rapid that we now have a mongrel association of the most illogical kind. We started out with almost pure democracy and we have gradually drifted into an oligarchy. The intention has undoubtedly been to provide representative government, modelled on the Federal Constitution, but we have conceived instead a body corporate that resembles nothing in heaven nor on earth, or in the water under the earth. All our lives, liberty, and pursuit of (cycling) happiness are in the hands of officers who, presumably our servants, have in reality such absolute power that they can change the mode of electing their own successors in any way they please, even to the extent of re-electing themselves.

If the League were formed in strict analogy to the American Constitution, the manner of electing neither the President nor Consuls and Representatives — who are the congress of the League — would be prescribed by the By-Laws, but by the Constitution; and be subject to change only by the whole membership. We have a national organization whose practice is based on that of a petty stock company; but even the directors of a bank or a cotton mill are subject to fundamental law which they cannot amend without the consent of the stockholders. Our Constitution should be our fundamental law; our By-Laws the enactment of the representative body, made only in strict accordance with the powers which had been delegated to it by provisions of a Constitution subject to amendment by nothing but the popular vote. The failure to recognize this cardinal principle has reduced us to a necessity of piecemeal alterations that are never more than half satisfactory and always incomplete.

Let us be one thing or the other. If the League is a democratic body, then every member should have a voice in the election of executive officers, and the enactment of important laws should be done only by meetings open to all. But if this is impracticable — and undoubtedly it is — then make our form of government really representative; give our Board delegated, not irresponsible power, and incorporate in the constitution about half the provisions that exist now in the By-Laws. Whichever method of transacting business is pursued, when it comes to elections we should go back to the good old plan of popular rule. If we of the rank and file are competent to vote for representatives, many of whom we do not know even by name, we are certainly able to choose a president, when all the League is discussing the various candidates. Just as elections to State Legislatures turn on who shall go to the United States Senate, not on who is best fitted for the other duties of a seat in the Legislature; so it might easily come to be under our present system, that we would all vote for this or that Representative or Consul solely in view of which candidate for the presidency he was pledged to support. The clumsy national Electoral College is better than the League plan, because presidential electors are admittedly mere machines, and have no other duties in which to do mischief; but we ought to place the League beyond the possibility that the Board of Officers might ever come to be a copy of the Electoral College.

I have had my little growl, and in order to stir up a hornet's nest more effectually, I will adopt Mr. Herring's plan and send copies to all the papers. Unfortunately I've been unable to step on any individual toes, because I don't know who is responsible for smothering my resolution; so each and every member of the Board will please consider himself personally entitled to accept the challenge and "go for me" with all the controversial ability of which he is possessed. Very truly yours,

EDWARD J. SHRIVER.

NEW YORK, March 17, 1887.

VICTORY FOR WHEELMEN.

EDITOR BULLETIN: — We Paris wheelmen are feeling happy this morning, and I write you this letter, hoping that some parts of it may find room in the L. A. W. BULLETIN. It is a matter that will interest the wheelmen everywhere. On Monday evening, March 7, the City Council of Paris passed an ordinance, that any person riding, or in any manner propelling any bicycle on any sidewalks in the city, should be fined not less than one or more than twenty-five dollars, Of course this made our boys hot. We did not say anything, but went quietly to work to get the ordinance changed. We got up a petition, signed by all members of the club, and nearly all the business men (every one that we asked), to change the ordinance so that we could ride on the sidewalks any where in town but those on the Public Square. Last night (March 15) the Council met and granted our petition, with a condition that we either use a bell or whistle as an alarm. We feel that we have gained a point in favor of cycling.

M. O. D.

PARIS, ILL.

A BETTING BOOK.

ST. LOUIS, MO., March 19.

EDITOR BULLETIN: — In view of the fact that the *Spectator* of this city, in its last issue, publishes a statement to the effect that I have opened a betting book on the road race that is to take place at Clarksville, Monday, May 23, and that I am the first, etc., to take such bicycle event into the pool rooms, I write this letter denying the charge in *toto*.

I have not opened a betting book on the road race, or taken it into the pool rooms in any sense whatever, nor have I at any time ever entertained any idea of doing so. In fact, the entire thing is so utterly absurd that no one who knows me well would give a moment's credence to the report.

It all hinges on this: As a matter of news, and just as I would and do publish any other gossip, I published in the March issue of the *American Wheelman* a copy of a book which had been made out by two prominent wheelmen here who are fond enough of betting "to make the thing interesting."

As a reflex of the standing of our fast road riders, I knew the book would be interesting to wheelmen at large, and such it has proved to be.

This book I clipped out of the *A. W.* entire, head and all, and handed to a *Globe-Democrat* reporter, who called on me for an item, and next day, much to my surprise, the book appeared credited to me as the maker. This is the whole story, and, had not the *Spectator* man been only too glad to avail himself of the thus offered chance to stab me in the back, the truth of the matter could have been learned by a call at my office, which is in close proximity to the *Spectator's*.

This explanation through the League organ would not be forthcoming were it not for the fact that an effort is being made by the writer of the paragraph to drag the League in, by a needless and thoroughly gratuitous pairing of the League meet and the road race.

The road race is not a part of the League meet programme, it being merely set to follow the meet so as to afford wheelmen a chance to attend both events at one expense of time and travel. We have never tried to convey the impression that it is part of the programme. It is throughly able to stand upon its own bottom, as it did last year.

It may perhaps seem strange that I should thus wish to contradict, in a paper reaching 10,000 wheelmen, a paragraph published in another that reaches probably not more than 100, but the evil lies in the fact that the *Spectator* exchanges with all the wheel papers, and they are almost certain to give credence and a wide publicity to its vindictively prompted assertion.

Trusting that, for this reason, you will give me the first space I have ever asked for in the BULLETIN, I remain Yours fraternally,

L. S. C. LADISH.

Editor *American Wheelman*.

MR. LUSCOMB IS WANTED.

EDITOR OF BULLETIN: — The manly and gentlemanly letter of Mr. C. H. Luscomb, in reply to the charges made against the Credential Committee seem to call for a word of comment — and commendation from League members, who believe in fair and business-like methods of conducting the business of the League.

I think the League is to be congratulated upon being able to command the services of men who can act so fearlessly and honorably, and who can give so clear and conclusive a statement of the reasons for their action.

It seems to me that the concluding paragraph of Mr. Luscomb's other letter, that in reference to Dr. Butler, may very fitly apply to Mr. Luscomb himself; and I take the liberty of quoting it here, merely substituting the name of Mr. Luscomb for that of Dr. Butler, remarking at the same time that I fully endorse it as it originally stands in reference to Dr. Butler.

"Others, besides myself * * * * , have expressed an opinion that the League would seriously lose by his withdrawal from office or his declination to labor whenever the association shall call upon him, and, in referring to this matter, I desire to speak for those who know of Mr. Luscomb's official career, and believe him to be a representative who can be relied upon to stand and speak fearlessly for the best interests of the L. A. W. The proceedings of our Board of Officers show his integrity and directness of purpose, and indicate that he is too valuable a man to be permitted to get out of the harness."

GEO. E. BLACKHAM.

DUNKIRK, N. Y., March 17, 1887.

THE UNIFORM.

EDITOR BULLETIN: — The new L. A. W. uniform seems to be a subject which interests most of the League members at this season of the year, and as every one has the privilege of airing his opinion in the BULLETIN, I cannot refrain from making a few remarks on the question. The two gentlemen who have written on the subject lately, Messrs. N. L. Collamer and "One of the Owls," have both expressed their preference for a semi-military costume such as a neat, close-fitting, black coat, with standing collar, pants to match, and a low flat cap with *straight* vizor. I agree with them that such a suit is very neat indeed and where a club propose to have a distinctive club uniform they could not do better than to adopt the above for parade use and club room wear. But here is the rub. Do the members of the League want a parade uniform or do they want a good, strong, serviceable suit for road use and touring? My opinion is that the majority of us want something of a negligeé suit, and what will fill the bill better than a plain or mixed brown, or grey cloth, cut the same as the uniform adopted last year? Norfolk jacket, without belt, knee breeches, stockings to match, and a low flat cap with turn down vizor to shield the eyes from the sun and rain. The breeches are easier to the person when not reinforced and also look far better from a rear point of view. The above is a suit which looks well when worn by a single wheelman, a club, or a League parade, and what more do we want? I think a great many will be sorry to have to change again to the straight jacket cadet style of uniform suggested. Having had some years' experience in that kind of dress, I can say for one, that wearing a tight-fitting suit is decidedly the reverse from my idea of comfort when on the wheel. H. W. POTTER, 3361.

READING, PENN.

UNIFORM.

EDITOR BULLETIN: — Well, every one to his own opinion, but, to my mind, it would be much more sensible of the League to retain the uniform now in use than to adopt such a wholly unserviceable one as that suggested by "one of the Owls" in your last issue.

To begin with, I will venture to say that every wheelman, who has been foolish enough to do any amount of touring in a black suit, has found out to his cost that black is the most unsuitable of all colors for road use. There is no color that shows dust and grease as quickly. Besides this, it *is* hot, your correspondent to the contrary notwithstanding. As for the cadet collar suggested, it is uncomfortable and necessitates wearing a linen collar at all times. Our friend recommends wearing celluloid collars and cuffs, and says they are dressy enough for almost any occasion. Now, I confess I am not up on Chicago style, but I do know that, in the neighborhood of New York gentlemen, do not wear celluloid collars and cuffs upon any occasion, and never will as long as linen can be obtained.

Now, my idea of a good, serviceable uniform for the L. A. W. to adopt would be one made of a strong, light-weight material of a dark, steel gray, cut perfectly plain and made without lining. The coat to have a turned down collar and outside pockets; knickerbockers to be reinforced in the seat. For the cap I think nothing can be obtained that will be more becoming and serviceable than the style at present in use, *i. e.* with the dropped visor. Upon one point, and just one, I fully agree with his "owlship," and that is in regard to corduroy: it is a delusion and a snare.

A MEMBER OF THE BROOKLYNS.

PENNSYLVANIA NOMINATIONS. OPPOSITION TO H. S. WOOD.

PHILADELPHIA, March 22, 1887.

To the Members of the Pennsylvania Division: — In the list of names presented by the nominating committee of this Division for election to the offices of representatives for the ensuing year, appears the name of H. S. Wood.

For every intelligent and well informed member of the Division, the offering of this name must appear preposterous, as well as highly amusing. Mr. Wood has not been for months a resident of this State, and if elected could not represent Pennsylvania in any manner whatever. His election would entail serious complications in future Board Meetings, similar to, if not identical with, the recent proceedings in New York, in which his name figured prominently in this very connection, i. e., the right to his representing Pennsylvania.

It seems to us that Mr. Wood himself should recognize the manifest injustice of keeping his name on the ticket, and should withdraw it. To a man of his calibre, we are astonished that he should seek such cheap notoriety as to place himself in a position which will in the future cause inestimable strife in the meetings of the League, and which will give Pennsylvania the insignia of upholding a man who cannot represent her.

It also seems to us that the Nominating Committee has not done justice to one who has been a faithful servant to its interests for years, and who has given his time and services without remuneration for at least two of those years. The present Secretary-Treasurer, Mr. T. Houard Wright, has proved himself to be very highly fitted for a place on the ticket, and instead of that of Mr. Wood, we substitute his name, in the earnest belief that he will be elected. His record proves conclusively that he will represent our State intelligently and conscientiously.

PENNSYLVANIA MEMBERS, SCRATCH H. S. WOOD, AND VOTE FOR T. HOUARD WRIGHT.

"PHILADELPHIA."

THE CLUB.

PLAINFIELD BICYCLE CLUB, Plainfield, N. J. — Officers elected March 14: President, Dr. J. H. Cooley; vice-president and captain, A. L. C. Marsh; first lieutenant, R. F. Murray; second lieutenant, H. W. Stover; secretary, F. L. C. Martin; treasurer, Townsend Rushmore; historian, Harold Serrell; bugler, George Beebe; color bearer, J. W. Smilford, Jr.

The fair held at the Club house, Feb. 21 and 22, netted $550. A communication from the president of the A. C. U. asking for the coöperation of the Club was laid on the table.

WANDERERS BICYCLE CLUB, Toronto, Ont. — Officers elected for 1887: President, C. H. Briggs; vice-president, C. Robinson; first lieutenant, A. Daniel; second, H. Grenfell; Secretary-treasurer, F. J. Morphy.

CALUMET BICYCLE CLUB, Brooklyn, N. Y. — Officers elected for 1887: President, R. Maybie; vice-president, W. Bonner; treasurer, I. G. Davis; secretary, J. W. B. Quale; captain, W. L. Mills; lieutenant Chas. Richards.

COUNCIL BLUFFS RAMBLERS, Omaha, Neb. — Officers elected March 15: President, F. C. Cook; vice-president, A. E. McFarland; secretary-treasurer, I. N. Parsons.

NORWALK WHEEL CLUB, Norwalk, Conn. — Officers elected March 7: President, W. J. Olmstead; vice-president, C. E. Miller; secretary, E. M. Jackson; Treasurer, O. B. Jackson; captain, H. Van Ness.

MERCURY BICYCLE CLUB, Minneapolis, Minn. — Officers elected March 8: Secretary-treasurer, T. M. Slosson; captain, S. F. Heath; first lieutenant, D. R. Fuller; second lieutenant, Paul E. Archard.

N. Y. AND N. J. TEAM ROAD RACING ASSOCIATION. — Offices elected March 5: President, E. J. Shriver; vice-president, F. A. Miller; secretary-treasurer, M. L. Bridgman.

NEW JERSEY WHEELMEN, Newark, N. J. — Officers elected March 3: President, T. A. Ball; vice-president, Paul Brango; secretary, C. Dennison; treasurer, A. G. Winters; captain, M. Longacre.

MONTCLAIR WHEELMEN, Montclair, N. J. — Officers elected for 1887: Captain, Samuel J. Jones; lieutenant, Jos. M. McFadden; secretary-treasurer, W. S. Hare; color bearer, J. S. Porter; bugler, B. G. Hutchinson, Jr.

DORCHESTER CLUB, Dorchester, Mass. — Officers elected for ensuing term; President, G. L. Haynes; vice-president, H. C. Gallagher; secretary-treasurer, W. N. Forbes; captain, A. V. Wallburg; first lieutenant, B. W. Gould; second lieutenant, A. Benson; bugler, Chas. I. Drake; color bearer, W. A. Clapp.

CYCLETS.

ILLINOIS voters should send their ballots to the secretary-treasurer of their division, S. B. Wright, 186 Monroe street, Chicago. The Illinois officials will count their own State votes, and all that come to this office will be returned to Chicago.

THE Bristol County (R. I.) Wheelmen have voted to offer a prize for the longest distance covered by any rider this coming season, distance to be recorded by actual cyclometer measurement.

ROWE accepts Wood's challenge, and stipulates only that the race shall be run at Lynn.

THE new tandem of the Pope Manufacturing Company is now on view at the warerooms of the company.

THOMAS STEVENS has prepared a lecture which he will give at Brooklyn, N. Y. and Scranton, Penn., under engagements already made. If he meets with good success in these ventures, for he considers them ventures, he will enter the lecture field as a business.

THE Maryland Division, L. A. W., held a meeting at the rooms of the Maryland Bicycle Club on Wednesday evening, for the purpose of nominating officers for the ensuing year.

THE Derby Wheelmen, of Ansonia, Conn., nominates Edwin B. Gager, of that place, for representative from Connecticut.

VOTES are already coming in. We expect a large ballot this year.

WM. A. ROWE will ride a wheel for the Pope Manufacturing Company this year, and be prepared to meet all comers When the Colonel told the young man he was engaged, Wm. A. Rowes and immediately went into training.

ALBERT MOTT, of Baltimore, Md., wishes us to say that he is not the author of "Oriole News," by "Lone Star Wheelman," which was published in our columns.

A MOVEMENT is being made in Albany towards the adoption of knickerbockers as a regular business suit for everyday wear, and over one hundred and fifty names have already been enrolled towards the formation of the Comfort Club, as it has been very appropriately called.

CHARLES E. PRATT and A. S. Parsons have declined to serve another year as L. A. W. representatives from Massachusetts.

SINGER'S "Victoria" seems to be capable of an almost unlimited extension. On March 2d, it was rigged to carry eight persons and a merry party took a run on it. The *Cyclist* reports that the machine ran well and steered easily. It measured 15 feet, 7 inches.

W. F. MOSS, of Thomasville, Ga., has sent us an L. A. W. table made of southern mahogany and bearing on its top the League badge. Duplicates of this he offers for sale in our advertising columns.

AN exchange says, "It is unnecessary to take a D. K. to be O. K. if you have a B — I — K — E." A chestnut bell is what we o.

THE Columbia Bicycle Club, of North Attleboro, Mass., held its sixth anniversary supper on March 10.

THE annual meet of the Canadian Wheelmen's Association will be held at Brantford, July 1.

THE Springfield Bicycle club admitted eight members at the last election. They have adopted a black uniform with military collar. Not a word was said of holding a tournament this year, but it is generally understood that, if the local business men and hotel keepers would go down a little way into their pockets and guarantee to cover part of a possible financial loss, the club would lose no time in voting to hold their annual tournament. "It is a matter of business," said one prominent member last night. "There is an expense of at least $12,000 a year on us, and we have barely cleared ourselves. Now, no business man would conduct a $10,000 business of any kind without a surety of ten per cent gross profit. The Springfield Bicycle Club have got to take all the chances of poor weather, weakened enthusiasm, and an unsettled condition of bicycle affairs. We are getting along socially very well, and prefer to rest on our oars for a year."—*Herald*.

CAPTAIN EWING L. MILLER is retiring in his present condition of mind. He has retired from the Racing Board, where he has served for many years, and he has retired from the captaincy of the Philadelphia Club. He can ill be spared from either place.

THE capital stock of the New Jersey Cycling and Athletic Association will be sold at auction next week. The venture was not a paying one.

THE international cyclists' meeting at Berlin will be held during the first week in June, when the amateur bicycle and tricycle championships will be decided.

THE Expert Columbia which was ridden by Thomas Stevens in his tour around the world is now on exhibition in B. W. Currier and Co.'s window on Washington street.

THE *Wheel* has been taking some kind of an invigorating tonic, if we can judge by what we see of it Editor Priall is giving it a place in cycling literature that it never held before.

MASSACHUSETTS is sending a copy of the Constitution of the State Division to each member. It is inclosed with the ballot that is being sent out. Thus does the old Bay State kill two birds with one missile.

"What produces a feeling of prostration in the spring?" asks a correspondent. Two things will do it—doubting the veracity of a pugilist, and trying to coax a bicycle over a stone.—*Ex.*

WORD came to us on Monday that blank tickets would be shipped to us that day from Philadelphia. When we get them we shall put all our force at work to get them to members. When this paragraph is read the tickets will certainly be going out.

THE Massachusetts Club entertained lady friends on Saturday evening last. The club-house was thrown open from billiard hall to gymnasium for the accommodation of the ladies, and the officers of the club were assiduous in their attentions to their guests. A very fine entertainment was given in the parlors. Music, vocal and instrumental, readings by Mr. Colbath, some fine selections by the Boston Banjo quartette, solos by Miss Ayer, Miss Williams, Mr. Shaw, and Mr. Grover on the banjo were rendered with fine effect. Dancing in the gymnasium and refreshments in the billiard rooms were other features of the evening's entertainment, and the affair was in every way a success.

PRESIDENT BECKWITH has been elected one of the governors of the New York Athletic Club. "Yer 'and, guvnor."

PHILADELPHIA wheelmen are looking ahead. They expect to wake up some morning and find Broad street covered with ashphalt and eager to feel the press of the rubber tire.

THE annual meeting of the American Cyclists' Union will be held on Saturday at the United States Hotel.

ANNUAL dinners seem to be just now in fashion in and about Boston. One would think that spring gave birth to many cycle clubs.

WE regret that the Boston Club can see no further benefit to be derived as a League club. We ought to have the oldest club in America with us, but the members do not care to remain, and they have rescinded the by-law necessary to constitute the club one of us.

THERE is great room for improvement in this League Club business. As it is now we can tell

when a club becomes a League club, but we have no way of knowing when it lapses. We propose to regulate the thing when we get time.

THE Nonantum Club of Newton is going to put itself into a more beautiful environment, or, in other words, they will have a new suite of rooms for club purposes.

THE Manchester, Eng., Athletic Bicycle Club has presented Dan Canary with a gold medal "as a token of admiration and esteem." The Westchester Cycling Club presented him on the occasion of his benefit with a silver cigarette case.

SEVERAL of the makers are showing us that there is little more difference between a tricycle and a safety bicycle than is required by the extra wheel. In front, the two are as near alike as peas in a pod.

THE Spartan Harriers of New York will hold games at the Madison Square Garden, on Saturday, May 7, at 8 P. M. Among the events will be a two-mile bicycle race (handicap). Handsome gold medals to first and second, silver to third; entries close April 30, with Chas. Rennor, Secretary, 203 East 41st St., New York.

A CALIFORNIAN wrote to the Butcher Cyclometer Company last week and offered to sell it a "list of butchers." He thought the Butcher cyclometer was an instrument for counting butchers.

THE Eurotas, of St. Louis, at the last meeting resolved not to take any offices within the gift of the Missouri Division. The sentiment was that they were riding for pleasure, and that they will do what they can in that line to advance cycling, but will go no further. Of course they will claim none of the advantages that go with League membership.

WE have tried to comply with the many demands for application blanks, but may have missed some one. We have now a good supply of these, and shall be very glad to place them where they will do good.

THE Hagerstown (Md.) Bicycle Club recently gave a minstrel entertainment, which afforded a deal of fun and put some money in the treasury. And now they talk of a big race meeting in the early part of June.

THE Pennsylvania, New Jersey, and Maryland road-book is out of print, and no more copies can be supplied.

CHIEF CONSUL BIDWELL, of New York, has printed a circular, which he is sending to some thousand or more wheelmen in New York State. The circular points out the advantage of membership in the L. A. W., and urges all wheelmen to join it. Other Chief Consuls may take a hint from this.

THE Missouri Club opens the riding season tomorrow with a run to Kirkwood, with bugler Williamson in command. It is Capt. Brewster's idea to make the road officers useful this year, instead of being merely ornamental as heretofore. They will alternate in conducting the weekly run, and each officer will have carte blanche to do what he wishes to make his run interesting. Capt. Brewster and his assistants had a meeting this week, and outlined a programme of runs for the season. April 3 the club will make the DeSoto trip, going down Saturday night, the 2d, by train, and riding back next day. A general invitation is extended by Capt. Brewster to all wheelmen, whether club members or not, to join the party, as the maxim, "The more the merrier," is especially true of the DeSoto run. Two weeks later the run will be to the county line. — *Post Despatch.*

AN INSURANCE COMPANY.

EDITOR BULLETIN:

The following Prospectus sets forth the underlying principles of the "Bicycles Loss and Repair Insurance Co.", an organization which it is proposed to form for the purpose of assisting its members in recovering their machines when lost, or paying for heavy repairs when an accident has occurred. The subject of accident insurance in connection with the League has been agitated slightly through these columns in the past, but, so far as I know, no proposition similar to the one below has ever been made. The costs in this association are to be paid on the assessment plan, since there are no statistics from which regular insurance rates could be obtained.

Copies of this prospectus have been posted and circulated in the cities of Washington and Baltimore, and are meeting with much approval, readers subscribing their names as soon as the value of such an organization is realized from a perusal of the prospectus.

May I ask you to publish it entire, in order that the L. A. W. membership at large may have the full benefit of reading it, and becoming charter members if they wish. Any questions the reader may desire to ask, I will cheerfully answer; and would be happy to enroll not only the necessary hundred, but three times that number, within a month from to-day.

Yours fraternally,

N. L. COLLAMER.

The Bicycle Loss and Repair Insurance Company.

PROSPECTUS.

This organization is formed for the purpose of reimbursing its members for loss or repairs on their machines, and will be conducted on the following basis.

Each member joining shall sign an

APPLICATION BLANK,

setting forth that he desires to become a member, and pledging his conscientious support of the association, and shall deposit two dollars with the Secretary-Treasurer.

When by unavoidable accident a member's bicycle becomes broken to an extent not to exceed twenty dollars at any one breakage, or fifty dollars during the year, and after such breakage has been made good, he is

AT LIBERTY TO RECOVER

as follows. A full recital of the nature of the damage done and the details of the accident, together with a statement to the effect that it was purely accidental, and the bill of the repairer — all acknowledged and witnessed before a Notary Public —must be sent the Secretary-Treasurer within thirty days after date of accident. Upon its receipt, and as soon as approved by the Directors, the Secretary-Treasurer will send the repairer check covering the amount of the bill, and demand acknowldgment of payment from both the member and the repairer. Such letters of acknowledgment will be attached to the sworn statement above referred to, and kept on record for inspection. In case a member's machine becomes accidentally

LOST OR STOLEN,

a full statement of the facts and description and value of the bicycle should be at once drawn up, sworn to, and sent to the Secretary-Treasurer. Thereupon, the Board of Directors will take the matter under advisement and render such assistance in the recovery of the lost 'proprety as may be possible — offering rewards, in no case however to exceed two-thirds of the value of the machine, and reimbursing the member to this extent if the bicycle be not recovered within a reasonable time. The amounts thus paid for losses or repairs

WILL BE DRAWN FROM THE ASSOCIATION'S CAPITAL,

being deducted pro rata from each member's deposit and the members notified. If this deduction is not made good within the time specified, the delinquent member forfeits membership and the balance of his deposit. At the end of each month assessment notices will be sent every member, apprising him of each application for reimbursment allowed during the month, with the amount of bill, nature of breakage, details of loss, etc., and his share of each bill, together with five cents in addition on each assessment,

MUST BE REMITTED

within thirty days after notice, or membership is forfeited. The amounts paid out by the association will therefore be reimbursed by its members in sums which will not be felt, and the trifling addition of five cents on each assessment will cover all running expenses and compensate the Secretary-Treasurer for his labors. It will thus be seen that the following

ADVANTAGES ARE GAINED.

Wheelmen who ride old wrecks have no fear of their falling to pieces under them; hence, older and cheaper wheels may be ridden to better advantage by impecunious bicyclists.

Riders having new or expensive machines need not exercise such particular care over them or be continually in mortal terror of their breakage, as repairs cost them practically nothing and their wheels will be kept in perfect order for at least a year.

Tourists contemplating a long ride need not apprehend expensive accidents to their wheels, and can ride with less thought and care than otherwise.

No rider will fear the loss of his machine, since the association in that event will lend its best efforts towards its recovery, and reimburse the loser if unsuccessful.

All members are thus protected from loss or damage to their wheels, and their only care while riding is of personal danger. As this is not an Accident Insurance Co., we cannot attempt to cover that field. What money the members pay in is only asked for

IN SMALL SUMS,

and at the end of the month. Its payment will scarcely be felt, especially at that time. Your annual expenses for repairs, or for loss in case of theft, are promptly paid when due, and you reimburse in driblets. The Board of Directors will probably arrange to

LIMIT THE NUMBER OF ASSESSMENTS PER MONTH,

in order that they may be spread over the entire year and not fall due too rapidly during the riding season.

UPON THE ENROLLMENT

of one hundred names of would-be members, application blanks for admission and voting slips for officers will be sent them; the former containing necessary regulations to be agreed to in the act of signing, and the latter giving every member a voice in the election of a President and Vice-President. With the application, duly signed, should be sent the two dollars deposit and the votes. The officers will constitute

A BOARD OF DIRECTORS,

and will serve until December 31, 1887. Another election will be held in that month for the year 1888. Their first duty will be to frame a Constitution containing detail provisions necessary for the successful operation of the plan outlined above. As new members are added to the roll, the proportional amount of

EACH ASSESSMENT WILL DECREASE;

hence every member is an agent for the company.

I will be pleased to receive suggestions from you, and will cheerfully lay them before the Board for consideration, or will answer any inquiries that may be made. Please show this to your friends or post in your Bicycle Club rooms.

If the idea strikes you favorably, drop me a line to that effect, and I will enroll you among the first and necessary hundred and send blanks and slips when that number is reached.

N. L. COLLAMER,
Temporary Secretary-Treasurer.
St. Cloud Building, WASHINGTON, D. C.

CYCLING APHORISMS.

SEVEN years' experience with cycles demonstrates: —

That for everyday use the *best* is the cheapest and most satisfactory.

That, when *properly* used, the bicycle and tricycle are safe and practicable means of locomotion.

That they can be too *light* as well as too heavy.

That they can be used with good practical results on *ordinary* roads.

That safety depends upon *experience* and not altogether upon pattern.

That no means of exercise is better for the health.

That *scorching* is unsafe and leads to discord.

That *careful* riding gives the most pleasure and satisfaction to the rider, and contributes to the comfort of others.

That it also favorably impresses the *non*-cyclist.

That "smartness" may *cause* a smart.

That the cycle has to bear not only the rider but his *faults*.

That "road hogs" are not *always* horsemen.

That the wheel ought to be ridden *more*.

That when riding, you had "better be *sure* than sorry.

That every wheelman and wheel*woman* should become members of the "L. A. W."

That the omission to do so is a *mistake*.

That *poor* roads make the best "all around" rider.

That a cobble stone is a poor tool.

That a "stopped up" oil hole is the cause of many a squeak.

That a few *drops* of oil are better than a canful.

That American wheels are in most respects equal to, and in some better than, foreign.

That tricycling is healthier, more graceful and enjoyable, for *ladies,* than any other exercise.

That pleasure and ease, in riding the tricycle, depend greatly upon proper adjustment of the saddle.

That adjustment for a level will not do for a hilly country.

That a two-track is better than a three-track tricycle for *ordinary* roads.

That it will more easily follow either wagon or horsecar tracks or straddle ruts.

That a *careless* adjustment of the main bearings of a tricycle may cause a jam.

That a *tight* chain runs hard and causes wear.

That a *good* brake is absolutely necessary.

That the bicycle is for *use,* not ornament.

That the "bugbear" of non-cyclers is the *header*.

That the interchangeability of parts is a great convenience.

That, all things considered, the ordinary pattern of bicycle is the best and most graceful.

That the use of too *large* a wheel to learn on discourages the beginner.

That too large a wheel should never be used for touring.

That it is the chief cause of falls and the "safety fever."

That too long a reach makes you lose the pedals on rough roads.

That a long reach impairs the proper control of the wheel.

That it brings too much work on the hands and arms.

That to relieve the arms the feet should do most of the steering and sustain part of the weight of the body.

That a proper reach should allow the body to be lifted from the saddle by the pedals when down.

That riding "without hands" is actually necessary at times, and should be practised.

That it can be more easily learned on a small wheel.

That a *novice* can become proficient in less time by practising "without hands."

That most light roadsters are too light for the uses they are put to.

That a full roadster is the safest, surest, cheapest, and most durable for touring.

That a *long* saddle is best for touring, as it requires no adjustment for up or down hill.

That it is safer and gives less trouble.

That dropped handle-bars, as a rule, enable you to climb a hill more easily than straight.

That loose or broken handle-bars are chiefly due to carelessness.

That a brake should be carefully set and intelligently used.

That a thick tire is an advantage to wheel and rider.

That it lessens vibration and saves the wheel.

That its traction is greater than that of the small tire.

That a loose tire may cause a bad fall.

That a *tight tangent* spoke is liable to snap on rough roads, and is better for the race track.

That a direct spoke is more elastic and better for rough roads.

That it can be replaced more easily.

That a well-made ball-bearing is indispensable to a good wheel.

That few know how to properly adjust it.

That most bearings are allowed to take care of themselves, and often rattle.

That they *can* be adjusted so there is no play and yet run freely.

That they will run hundreds of miles with one oiling.

That round pedal rubbers, when loose to turn, are *dangerous.*

That nickeled forks and backbone look better than enameled after long use.

That nickel shows scratches *less,* and requires but little more care than enamel.

That enamel is better for spokes and felloes on account of their greater liability to rust.

That *vaseline* is a good and durable lubricant for ball-bearings.

That *plumbago* as a lubricant is dirty and not so good as oil.

That when used in the head it will necessitate its being frequently tightened.

That a good accurate cyclometer *can* be had.

That properly used it is a pleasure to yourself and a benefit to your neighbors.

That lamps are not entirely satisfactory.

That they should be *securely* attached.

That a *good* burning oil is difficult to find.

That "sperm signal" or "olive" is very good.

That one of the greatest pleasures in cycling is riding a properly adjusted wheel.

That a light or hollow-frame wheel is unsuitable for the beginner.

That an abundance of cycle sundries stamps the novice.

That night riding is generally risky.

That a long crank and good judgment help you up a steep hill.

That it is often better to walk *down* than up a hill.

That coasting is *not* the safest way to descend a hill.

That it is selfish when carelessly indulged in.

That *unknown* hills should never be coasted.

That liquor and the wheel are enemies.

That civility on the road goes a long way.

That the wheel "is a thing of beauty and a joy forever." L. A. W., 2,747.

JANUARY 20, 1887.

THE OWL.

FROM the present indication of the extended boom in tandems for the coming season, I am willing to wager something pretty that tandems will make as many matches this summer as any parlor match factory in the country.

THE stenographer's bill for services at the recent L. A. W. Board of Officers was $165, and the printing of it in full in the BULLETIN will cost as much more. It was in an attempt on the part of the Executive Board to save the League this extra expense, that a condensed report was made in the columns of the BULLETIN, and not to suppress any facts or figures from the membership at large, as the mugwumps so loudly proclaim.

MR. A. KENNEDY-CHILD is a cousin to Parnell, the great Irish leader, and at one time it was Mr. Child's intention to stand in the Parnell interests for one of the seats in the House of Parliament, but his family's influence to the contrary was brought to bear upon him, and England's loss became America's gain.

WHAT think you of this compliment paid me by an anonymous admirer in a recent issue of the *Spectator?*: —

THE OWL.

"Bright gleams from yonder moated hall
The ruddy glow that strikes the rafter;
Like Dreamland's twilight echoes, fall
The strains of music, and the laughter;
Soft moonbeams o'er my drowsy pate
(Sloped sideways) steal, and set me blinking,
Yet dazzle not the thoughts sedate
That muster when an Owl is thinking.

"Like jays is man's fantastic brood, —
So owls decide, — all mirth and chatter;
But Wisdom's court is solitude,
Her "happiness no laughing matter,"
No cares this tranquil soul assail,
Past, present, future, calmly linking;
The universe in mental scale
Is balanced when the Owl is thinking."

MR. HENRY MONETT, who, as general passenger agent of the West Shore road, did so much to benefit wheelmen in his official capacity, has been appointed to the same position on the New York Central, where he will, as formerly, do everything to further our interests.

THE Inter-State commerce bill is causing the Committee on Transportation much trouble in regard to securing reduced rates for L. A. W. members attending the Meet at St. Louis.

I UNDERSTAND that Harry Corey is still true to his love for racing, and if certain hints I have received go for anything, I hope to see him upon the track once more, and witness him redeem a prediction of mine, made several years ago, that with proper training, he has in him the making of a scratch man. I am certain that he can lead over the tape any amateur of last season, and in the middle and long distances push record pretty close.

WILLIAM M. WOODSIDE, in his racing career, has accumulated quite a snug sum; just how much no one knows, but it will certainly employ five figures to designate it. I understand he is a part owner of the troupe now playing Erminie successfully on the road.

YOU can say what you will about there being nothing in a name, but it does seem as though anything with Springfield on it comes pretty near getting to the top of the heap in cycling. Mr. Kirkpatrick resides at Springfield, Ohio. Are you on?

SOMETHING peculiar about a lamp. No matter how you drop it, it always lights on its wick — if it lights at all.

THE park commissioners want to spend $366,000 on Central Park, $300,000 on Riverside, and $250,000 on Morningside Park. As the most of this will go towards improving the roadways, they have the hearty support of all metropolitan wheelmen in their efforts.

R. V. R. SCHUYLER dropped in to see us the other night, while here on a flying trip from his mine in the West. He will be remembered by old riders here as one of the early riders, and, astride of a 64-inch Special Club, which he had gold plated and equipped with ivory handles, he was one of the sights at all the early meets.

TALKING with Tom Stevens is like drawing tacks. He answers all questions, asks none, and says nothing about himself or his adventures, unless in answer to some direct inquiry. He should be called the Gen. Grant of cycling, on account of his taciturnity.

THERE is a tricycling field of great promise in Vassar, which some enterprising manufacturer should proceed to take hold of, and while he would thus spread the gospel of cycling to an advantage among lady riders, as he could in no other way, he would also be practically without any competition.

IT is not altogether improbable that in the near future New York will be blessed or cursed with a six-day bicycle race, the promoters of former six-day go-as-you-please and skating races believing that cycling will reap the profit and glory that was formerly the result of these matches. Perhaps it will, but I doubt it.

THE Ilderans, of Brooklyn, will be the next club into line with a club-house scheme.

FROM the present outlook, whether it be from that of the rider or that of the manufacturer, the season of '87 will be the greatest that the wheel world has ever seen. New men, new machines, and our present tracks, will push old father Time yet closer to the wall, and when the tournament season, now approaching, is past, the scythe of the enemy will have many new nicks bearing the name of record.

THE OWL.

THE CLUB.

ILLINOIS CYCLING CLUB, Chicago, Ill. — Officers elected, January 18: W. A. Davis, president; W. B. Smith (D. D. S.), vice-president; C. R. Griffith, Jr., secretary-treasurer; Jno. F. Palmer, captain; W. B. Buckley, M. D. Wilbur, Frank Riggs, F. K. Boyden, lieutenants; Jno. Mason, bugler; M. Bowbear, color bearer; T. W. Broadhurst, Geo. A. Mason, A. F. Street, business committee.

SAN FRANCISCO CLUB. — Officers elected January 27: Columbus Waterhouse, president; George J. Hobe, secretary-treasurer; Harrison Houseworth, captain; Chas. A. McDonald, first lieutenant; Chas. B. Wheaton, second lieutenant; John W. Gibson, bugler; Harry A. Green, and Frank F. Osborn, club committee.

ARIEL WHEEL CLUB, Poughkeepsie, N. Y. — Officers elected, January 11: W. C. Sterling, president; F. I. Schwartz, secretary-treasurer; G. L. Sterling, captain; Fred Atkins, lieutenant; W. I. Ward, I. R. Adriance, executive committee.

COLDWATER CLUB, Coldwater, Mich. — Officers elected, February 7: H. A. Grube, president; Ed. Herring, vice-president; Thurlow Titus, secretary-treasurer; H. J. Bassett, captain; E. E. Colburn, lieutenant; Will Franz, bugler; C. A. Conover, color bearer.

MILWAUKEE WHEELMEN, Milwaukee, Wis. — Officers elected for 1887: H. R. Miller, president; H. Altschwager, vice-president; H. P. Andrea, secretary-treasurer; F. J. Schroeder, captain; W. F. Kassuba, first lieutenant; V. J. Schwenecker, Jr., second lieutenant; L. Dorsch, bugler.

IXION CLUB, New York City. — Officers elected, February 1: F. A. Egan, president; I. L. Hall, vice-president; F. I. Stott, secretary; C. A. Dunn, treasurer; M. G. Peoli, captain; A. V. Pringle, first lieutenant; I. M. Shaw, second lieutenant.

ELMIRA BICYCLE CLUB, Elmira, N. Y. — Officers elected, February 1: C. L. Nichols, president; G. W. Shoemaker, secretary-treasurer; E. H. Coykendall, captain; Chas. Morehouse, lieutenant; J. C. Zimmerman, color bearer.

ORANGE WANDERERS, New York City. — Officers elected at annual meeting: R. M. Sanger, president; C. W. Baldwin, vice-president; A. E. Cowdrey, secretary-treasurer; L. H. Porter, captain; C. Hening, first lieutenant.

CORTLANDT WHEELMEN, Peekskill, N. Y. — Officers elected, March 2: W. E. Flockton, captain; S. A. Mead, lieutenant; D. C. Hasbrouck, secretary-treasurer; B. F. Ferris, and S. Wessells, were also elected members of the executive committee.

HUDSON COUNTY WHEELMEN, Jersey City, N. J. — Officers elected, February 3: Chas. Lee Myers, president; Hugh Hartshorne, secretary; Carman Nichols, treasurer; W. S. Woodward, captain; M. C. Jenkins, and H. M. Platt, lieutenants; M. F. Fisher, right guide; Geo. H. Short, left guide; E. P. Jenkins, sergeant; F. Eveland, color bearer; E. P. Baggot, bugler.

MEMPHIS CYCLE CLUB, Memphis, Tenn. — Officers elected, February 9: Wade Hampton, Jr., president; Ferd Trek, secretary and treasurer; Abe Friedman, captain; Chas. Maydwell, bugler.

MASSACHUSETTS CLUB, Boston, Mass. — Officers elected for 1887: Chas. Richards Dodge, president; A. Douglass Salkeld, vice-president; Wm. M. Farrington (69 Pearl street, Boston), secretary; Wm. H. Minot, treasurer; D. W. Colbath, librarian; Alonzo D. Peck, Jr., captain; J. M. Burr, first lieutenant; W. A. Shockley, second lieutenant; John T. Williams, tricycle captain; Dr. W. D. Ball, tricycle lieutenant; E. R. Benson, and F. W. Perry, buglers; W. H. Minot, and C. D. Cobb, color bearers; Chas. R. Dodge, W. M. Farrington, W. H. Minot, A. D. Peck, Jr., C. B. Goldthwait, E. R. Benson, F. Alcott Pratt, A. E. Pratt, A. E. Pattison, F. Lane, and H. B. Salkeld, club committee.

LOS ANGELOS WHEELMEN, Los Angeles, Cal. — Officers elected, March 2: President, H. S. M. Judson; vice-president, W. W. Downing; secretary-treasurer, A. E. Little; captain, R. C. Woodworth; first lieutenant, O. C. Smith; second lieutenant, H. C. F. Smith; bugler, F. E. Olds.

RUTHERFORD WHEELMEN. — Officers elected for ensuing year: S. W. Higbee, president; E. M. Bulkley, vice-president; S. L. Magie, secretary; H. R. Jackson, Jr., treasurer; W. Wallis Hill, captain; E. W. Dean, Jr., first lieutenant; W. C. Ireson, second lieutenant.

PAWTUCKET CLUB, Pawtucket, R. I. — Officers elected for ensuing year: A. H. Littlefield, Jr., president; Wm. H. Hodges, vice-president; B. W. Gardner, secretary and treasurer, Geo. C. Newhall, captain; Herman Wilbur, sub-captain; Herman Wilbur, guide.

RACINE BICYCLE CLUB, Racine, Wis. — Officers elected, December 8, 1886: President, H. G. Mitchell; vice-president, Harry Von Assdale; secretary-treasurer, W. J. Hogskins; captain, F. L. Mitchell; lieutenant, H. J. Rogers.

NEW JERSEY WHEELMEN, Newark, N. J. — Officers elected, March 1: President, F. A. Ball; vice-president, Paul Branzo; secretary, C. Dennison; treasurer, A. G. Winter; captain, C. B. Longacker; first lieutenant, T. E. Theberath; second lieutenant, L. S. Klotz.

FLORENCE CYCLE CLUB, Florence, Mass. — Officers elected at annual meeting: O. M. Smith; vice-president, H. B. Haven, Jr.; secretary and treasurer W. Haven; captain, E. A. Brainard; first lieutenant, C. J. Shearn; second lieutenant, C. E. Davis.

TOLEDO CYCLING CLUB, Toledo, Ohio. — Officers elected, March 7: President, A. H. Brown; vice-president, L. Thompson; secretary-treasurer, J. M. Tryon; captain, Walter Morgan; lieutenant, Lyle Hubbard; bugler, H. E. Richards; color-sergent, J. H. Kitchen; Wm. Grab, Jr., and E. F. Austin, club committee.

NEW YORK CLUB, New York City. — Officers elected at annual election: Edward J. Shriver, captain; H. S. Raven, first lieutenant, Dr. Morris L. King, second lieutenant, George S. Daniels, secretary; R. R. Haydock, treasurer; F. W. Kitchen, Fred. M. Daniels, club committee.

RHODE ISLAND WHEELMEN, Providence, R. I. — Officers elected: W. H. Thurber, president; W. W. Whitten, vice-president; J. A. Kinghorn, secretary; H. L. Perkins, treasurer; O. M. Mitchell, captain; J. L. Spiers, and W. A. Morgan, lieutenants; Dr. E. Y. Bogman, N. H. Gibbs, executive committee.

BICYCLE CLUB, Cincinnati, Ohio. — Officers elected, January 1: H. Kessler Smith, president; H. G. Ellard, secretary; Clarence Meyer, treasurer; Wm. Bahmann, captain.

CAPITAL CITY CLUB, Sacramento, Cal. — Officers elected at annual election: H. Bennett, president; C. H. Oatman, secretary-treasurer; John Brenner, Jr., captain; Byron L. Ball, first lieutenant; W. C. Heveuer, second lieutenant; Henry G. Toll, bugler.

NORRISTOWN CLUB, Norristown, Penn. — Geo. R. Kite, president; J. C. Crawford, secretary; W. H. Richardson, treasurer; H. E. Gammons, captain; L. L. Bickings, and E. S. Mitchell, lieutenants.

CAPITAL BICYCLE CLUB, Washington, D. C. — Officers elected last election: John M. Killitts, president; R. Kauffman, vice-president; C. A. Barnett, recording secretary; W. S. Dodge, corresponding secretary; J. E. Leaning, treasurer; L. W. Seeley, captain.

CAMBRIDGE BICYCLE CLUB, Cambridge, Mass. — Officers elected March 7: President, H. W. Hayes; secretary, J. H. Grimes; treasurer, George B. Adams; captain, Charles L. Smith, first lieutenant, H. M. Howes; second lieutenant, G. A. Perkins; bugler, E. S. Hilton; star and bearer, W. J. F. Shirreff; executive committee, president, secretary, treasurer captain, E. B. Colman, and John Amee.

PITTSBURG BICYCLE CLUB, Pittsburgh, Penn. — Officers elected, March 2: President, C. F. Siedell; secretary-treasurer, J. W. McIlwain; captain, H. E. Bidwell; first lieutenant, F. S. Cornback; second lieutenant, T. B. Lee; color bearer, C. A. Smith; directors, C. M. Clarke, and R. F. Smyth.

ATALANTA WHEELMEN, Newark, N. J. — Officers elected for 1887: President, W. S. Gregory; vice-president, W. A. Drabble; secretary-treasurer, W. E. Cuddington; captain, A. W. Snow; lieutenant, Samuel Drabble.

CLINTON CLUB, Clinton, Mass. — Officers elected, February 8: George B. Jackson, president; E. A. Evans, secretary-treasurer; R. O. Burns, captain; W. H. Jackson, sub-captain; A. G. Mungan, bugler; F. B. Evans, color bearer; S. C. Amstden, and S. S. Smith, with first three officers, club committee.

ALBANY BICYCLE CLUB, Albany, N. Y. — Officers elected, February 3: F. L. Ames, president; Robert C. Folger, vice-president; Wm. Honig, secretary; E. B. Noble, treasurer; F. G. Michael, financial secretary; A. H. Scattergood, captain, H. C. Foster, first lieutenant; J. C. Neville, second lieutenant; C. L. Gove, first bugler; T. E. Hubbard, second bugler, A. D. Grant, color bearer; J. S. Patterson, R. H. Robe, and W. B. Safford, trustees.

OFFICIAL ANNOUNCEMENTS.

APPOINTMENTS.

MISSOURI. — Chief Consul Rogers has appointed W. M. Brewster, of St. Louis, as Representative to fill out unexpired term of James W. Neill, who has removed from the State and resigned his position.

MISSOURI. — Chief Consul Rogers has appointed the Lindell Hotel, St. Louis, a League hotel, and it will be L. A. W. headquarters during the meet. Regular rates, $4.00 to $5.00 a day; League members, $2.50 a day.

MISSOURI. — Chief Consul Rogers has appointed Prof. C. H. Stone, of St. Louis, a member of the Touring Board, to fill vacancy caused by resignation of James W. Neill.

NEW YORK CHAMPIONSHIPS.

THE following State Division Championships for 1887, viz: One half mile bicycle, one-mile bicycle, two-mile bicycle, three-mile bicycle, five-mile bicycle will be assigned to L. A. W. Clubs upon application to W. S. Bull, Vice-Consul N. Y. Division L. A. W.

ANNUAL ELECTIONS 1887. NOMINATIONS.

OHIO. — The Nominating Committee of this Division has recommended the following names: — Chief Consul, James R. Dunn, of Massillon. Representatives, J. M. Tryon, Toledo; R. B. Cary, Elyria; F. T. Sholes, Cleveland; W. P. Harmony, Sidney, O.; H. B. Hane, Marion; A. P. Seiler, Mansfield; F. S. Casselberry, Canton; Dr. C. H. Griffen, Ravenna; H. S. Francis, Uhrichville; F. W. Hughes, Columbus; A. A. Bennett, Cincinnati; F. M. Smith, Portsmouth.

WEST VIRGINIA. — L. A. Beall nominates Dr. F. S. Morrison, of Wheeling, for Chief Consul.

NEW JERSEY. — The Montclair Wheelmen nominate for Representatives, Dr. A. J. Wright and Jas. McFadden, both of Montclair.

NEW YORK. — The Ariel Wheel Club, of Poughkeepsie, nominates I. R. Adriance for Representative in the district.

INDIANA. — Nominations by a committee of the Division, Chief Consul, A. B. Irvin, of Rushville. Representatives, Fred J. Probst, of Terre Haute, and W. H. Pontious, of Crawfordsville.

CONNECTICUT, — The Meriden Wheel Club nominates Williams Collins, of Meriden, for representative.

MARYLAND, — The Rambler Cycle Club, of Baltimore, nominates C. W. Abbott, of Baltimore, for chief-consul.

VERMONT, — The Mt. Kilburn Wheel Club, of Bellows Falls, nominates the following ticket. — Chief-Consul, L. P. Thayer, West Randolph; representative, W. I. Russell, Bellows Falls.

MASSACHUSETTS, — The Cambridge Bicycle Club nominates for Chief-Consul, Herbert W. Hayes, of Cambridge; for representatives for the 2d Middlesex district, John Amee, of Cambridge, W. R. Maxwell, of Somerville, W. S. Slocum, of Newton, J. H. Grimes, of West Somerville.

MASSACHUSETTS, — The Chelsea Cycle Club nominates John B. Seward for representative in the first district.

CONNECTICUT. — The Derby Wheelmen nominate Edwin B. Gager, of Ansonia, as representative.

PENNSYLVANIA. — A special committee nominates T. Houard Wright, of Philadelphia, for representative.

PENNSYLVANIA. — The Nominating Committee announce that F. A. Deans, Dr. Geo. A. Bean, C. A. Roberts and C. D. Williams decline to serve as representatives, and they nominate in their stead, John D. Kaercher, Pittsburg, E. L. Russell, Blossburg, Samuel Jackson, Jr., Philadelphia, and C. Edward Stout, Bethlehem.

PENNSYLVANIA, (*Telegram*) Pittsburg, — Doctor Bean positively refuses representative. He favors Banker. — W. C. COFFIN.

PENNSYLVANIA. — The Allegheny Cyclers of Pittsburg nominate W. D. Banker, of Pittsburg, for representative.

TO PENNSYLVANIA MEMBERS.

THE Pennsylvania Division has purchased a supply of the L. A. W. Hand-books, which will be sent *free* to such members as send a postal-card request for them to the Secretary-Treasurer. I am informed that Messrs. C. A. Roberts and C. D. Williams have declined the nominations for representatives, and that Messrs. Samuel Jackson, Jr., of Philadelphia, and C. Edward Stout, of Bethlehem, will be recommended by the Nominating Committee. I would suggest that members attach (by mucilage) the corrected printed ticket to their voting blanks, as it will be much easier for the committee to count printed ballots. Changes, to suit individual preferences, can, of course, be made in the printed tickets by any members who see fit.

T. HOUARD WRIGHT,
Secretary-Treasurer, Penna. Div., L. A. W.

IMPORTANT TO NEW YORK MEMBERS.

Members New York Division L. A. W.

DEAR SIRS: — The apportionment of our divisions, membership of March 1, entitled to vote in the present elections, into districts, as provided for in our constitution and by-laws, results as follows:

1st district, 424 members, entitled to vote for 8 representatives; 2d district, 356 members, entitled to vote for 7 representatives; 3d district, 195 members, entitled to vote for 2 repre-entatives; 4th district, 122 members, entitled to vote for 2 representatives; 5th district, 167 members, entitled to vote for 3 representatives; 6th district, 290 members, entitled to vote for 5 representatives. Not districted, 1. Total accepted, 1,555. Total to be elected, 28, entitling us to 31 representatives, and leaving to be appointed 3 at large by our chief consul in due season.

If you reside in either of the following counties, *New York Co., Richmond Co., or Westchester Co.*, you are members of the *First District*, and entitled to vote for eight representatives, residents of that district.

If you reside in *Kings Co., Queens Co., or Suffolk Co.*, you are members of the *Second District*, and entitled to vote for seven representatives, residents of that district.

If you reside in *Columbia, Greene, Rensselaer, Albany, Schoharie, Schenectady, Montgomery, Fulton, Saratoga, Washington, Warren, Hamilton, Essex, Franklin, or Clinton Cos.*, you are members of the *Third District*, and entitled to vote for three representatives, residents of that district.

If you reside in *Monroe, Wayne, Oswego, Cayuga, Jefferson, St. Lawrence, Lewis, Herkimer, Oneida, Madison, Onondaga, Seneca, Yates, Ontario, or Schuyler Cos.*, you are members of the *Fourth District*, and entitled to vote for two representatives, residents of that district.

If you reside in *Chemung, Tioga, Tompkins, Cortland, Broome, Chenango, Otsego, Delaware, Sullivan, Ulster, Dutchess, Orange, Putnam, or Rockland Cos.*, you are members of the *Fifth District*, and entitled to vote for three representatives, residents of that district.

If you reside in *Niagara, Orleans, Erie, Genesee, Wyoming, Livingston, Chotauqua, Cattaraugus, Allegheny, or Steuben Co.*, you are members of the *Sixth District*, and entitled to vote for five representatives, residents of that district.

Envelopes covering ballots must be plainly marked, "*Mail vote, not to be opened until April* 10."

Do not vote for more representatives than your district is entitled to, and remember that polls close April 10, and nominations will be put before you for your consideration.

Trusting that all of the foregoing may be satisfactorily explicit.

Yours respectfully,
E. K. AUSTIN,
Secretary-Treasurer.

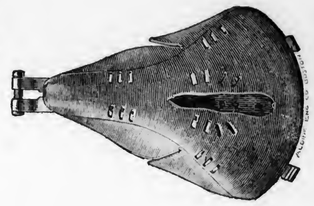
BROOKLYN, March 18, 1887.
Address, 55 Hart street, Brooklyn.



THE TOWNSEND
Combination Spring and Saddle.
STODDARD, LOVERING & CO., Boston, Mass.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, $6.00.



SOLE U. S. AGENTS,

STODDARD, LOVERING & CO.,

152 Congress St., Boston, Mass.

SPEAKING of the League Meet the *American Wheelman* says: "The most important work at this date — that of the finance committee — is well under way, and though much hard work remains to be done, the money needed ($5,000) will be forthcoming at the proper time. About $2,000 has already been subscribed. In this connection we may say that the bicycle manufacturers will not be called upon for a dollar, it being the committee's intention to raise the entire $5,000 in St. Louis.

THE TRADE.

DR. F. C. PIERCE, of Smethport, Pa., writes as follows: "My 1887 Rudge Light Roadster came in good order, and is a beauty. Most every young man has been to see it, and they say it beats them all."

A PROMINENT rider of Poughkeepie, N. Y., writes that the Townsend saddle is much admired and excels all others for ease and comfort.

H. T. HEARSAY, the popular bicycle repairer, of Indianapolis, Ind., has opened a general repair shop, at 147 Delaware street, and has secured the sole agency of the Rudge bicycles and tricycles for his city and immediate vicinity.

1887 Rudge samples are now on exhibition.

NOTES AND QUERIES.

1. CAN any of your readers inform me whether the old National Pike from Hagerstown, Md., to Columbus, O., is in ridable condition or what is the best route between those two points; also, what is the estimated distance? 12146.

2. WILL some of your readers who have had experience kindly inform us why the tandem bicycle is not popular. Two of our clerks are talking of procuring one, but would first like to know the objection that has kept the machine from being more generally used. 2545.

12678. — THE Committee on Uniform is at work and expect to report soon. We do not have an idea what they will recommend.

10592. — THERE has been a very great demand for a change of uniform. Many who have the present uniform have sent it to the dyehouse, and now ride in black. They have what you recommend, — a fast color and a strong fabric.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicant will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their ticket to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication you may look for your ticket.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 79 — Total 92.

BOSTON, March 21, 1887.

CALIFORNIA DIVISION — 6.

Los Angeles Wheelmen.
13982 Leslie, Fred L., Los Angeles.
13983 Lindsey, C. M., 331 South Hill St., Los Angeles.
Unattached.
13952 Ehrenberg, I., 51 Fremont Street, San Francisco.
13965 Henderson, J. E., Hayes St., " "
13943 Knox, Thos. R., r. 56, Nevada Block, " "
13966 Negra, Herman I., 1406 Sacramento St., " "

COLORADO DIVISION — 1.

Unattached.
13945 Berkey, Benn. S., P. O. Box 2017, Denver.

CONNECTICUT DIVISION — 2.

New Haven Bi. Club.
13989 Pani, C. E., 314 Broadway, New Haven.
Norwalk Wheel Club.
13932 Hubbell, William K. J., Wilton.

GEORGIA — 5.

Unattached.
13925 Bowker, C. F., Thomasville.
13926 Hall, H. W., "
13927 McDougals, F., "
13928 Smith, Davis, "
13929 Wetmight, G. W., "

ILLINOIS DIVISION — 7.

Owl Cycling Club.
13990 Skinkle, W. A., 185 Dearborn St., Chicago.
13991 Vassall, L., 122 Adams Ex. Bldg., "
Paris Bi. Club.
13934 Cook Frank, Paris.
13962 Cretors, Fred. G., Paris.
13963 Logan, John, Jr., "
13964 Reedy, S. O., "
Unattached.
13939 Smith, Frank J., Woodlawn Park.

INDIANA DIVISION — 8.

Terre Haute Bi. Club.
13992 Bernhardt, John, 517 E. Wabash Ave., Terre Haute.
13993 Blei, Otto, 1141 E. Wabash Ave., " "
13994 Calder, Ira, 603 North 4th St., " "
13995 Murphy, A. T., 115 North 14th St., " "
13996 Miller, J. F., 522 Wabash Ave., " "
13997 Murphy, Thos. C., 505 South 8th St., " "
13998 O'Boyle, J. H., 620 E. Wabash Ave., " "
13999 Pfranck, Francis, 24 South 5th St., " "

IOWA DIVISION — 1.

Unattached.
13956 Armstrong, R. L., Indianola.

KENTUCKY DIVISION — 2.

Louisville Wheel Club.
13967 Johnson, G. E., *Courier-Journal* Office, Louisville.
Unattached.
13984 Cowan, Albert A., 912 4th Ave., Louisville.

MASSACHUSETTS DIVISION — 8.

Hyde Park Ramblers.
14006 Howes, Alfred E., Hyde Park.
14007 Kenney, Geo. F., "
Tech. Cycling Club.
13940 Aldrich, W. S., 50 Union Park, Boston.
Unattached.
13944 Loring, E. Bradley, Hingham.
13968 Mitchell, Edward W., Medford.
14008 Nash, Willie B., South Weymouth.
13985 Simonds, J. O., Belmont.
13947 Torkelson, R. T., Waldo House, Worcester.

MARYLAND DIVISION — 2.

Mercury Wheel Club.
13958 Brown, T. Morris, 251 W. Hoffman St., Baltimore.
Unattached.
14000 Coale, W. N., Havre De Grace.

MAINE DIVISION — 1.

Portland Wheel Club.
14009 Sparrow, J. P., 126 Winter St., Portland.

MISSOURI DIVISION — 4.

Paynesville Club.
13959 Temple, Frank, Paynesville.
Unattached.
13986 Provenchere Felix, 2714 Dayton St., St. Louis.
13946 Romasser, Gus, Maryville.
13969 Updegraff, John F., Carthage.

NEW HAMPSHIRE DIVISION — 2.

Concord Bi. Club.
14001 Barrett, W. K., 133 No. Main St., Concord.
14002 Leavitt, F. A., 11 School St., "

NEW JERSEY DIVISION — 3.

Trenton Bi. Club.
14010 Skirm, Benj. C., 21 Clinton Ave., Trenton.
Unattached.
13970 Brower, T. H., Trenton.
13957 Waiser, Geo. N., 330 York St., Jersey City.

NEW YORK DIVISION — 20.

Auburn Cycle Club.
13988 Cothell, John H., Auburn.
Brooklyn Bi. Club.
13971 Smith, B. C., 219 Washington Ave., Brooklyn.
13972 " E. C., 219 " " "
13973 Stratton, C. A., 28 Third Place. "
Buffalo Bi. Club.
14012 Frick, Henry L., 253 W. Utica St., Buffalo.
14013 Hetherington, J. N., cor. Conn. St. and Fargo Ave., Buffalo.
14014 Letchworth, W. C., 68 Irving Place, Buffalo.
Ilderan Bi. Club.
13930 Boody, C. A., 206 Berkeley Place, Brooklyn.
13931 Ropkins, Edw., 98 So. Fourth St., "
Long Island Wheelmen.
13935 Hutchinson, E. B., 621 St. Marks Ave., Brooklyn.
13936 Schumacher, Wm., 1053 Sixth Ave., "
13937 Shepard, John S., 311 Lafayette St., "
Rochester Bi. Club.
14011 Cross, F. H., 72 Spencer St., Rochester.
Unattached.
13961 Beckwith, J. P., Westmoreland.
13948 Calkins, John R., Tonawanda.
14003 Fulcher, John H., 44 Lincoln Place, Brooklyn.
14004 Hardenbrook, D. L., Jamaica.
13985 Hunt, Lincoln, 329 Clifton Place, Brooklyn.
13951 Roy, Albert U., Wappingers Falls.
13949 Schachtel, Geo., 151 W. 19th St., New York.

OHIO DIVISION — 2.

Toledo Cycling Club.
13950 Vollstorf, A. W., care *Blade* P. & P. Co., Toledo.
Unattached.
14005 Martin, S. C., Huron St. Hospital, Cleveland.

PENNSYLVANIA DIVISION — 9.

Allegheny Cyclers.
13975 Groetzinger, Emil, 441 E. Ohio St., Allegheny City
13976 Staley, James, Box 159, Tarentum.
Unattached.
14016 Bush, Harry P., 62 River Ave., Allegheny.
13974 Fuller, Geo. L., Catasaqua.
13960 Holder, W. G., E. Smethport.
14015 Quinby, F. G., 2230 Page St., Philadelphia.
13938 Shepherd, J. G., Jermyn.
13955 Wible, R. E., Gettysburg.
13943 Woods, Chas. D., 933 Pine Ave., Pittsburg.

RHODE ISLAND DIVISION — 4.

Unattached.
13978 Carpenter, Howard L., 19 Arch St., Providence.
13979 Hubbard, Allen, 9 Custom House St., "
13980 Lukey, Wm. B., 5 School St., "
13981 Smith, J. M., 9 Custom House St., "

WISCONSIN DIVISION — 5.

Milwaukee Wheelmen.
13977 Schoenecker, V. J., Jr., 614 Island Ave., Milwaukee.
13941 Wegner, Wm. C., 110 Grand Ave., "
Racine Bi. Club.
13953 Marcher, E. M., Racine.
13954 Quarles, W. C., "
Unattached.
13942 Geer, Will, Menasha.

RENEWALS.

No. 15. Total, 7. BOSTON, MASS., Mar. 21, 1887.

DISTRICT OF COLUMBIA DIVISION — 3.

7653 Croxall, M. L. 8960 Williams, J. W.
12922 Pelouze, F. H.

DELAWARE DIVISION — 1.

2753 Moore, J. R.

NEBRASKA DIVISION — 1.

12271 Heartwell, C. L.

NEW JERSEY DIVISION — 1.

43 Waring, E. J.

NEW YORK DIVISION — 1.

2425 Valentine Eugene.

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

Advertisements will be inserted in this column as follows: $1.00 for four lines, first insertion; 50 cts. for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

WANTED.—54-inch Rudge Light Roadster. FOR SALE.—54-inch Harvard Special, in good condition, cheap. R. W. MUNS, 41 Water St., N. Y.

FOR SALE.—Rudge Rotary Tandem, $125; 52-inch "Expert" Bicycle, $90; 38-inch "Rudge Safety" $90. "Bicycle," Box 1783, New York.

FOR SALE.—$100, 54-inch Rudge Light Roadster, spade handles, Kirkpatrick saddle; Lakin cyclometer; run one season; scarcely any wear on either tire, perfect order. Also, for $120, 53-inch, 1887, Columbia Light Roadster, spade handles, never used. LOCK BOX, Holyoke, Mass.

FOR SALE.—52-inch Expert, '83 pattern, straight handles, ball pedals, originally full nickelled, wheels new enamelled, warranted sound except tires, which are considerably cut, but still serviceable; McDonald cyclometer. Best offer above $60 takes it. A. B. REID, Clarion, Pa.

FOR SALE.—54-inch Expert Columbia, 1886 pattern. Wheels enamel, balance nickel. Good as new, only used two months. Price, $115.00. Also, 52-inch Expert, 1885 pattern, full nickel, first-class order. Price, $90. Address, C. B. CLARK, No. 25 Murray St., N. Y.

MANAGER WANTED by the New Jersey Cycling and Athletic Association, for the ensuing season. Address J. C. WILLEVER, Sec'y, Newark, N. J.

WANTED.—54-inch bicycle, in good condition. State make, finish, and price. FREDERICK A. NORRIS, No. 502 Third St., Brooklyn, N. Y.

SECOND-HAND BICYCLES WANTED for cash or in trade. Highest price paid. Give full particulars with your prices. Catalog free. GEO. W. ROUSE & SON, 25 G. St., Peoria, Ill.

QUICK! 52 Victor, *good as new*, newly enamelled and nickelled, $80. 52 nickelled Rudge Roadster, *new*, $95. 54 Expert, A1 condition, $90. All with ball bearings. Who speaks? CROWTHER & POTTER, Reading, Pa.

FOR SALE.—Royal Mail two-track Tricycle, 1886 pattern, in perfect condition, new last August; centre gear, ball pedals. Cost $175, price, $115. Address J. B. SEWARD, 31 Milk Street, Boston, Mass.

TANDEM.—A Rudge Humber Tandem, good as new, with ball pedals and Lakin cyclometer. Cost $270, price, $215. Address XXX, this office

FOR SALE.—"Expert" Columbia, 54-inch, 1886 pattern, full nickel. Excellent condition. C. J. EARL, 245 Harrison Street, Brooklyn.

FOR SALE OR EXCHANGE.—52 Expert, '83 pattern, nickel and enamel. Needs new tires, and new rim for small wheel. Otherwise good for several seasons yet. $40.00 cash buys it, or will exchange for D. B. breech-loading shot-gun of good make, 12 gauge. Address, C. V. REID, Clarion, Pa.

FOR SALE.—A 50-inch Standard Columbia, enamel, nickel-plated, cowhorn handle bars; in first-class order, with lamp. Price $65.00. Address, L. A. PERKINS, Tallahassee, Florida.

FOR SALE.—A new tricycle, only $65. Write to W. I. WILHELM, Reading, Pa.

SPECIAL BARGAINS in New and Second-Hand Machines, prior to removal April 1st to more central location in Orange. Bicycles, Tricycles, Tandems, and Safeties. Send for list. Write to us what you want, *it will pay you.*
L. H. JOHNSON, East Orange, N. J.

A FEW WHEELMEN can be accommodated with large, well-furnished sunny rooms, in immediate vicinity of Riverside and Central Parks (West Drive) and Boulevard. Half block from "L" Station. Excellent facilities for *storing wheels* ("Bikes" and "Trikes"). Breakfast if desired. Call or address H. W., 138 W. 104th Street, N. Y.

BARGAINS.—New 56-inch full nickelled Expert Columbia, 1886, Cowhorn bars, ball pedals, swing spring, only ridden a few miles, and in splendid condition, cost $160, will sell for $110. Good reasons for selling, call or address C. S., 225 Palisade Ave., Jersey City, N. J.

BICYCLES FOR SALE.—Bicycles and Tricyles—all kinds, descriptions, and prices—from $35.00 upwards. Call and examine, or send for list to RUDGE AGENCY, 152 Congress St., Boston, Mass.

FOR SALE.—48-inch Special Star, enamel finished, hollow levers, cones to front wheel, cowhorn bars, cricket saddle. Used three months. Tires excellent. Price $80. Lakin's cyclometer, $8. A. B. SCHNEIDER, Thomaston, Conn.

BARGAINS IN SECOND-HAND BICYCLES.—48, 50, 52, 54 and 58-inch EXPERTS; 50, 52 and 54-inch STANDARDS, etc. Also, 36 x 54-inch KANGAROO; excellent condition; $65.00. Second-hand sundries at less than half price. JAMES A. SPEAD, So. Newmarket, N. H.

The Keystone Bicycle Saddle!

Improved for '87; fits any Bicycle. Price, $5,00.

—MANUFACTURED BY—

W. J. NEWMAN,

Member C. B. C. and L. A. W.

10 Brattle Street - - - - CAMBRIDGE, MASS.

Agents wanted all over America. Patented.

NOTICE TO BICYCLISTS.

The McClintock Home Trainer.



You can ride at home, rain or shine, snow or mud. It discounts all Home Trainers. It is independent and superior to such machines generally used, from the fact that you can use any style of bicycle. You can adjust to suit the rider's muscles. You can raise or lower to any height wheel. It has no equal for a bicycle stand. It is superior to any invention to hold a bicycle to clean or wipe, also tightening the spokes and truing the wheel. It requires no more room than the bicycle does without it. Price $15.00 (*Fifteen Dollars*). Heavy discounts to all dealers. Send for circulars. Patent allowed, January 13, 1887. All infringers dealt with according to law.

Address all orders to

JAY McCLINTOCK,

No. 208 Hepburn St. Williamsport, Pa.

STRIKES DID IT!

They have caused the delay in the delivery of the L. A. W. RUG, which important event will positively take place this week. I might here mention that this beautiful specimen of the weaver's art, which is known as the L. A. W. Rug, is a Smyrna one, 5 feet long by 2 1-2 feet wide, containing 21 colors, the prevailing ones of which are old gold, cardinal and black. Upon a moresque background there is woven in the Rug the L. A. W. badge, 19 inches in diameter. There is a border completely around the Rug composed of 5 different arrangements of the League stencil-board. The Rug weighs 5 1-2 pounds; is alike on both sides, and fringed at both ends. All of this amalgamation of color and design is being fairly thrown away at the price of $5.00 per Rug, to all members who are smart enough to know a good thing when they see it, and in consequence send their early orders to

WILL R. PITMAN,

851 West 59th Street - - - NEW YORK.

We make a specialty in

SECOND-HAND BI TRI CYCLES.

Have large stock, many as good as new. Enclose stamp for List.

PRICES LOW.

SOLE AGENTS

For New York for the celebrated New Rapids, Quadrant, Sparkbrook, and New Mail.

New York Bicycle Co,

38 PARK PLACE, NEW YORK.

Send for Circulars.

SPECIALTY IN COLUMBIAS.

Second-Hand Machines

TAKEN IN EXCHANGE

For **COLUMBIA**, New Rapid, Quadrant, Sparkbrook, Star, New Mail, Facile, Rover, Humbers, or any other machines made

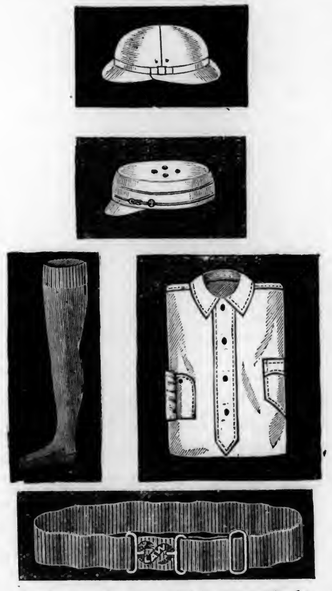
CORRESPONDENCE SOLICITED.

Ira Perego

128 and 130 FULTON ST., 87 NASSAU ST., New York.

The only Official Outfitters to the L. A. W.

L. A. W. Regulation	Cap - - - -	$1.50
" "	Helmet - - -	1.50
" "	Shirt - - - -	2.25
" "	Hose - - - -	1.10
" "	Silk Belts, in color to match the League Uniform - - -	1.00



All orders must be accompanied by money order for the amount, also name and League number.

English C. T. C. Cloth, double width, $4.00 per yard.

$3.00.

TOULMIN'S BUFFALO

Is made of the Finest Kangaroo or Dongola, in any size or width

Price, per pair,



$3.00.

BICYCLE SHOE

and warranted superior to any Bicycle Shoe made.

$3.00.

These shoes being laced to the toe, afford comfort to the wearer, in whatever position the foot is placed; and, also, are the most durable shoe made.

LIBERAL DISCOUNTS TO CLUBS

Ordering six or more pairs. Sent by express on receipt of $3.00, or by mail for $3.30. Send for circular containing prices of other shoes, and directions for self-measurement. Address,

W. B. TOULMIN,

152 to 160 Seneca St. - - BUFFALO, N. Y.

BIKE DRY POLISHER. The plated parts of any machine kept polished like new with little time or trouble. Satisfaction guaranteed. Price, $1.00, by mail. Circular free.

E. TAYLOR & CO., Cleveland, O.

STAR! ★ STAR!

NEW YORK HEADQUARTERS,

A. M. HALL - - - - MANAGER,

115 LIBERTY STREET.

BROOKLYN AGENT - - H. J. HALL, Jr.

Large stock constantly on hand to select from. Repair parts and sundries supplied.

H. B. SMITH MACHINE CO.

Works and main office SMITHVILLE, N. J.

SPADE HANDLES!

Handsomest, Strongest, and best Handles in the Market.

Only $3.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.

C. W. SPINNEY - - Fitchburg, Mass.

ST. LOUIS WHEEL CO.

Difficult Repairing a Specialty.

Enamelling, Nickelling, Etc. at Lowest Prices

LARGEST STOCK OF SECOND-HAND BICY LES in the WEST. WRITE FOR LIST.

THE BROOKS IDEAL CYCLOMETER.

SIMPLEST, MOST RELIABLE AND BEST.

FULLY WARRANTED, only $5.00.

SEND FOR CIRCULAR TO

BROOKS' ODOMETER CO., LOWELL, MASS.

L. A. W. TABLE.

Made of Georgia Mahogany.

Presenting the brightest and most attractive finish of any of the native American woods. No pains or money has been spared to make these tables the most attractive piece of furniture ever offered.

L. A. W. SYMBOL,

Finely painted, ten inches in diameter, making the handsomest Card Receiver ever offered. Read what they say of it:

The beautiful finish and fine appearance of these Tables render them so attractive that L. A. W. members must prize them, as both ornamental and useful.
(Sgd) AUG. H. HANSELL, Judge Superior Court.

The Georgia Mahogany works beautifully in all finishing work, and we should think that this Table would be very attractive for the L. A. W. members for whom it is designed.
(Sgd) A. P. WRIGHT & CO., Bankers.

Mr. W. F. Moss: It affords me pleasure to commend the beauty and strength of the L. A. W. Card Receiver manufactured by you. The bright and pleasing color will make it attractive to Wheelmen or any one else. Yours,
(Sgd) S. G. McLENDON, Rep. Thomas Co.

There seems to linger in the delicate and peculiar shade of Georgia Mahogany lumber, something of the rich sunlight that has fed it and nourished its sturdy growth. It would strike the eye of an artist anywhere, and it exquisite finish would rival the famed hard woods of the world Mr. Moss deserves and should receive encouragement, he is taking the crude elements of our wealth and turning them into money.—*Thomasville Enterprise.*

Photograph sent on application. Every L. A. W. member should have one in his house or room, and every League Club should have three to ten in Club rooms. Special discount given where three or more are ordered.

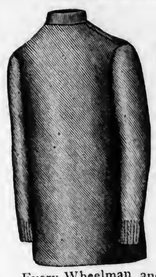
PRICE $2.50. When five or more are shipped to one address, the freight will be just one-fifth of what it would be on shipment of one. Address

W. F. MOSS,

THOMASVILLE, GEORGIA.

Jersey-Fitting Underwear Company.

We Call Special Attention to our



BICYCLE JERSEYS.

Long sleeves, standing collar. Laced front, long sleeves.

LAWN TENNIS.

Plain Colors or Stripped.

Long sleeves, standing collar. Laced front, long sleeves. Jersey jacket, a new thing.

YACHTING.

Long sleeves, low neck. Long sleeves, half high collar.

ROWING JERSEYS.

Low neck, sleeveless. Low neck, long sleeves.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders, Arm Holes and Neck**, as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.

OUR BICYCLE FULL TIGHTS

Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.





BICYCLE KNEE TIGHTS.

Made same as full tights, to three inches below the knee.

TRUNKS

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.



JERSEY FITTING KNEE PANTS,

Buttoned in Front, same as Pantaloons, without Certain Objections.



We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

LADIES' JERSEY FITTING TRICYCLE PANTS.

A NEW THING



These Pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheemen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.

Patented April 7, 1885.

LADIES' UNION UNDER GARMENT.



We make the same thing for men, suited to outside wear, and of the same worsted as we use for Jersies and Tights.

Would like to have every Wheelman see these

JERSEY-FITTING STOCKINGS,

As we believe there is nothing better.

Send us your order for any of these garments, with your measure and a Post-office order for the same, and we will send by mail or express the garment ordered; and if you do not find them satisfactory, you can return them, and we will return the amount paid for them, or we will send them C. O. D., with the privilege of trying them on. Address,

HOLMES & CO., 17 Kingston St., Boston, Mass.

"In a word, a cycle bearing must be in that apparently paradoxical condition, at the same time *very tight* and *very loose;* that is, perfectly free to spin, and entirely rigid, allowing no shake in the parts."— *Victor Catalog.*

IT BEATS THE WORLD!

AND THE WORLD IS HARD TO BEAT.

1405 MILES IN 142 HOURS!!

Ridden by ALBERT SCHOCK, at Minneapolis, in competition with most of the great American professionals.

Mr. Schock writes:— "I am pleased with the Victor in every respect. I soon found it a vast improvement on all other wheels ridden by me."

Victor Wheels are built to ride. Bicycles, Tricycles, Safeties. Catalog free.

OVERMAN WHEEL CO. - - - 182 Columbus Avenue, Boston.

SEE HERE, GENTLEMEN!

THE RECORD CLAIMED BY THE ABOVE COMPANY REALLY BELONGS TO

THE AMERICAN CHAMPION.

It is true that SCHOCK started on their wheel, but it **BROKE DOWN,** and he rode two thirds of the distance on the CHAMPION.

How the above Company can claim that Minneapolis record of 1,405 miles, when they are well aware it is a **FALSE** claim, and mean fair, is beyond our comprehension.

Respectfully and sincerely,

GORMULLY & JEFFERY MFG. CO.

SINGER ✲ CYCLES.

◄BUY THE BEST!►

THE

APOLLO

LIGHT ROADSTER

HAS A

Ball Bearing Head,

Spade Handles,

Detachable Bar,

AND

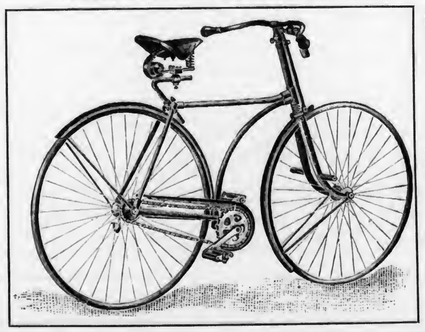
Double Ball Bearings.

THE EASIEST RUNNING AND FASTEST COASTING MACHINE ON THE MARKET.

1887 CATALOGUES

NOW READY.

APOLLO SAFETY. FAST AND LIGHT.



◄BUY THE BEST!►

SINGER'S

CHALLENGE

IS THE

Best Wheel ever put out at the Price,

$105.

Balls to Both Wheels,

Detachable Bar,

Spade Handles.

WEIGHT OF 50-INCH, 40 POUNDS.

A Well-Built, Durable Machine. All Steel

W. B. EVERETT & CO., Sole U. S. Agents,

6 and 8 BERKELEY STREET, BOSTON.

TO WHEELMEN.

PRINCETON, N. J., Feb. 9, 1877.

VAIL BROTHERS:

Gentlemen,— I have used your **QUININE AND SULPHUR SOAP,** and find it the best article I have ever tried for chafes and blisters after a day's ride on my wheel, and I have been very badly chafed, especially on hot days.

Yours very truly,

J. A. CALHOUN.

If you choose, you may publish this, as my feelings are somewhat enlisted as regards the comfort and success of brother wheelmen.

USE IDEAL TOOTH POWDER. Price 25 cents per Bottle.

The Jersey Fitting Underwear Co.

Manufacture a large variety of

JERSEY FITTING GARMENTS,

For Men, Women and Children.



TRADE MARK.

We call the special attention of

BICYCLE RIDERS

To our

TIGHTS AND JERSEYS.

Full Tights, Knee Tights, Knee Pants.

A New Thing,

TRUNKS & KNEE PANTS

For Lady Cycle Riders.

BOYS' TIGHTS AND JERSEYS.

We manufacture the best **Fitting Bicycle** and **Lawn Tennis Jersey** in the country, and commend every one to examine these goods before buying any others. Each garment bears our trade-mark, and is indorsed by the best manufacturers of Bicycles and Professional Riders. We invite dealers to examine these goods.

☞ Send for Circular. We send samples to any responsible party in the country.

HOLMES & CO.

17 Kingston Street, Boston, Mass.

STEEL BALLS FOR ANTI-FRICTION BEARINGS.

OF BEST CAST-STEEL,

HARDENED, GROUND, AND BURNISHED.

3-16" to 3" diam. Samples and prices on application.

SIMONDS ROLLING-MACHINE COMPANY, Fitchburg, Mass.

BROOKLYN RIDERS

TAKE YOUR WHEELS TO

SCHWALBACH & WILLDIGG,

PROSPECT PARK PLAZA,

AND HAVE THEM OVERHAULED.

Call and inspect the

WHEEL OF PERFECTION, THE NEW MAIL.

REPAIRS.

☞ Send postal card and have us call for Repairs.



PATENTS secured on reasonable terms. Work reliable. Papers carefully and *legally* drawn. Special attention given to inventions in cycling by an experienced wheelman and League member. Write for particulars. N. L. COLLAMER, Patent Attorney and Mechanical Engineer, Room 47, St. Cloud Building, Washington, D. C.

BICYCLE AND GYMNASIUM GOODS.

THE KINGSTON KNITTING CO.

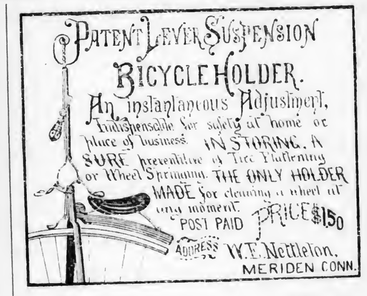
No. 17 Kingston Street - - - - Boston, Mass.,

—)o(—

Manufac... in the Finest Worsted Stock all of the latest novelties in Jer... erseys, Knee Tights, Full Bodied Tights, Hosiery, etc., and ... Popular Colors—in Plain, Striped Trimmed.

We make a specialty in t... e **Garments,** and our prices are very reasonable. We refer to a large number of wheelmen, and who use our goods.

ORDERS SOLICITED.



Patented 1881. **L. A. W. BADGES.**



For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle St., Portland, Me.

The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges,** $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.

Also for sale in New York at M. J. Paillard & Co's, 680 Broadway; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.



New Style H.

BROWNING, KING & CO.

406, 408, 410, and 412 Broome St., New York.



THE ONLY OFFICIAL CONTRACTORS FOR THE

LEAGUE ✲ UNIFORM.

LIST OF PRICES.

Plaited Blouse, $9.50; Knee Breeches, $6.00; Suit, $15.50. Regulation League Cloth, made by the Middlesex Mills, cost $2.00 per yard. League Buttons, large size, 5 cents each; small size, 2 1-2 cents each. Full set for suit, 55 cents.

TERMS.

All uniforms or parts of uniforms sent C. O. D., with privilege of examination. All orders for cloth or buttons must be accompanied by Money Order. Blank forms for self-measurement furnished on Application. Orders for L. A. W. Goods will be received at any of our branch stores, as follows:

136 and 138 Madison St., 144 to 148 Clark Street, 76 and 78 West Fourth St., CHICAGO, ILL. Cincinnati, Ohio. 210 and 212 N. Broadway, St. Louis, Mo. Wisconsin and E. Water St., Milwaukee, Wis. 910 and 912 Chestnut St., Phila., Pa.

All orders must be accompanied by League number.

TWO LEADERS!

THE "NEW RAPID."

FULL ROADSTER, *50-inch, 40 pounds.*

LIGHT ROADSTER, *50-inch, 36 pounds.*

ROVER PATTERN SAFETY.

All with TRUE TANGENT WHEELS.

THE "QUADRANT" TRICYCLES.

No. 8 FOR GENTLEMEN. No. 14 FOR LADIES.

No. 15 TANDEM,

For Two Gentlemen, Two Ladies, or Lady and Gentleman.

BICYCLE STEERING FRONT AND BACK.

You will do wrong if you order your new mount before seeing these machines or reading our catalogue, which illustrates and describes them and their IMPROVEMENTS FOR 1887.

SAMUEL T. CLARK & CO. - - - BALTIMORE, MD.



BEFORE YOU BUY A BICYCLE

Of any kind, send stamp to

A. W. GUMP - - DAYTON, OHIO,

For large Illustrated Price-List of New and Second-hand machines. Second-hand Bicycles taken in exchange and bought for cash.

Largest Stock of Second-Hand Bicycles in America.

BICYCLES REPAIRED AND NICKEL-PLATED.

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SECOND-HAND GUNS TAKEN IN EXCHANGE FOR BICYCLES.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

(YOST & McCUNE PATENTS),

19 PEARL STREET - - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.

THE "NEW AMERICAN" TRICYCLE,

639 ARCH STREET, PHILADELPHIA.

We make but one style of machine, and that the BEST. There are NO EXTRAS.

NO DEAD CENTRES. FULL POWER UTILIZED. CLIMBS ANY HILL.

The best machine for ladies, as there are no revolving pedals to catch the skirts. The only Tricycle that can be ridden equally well by lady or gentleman, grown person or child.

Either Rider Can Steer.

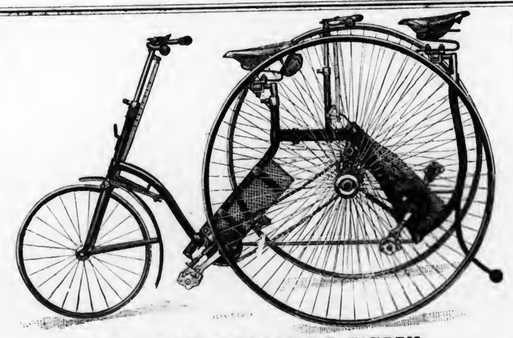
May be Ridden by Two Ladies.

Has Automatic Steering.

Reduces in Width to 27 Inches.

Has Folding Handle Bar for Easy Access to Front Seat.

Is the Most Unique Machine of its Class.



THE CUNARD CONVERTIBLE TANDEM.

CUNARD

BICYCLES,
TRICYCLES,
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SAFETIES.

D. ROGERS & CO.

SOLE U. S. AGENTS,

75 Clinton Avenue - - Newark, N. J.

Catalogues Free.

COPY OF TESTIMONIAL FROM T. J. KIRKPATRICK, Esq., VICE-PRESIDENT OF THE L. A. W.

SPRINGFIELD, O., Jan. 11, 1887.

D. ROGERS & COMPANY,

GENTLEMEN: — Respecting the Cunard Tandem, I have to say that it is, *beyond question, the best tandem* yet produced. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leave nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine *a pleasure*. I have owned other tandems, but this is *the only one that was worth house-room* as a convertible machine. I find it a *perfect machine*, in perfect balance, either as a single or a tandem. I have sought carefully, for some three years now, for the best tandem, and have given the matter a great deal of thought and attention, and if asked to-day to suggest an improvement in the design and arrangement of the Cunard, I would be free to say that *it is as nearly perfect as this type of machine ever will be.*

Yours truly, [Signed] T. J. KIRKPATRICK.

SEND YOUR ORDERS AT ONCE FOR SPRING DELIVERY, AND DON'T GET LEFT.

ACTIVE AND RESPONSIBLE AGENTS WANTED.

Send for list of shopworn machines, which must be sold to make room for spring stock.

Before purchasing your Mount for this Year, see the Celebrated

"ROVER" BICYCLE.

FITTED WITH EVERY POSSIBLE IMPROVEMENT.

FASTER THAN A BICYCLE.

SAFER THAN A TRICYCLE.



The "ROVER" BICYCLE,
As ridden by the Right Honorable Viscount Bury, President of the National Cyclists' Union.

No Skidding or Side-Slipping on Greasy Roads

And no Fear of Falls.

Starley's New Patent Spring Fork is now ready, whereby entire insulation from shocks is obtained in handles, pedals and seat.
This fork can also be applied to any tricycle.
Price lists, testimonials, etc. (including one from Viscount Bury, which every rider should read), post free.
Complete catalogue of all our machines, two stamps.

STARLEY & SUTTON, Meteor Works - - Coventry, England.

A LONG-FELT WANT SUPPLIED.

DO NOT BUY A LAMP FOR YOUR BICYCLE OR TRICYCLE BEFORE SEEING THE

"MONARCH."

it is the only Lamp that can be Guaranteed not to Jolt Out on any Machine.

When ridden over very rough roads, the Lamp has a slow, parallel vertical motion, which is effected by means of noiseless rubber joints, which prevents the vibration of the machine from jolting out, or even diminishing, the light while going over rough roads where light is most needed.

On Sale about April 15, Due Notice of which will be given to the Public.

The Sensation of 1887!

ABSOLUTE PERFECTION!!

The Latest American High Grade Wheel,

THE NEW MAIL.

A Perfectly Made Light Roadster.

OUR SPECIALTY,

Perfection Strengthened Backbone and Forks.

BACKBONE.—Warwick's pattern, new this year. It is well known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is handsomer and stiffer than the round.

FORKS.—Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives a very strong rigid fork.

A SUPERB LIGHT ROADSTER.

At least, Examine one before purchasing your mount, or get a Circular!



With Our Specialty, Trigwell's Ball Head.

Extract from a London letter to the L. A. W. Bulletin January 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it,—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that is a vast improvement over the Stanley head, with cone or hemispherical centres, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

AGENTS WANTED EVERYWHERE.

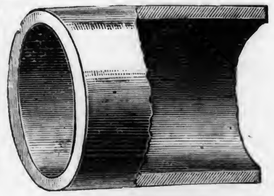
SEE THIS WHEEL BEFORE PURCHASING.

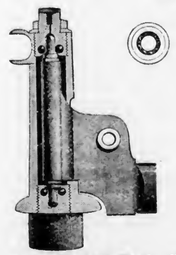
ASK YOUR DEALER FOR IT.



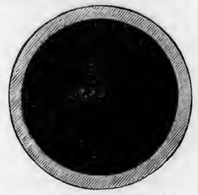
Warwick's New Hollow Rim,

With thickened bottom. Seamless and perfectly smooth outside.

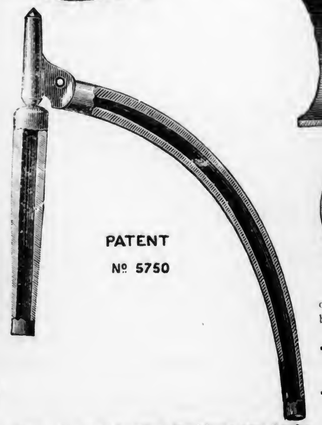




Trigwell's Ball Head. Greatest Modern Improvement.

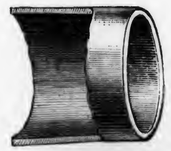


Sectional and end view showing strengthened neck end of Backbone.



PATENT
№ 5750

Sectional view showing Backbone and Forks when made up. A Splendid Improvement.





Sectional and end view of back fork end of Backbone.

Handsome Photograph OF THE NEW MAIL Sent for *14 Cents in STAMPS.*

CEMENTED TIRE.

Good Agents Wanted in Every Town.

SEND STAMP for Fully Illustrated Circular of this Perfect WHEEL, with Full Representation of All Parts.

WM. READ & SONS, Manufacturers - - 107 Washington St., Boston, Mass.

How is this for a line of Wheels, Gentlemen? We think it about fills the bill and our prices, mind you, are reasonable.

THE AMERICAN CHAMPION, with many improvements, such as a superior crank fastening, which dispenses with use of a hammer, new bearings that are adjustable without loosening a screw even. Price, for 48-inch, **$100.00.**

THE AMERICAN LIGHT CHAMPION, a light roadster of highest possible grade, with a ball-bearing head, true tangent wheels, and embodying many novel and peculiarly useful inventions. Price, for 48-inch, **$115.00.**

THE AMERICAN CHALLENGE, much improved and fitted with cow-horn bars, as formerly the best machine on the market for the money. Price, for 48-inch, **$70.00.**

THE AMERICAN SAFETY, sold last year under our positive guaranty that it was the easiest running bicycle in the world, improved wherever possible. Price, for 40-inch, **$74.00.**

THE AMERICAN LIGHT SAFETY, after the lines of the regular Safety, but made hollow wherever possible, and will be sold under a guaranty as to its superiority over all other bicycles in easy running. Price, for 40-inch, **$115.00.**

THE AMERICAN IDEAL, as heretofore, the only high grade and honestly constructed boys' bicycle in the world. Finished in black, with artistic real gold stripes. Price, from **$25.00** to **$60.00.**

THE AMERICAN IDEAL TRICYCLE, two-track, the young ladies' companion to the bicycle of same name, a really beautiful little three-wheeler, in two sizes, 30 and 34 inches. Price, **$40.00** and **$50.00.**

THE AMERICAN CHALLENGE TRICYCLE, two-track, a high grade and honestly constructed three-wheeler, in two sizes, 42 and 44 inches. Price, **$80.00** and **$95.00.**

THE AMERICAN IDEAL TANDEM, a convertible two-track for boys and girls, in two sizes, 30 and 34 inches. Price, **$60.00** and **$75.00.**

THE AMERICAN CHALLENGE TANDEM, a convertible two-track for ladies and gentlemen, in two sizes, 42 and 46 inches. Price, **$120.00** and **$135.00.**

1887 Catalogue, containing detailed description of the foregoing Cycles, will be ready early in March, and will be mailed on application.

RESPECTFULLY SUBMITTED,

GORMULLY & JEFFERY MF'G CO., Chicago, Ill.

THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, APRIL 1, 1887. | VOL. IV. No. 13. WHOLE NUMBER, 92.

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CHAMPIONS OF THE WORLD.

AROUND THE WORLD, = = THOMAS STEVENS.

GREATEST DISTANCE EVER MADE INSIDE THE HOUR,
22 MILES, 150 YARDS, BY ROWE, AT SPRINGFIELD, OCTOBER 25, 1886.

ACROSS THE CONTINENT, - - - F. E. VAN MEERBEKE.
ACROSS THE CONTINENT, - - GEORGE B. THAYER.
PENNSYLVANIA TO NEBRASKA AND RETURN, HUGH J. HIGH.

GREATEST DISTANCE EVER MADE WITHOUT A DISMOUNT,
235 MILES, BY MORGAN, AT MINNEAPOLIS,
DECEMBER 20, 1886.

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WORLD'S RECORD, - -	1-4	35 1-5
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WORLD'S RECORD, - -	2	5.11
WORLD'S RECORD, -	3	7.48 4-5
WORLD'S RECORD, - -	4	10.41 3-5
WORLD'S RECORD, -	5	13.23 4-5
WORLD'S RECORD, - -	6	16.12 3-5
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14 TO 22 MILES, INCLUSIVE, BY ROWE, 23 AND 24 BY WOODSIDE, AT SPRINGFIELD, OCTOBER, 1886.

POPE MFG. CO.

BOSTON. NEW YORK. CHICAGO. HARTFORD.

A FAC-SIMILE BLACKBOARD, CONTAINING THE MATTER UPON THIS PAGE, SENT BY MAIL FREE TO ANY ONE WHO WILL HANG IT UP IN A CONSPICUOUS PLACE.

SPECIAL NOTICE.

In order to aid as many purchasers as possible, we give below a list of our larger agents who make a specialty of the RUDGE, and where sample machines can shortly be seen.

GEO. R. BIDWELL, 313 West 58th St., New York, N. Y.
DAVIS, HUNT & CO., 147 Ontario St., Cleveland, Ohio.
EDWIN MOHRIG, Golden Gate Ave., San Francisco, Cal.
SMITH BROS. & CO., Pennsylvania Ave., Washington, D. C.
WHITTEN & CO., 4 Westminster St., Providence, R. I.
S. H. VOWELL, 179 La Salle St., Chicago, Ill.
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THOMPSON & KENFIELD, Rochester, N. Y.

Have You Seen Our 1887 Catalogue?



Have You Seen Our 1887 Catalogue?

RUDGE ✻ BICYCLETTE.

FASTER THAN A BICYCLE. SAFE AS A TRICYCLE.

STODDARD, LOVERING & CO.

152 Congress Street, Boston, Mass.

New York Headquarters, GEO. R. BIDWELL, 313 West 58th Street.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the Executive Committee of the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

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SUBSCRIPTION PRICE TO OTHER THAN LEAGUE MEMBERS, $1.00 A YEAR.
CLUBS OF FIVE - - - - - - $4.00 "

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

OUR esteemed contemporary, the *Bicycling World*, charges us with taking a pessimistic view of the financial situation of the League. We plead not guilty to the charge. We propose to let members know just where we stand, to look the situation squarely in the face, and to meet it bravely. We have faith to believe that the officials will be equal to the emergency, and that we shall come out of our troubles with flying colors. Our correspondence convinces us that we have no reason to doubt the loyalty of our members, and we know that they can be depended upon for any assistance that may be needed.

MEMBERS need not fear that the BULLETIN will be discontinued. It will come to them every week in the future, and the quality of its contents will not be impaired. We have found it impossible to free ourselves from contracts now in force with advertisers without resorting to methods which would not commend themselves to honorable business men, and we believe the members will prefer to stand a small loss rather than have its officials pursue any course that cannot be defended before those who demand the strictest fairness and integrity in all commercial transactions.

WE shall carry out all of our contracts to the letter, and no one shall have the opportunity to say that we have been unjust. Our new rates go into force with this issue. We have written several contracts at the new figures, and we are promised many more. Many large advertisers who failed to secure yearly contracts under the former management will doubtless feel at a disadvantage beside their rivals in business who are enjoying privileges at much less expense. This we cannot help. We wish we were able to put all advertisers on the same footing, but it is impossible to do so and get the income we must have to meet our expenses.

THE BULLETIN labors under the disadvantage that the paper is given away. It will be clearly seen that if we had received one dollar a year for the paper in 1886, — and one dollar a year is a very low price for a twenty-page weekly paper, — we should have made a clear profit of $6,000 instead of losing $5,000.

WE are under great obligations to the many advertisers who have said to us, "We are willing to help the League, and we will release you from our contracts if the others will." All such we shall not ask to stand aside. We appreciate the kind offer, nevertheless.

THE League is standing up well under the severe fire of criticism that is being turned upon it from all sides. The cycling press finds in the association a fine target for its shafts, and scarce an issue comes to us that does not contain criticism of some kind. And yet the League does not turn from its course, nor is the loyalty of its membership shaken. It speaks well for the faith of wheelmen.

BY an official order, Mr. John A. Wells is removed from the chief consulship of Pennsylvania, and Mr. Aaron is also removed from office. The President has not taken this step till he felt sure that there was good cause for it; and, having taken it, we believe he will be endorsed in his action by an overwhelming majority of League members if it should come to a question of standing by President Beckwith or Messrs. Wells and Aaron.

THE friends of Mr. Holly, of Philipsburg, Penn, are out with a circular in behalf of the candidacy of that gentleman for representative. The circular charges what it calls "the Wells Nominating Committee" with a want of fairness in leaving Mr. Holly's name off the ticket, and goes into the campaign with a cry for justice. We are in a position to know just how this matter stands, and we believe that both parties to the controversy will accept a statement from us. In the first place, Mr. Holly's friends should consider the make-up of the committee. It was composed of those who desired to see the State rise above the boy's play that has characterized some of the proceedings of the last few months, and others who felt that Pennsylvania had grievances to be righted. The committee could not make a harmonious report unless they met upon the common ground of setting aside Mr. Wells and Mr. Aaron on the one hand, and Mr. Holly on the other. Mr. Sanderson writes us:

"Our action was not taken until we had studied the question carefully, and consulted with some of our oldest and most respected members. I am willing to take a large part of the responsibility on my own shoulders. I determined that no name should go on the ticket, which, being there, would cause strife and bitter feeling, — at least, with my consent. Had it been otherwise, had the rest of the committee insisted on Mr. Aaron or Mr. Wells or Mr. Holly, I should certainly have made a minority report. It was my earnest desire to preserve harmony in our division, and it was the duty of every one of these gentlemen to second the committee's effort. I have nothing to say against Mr. Holly. I understand he has made a zealous officer, but a considerable number of our members, be they right or wrong, are hostile to him. A considerable number are hostile to Mr. Wells. We tried to allay these feelings by nominating a non-partisan ticket."

That is the side of the committee. On the other hand, we think no harm can come of Mr. Holly's candidacy. There are many in Pennsylvania who will be glad to endorse Mr. Holly's action in New York, and it is well that they should have a chance to vote for him. He goes into the canvass without the prestige of a nomination by the committee; but it will be all the more satisfactory to his friends if he scores a victory, and want of success will not discredit him.

THERE seems to be great unanimity in the nomination for president, and the division comes on the second place. One paper nominates Miller, of Philadelphia; two papers bring forward Welch, of San Francisco, and several papers want Hayes, of Massachusetts. Either man would serve us well.

MASSACHUSETTS is going to do a good thing for cyclers. A bill has passed one branch of the Legislature making it compulsory upon cities and towns to erect guideboards at every cross road and corner. The bill was drawn up by a wheelman who had the interests of the craft at heart. If it goes through the division will see to its enforcement.

WE are now in the second quarter of the League year, and applicants for membership should now send but $1 75 for initiation fee and dues to December 31.

FROM A FEMININE POINT OF VIEW.

MY advent as correspondent of the BULLETIN was followed very closely by an increase of correspondence, and if I ever doubted the need for a treatment of cycling subjects from a feminine point of view, I can no longer do so. The number of lady riders in America has now become very large, and I have good reason to believe that we shall see a very material increase the present year. These new recruits will find it greatly to their advantage to borrow from the experience of older riders, and that they may do this, a ladies' column has become a necessity in a journal which has such a constituency as the BULLETIN has.

"WHAT shall I wear?" is the most oft-recurring question, and those who have written me will, I know, excuse me if I answer them one and all through my column.

THAT one must have a special dress for riding no one will dispute who has been through the dusty and oily experiences of wheel life, but that it must needs be an expensive dress does not follow. A great deal of money can be spent on a wardrobe if one's purse is plethoric and her tastes proportionately luxurious, and on the other hand a good and sufficient outfit can be provided at very small cost.

FOR the gown, select some material medium in weight and inconspicuous in color. The League cloth of last year was very satisfactory, for it made up well and "wore like iron." The skirt should be without back drapery, and each one can suit her taste and pleasure about the front. A little drapery in front can do no harm in riding, and is of decided advantage in relieving the plainness of the skirt when one is away from the wheel; make the skirt of ordinary walking length in front, with a slope of three inches at the back.

THE present style of waists with revers and vest fronts are very pretty and look well on the wheel, and as the rider is not restricted to any particular form of bodice it may be well to follow the fashion in this regard, always remembering that a dress will catch and hold dust in inverse ration to its simplicity.

UNDERNEATH wear flannel next to the skin, dispense with both crinoline and corsets and have but few skirts. The jersey garments made in Boston are worn by many ladies, and are well adapted to riding purposes.

FOR head gear wear a small hat or cap. Let it be of light weight and of the same color as the dress. I have worn and like very much a ventilated helmet. By no means wear a kid glove. The silk and linen or the lisle thread gloves are elastic and will stand a

good deal of wear. Do not go out without an extra wrap strapped to your wheel; you will need it if you stop for any length of time.

ONE writer suggests a V-shaped pocket in the skirt behind to prevent the lifting of the dress by the saddle. I see no objection to this, nor do I see any advantage over the sloped skirt, and certainly when off the machine the latter would be more easily handled, and perhaps attract less attention than the former. I think I voice the sentiment of all lady riders when I say "that the less conspicuous a dress is while at the same time it is appropriate to its uses, the more satisfactory it is."

I AM in hopes the League officials will not forget the ladies when they select the cloth for the new uniform. The ladies' weight material will not find a very large sale at first, but the opportunity to purchase cloth to match that of their husbands, will advantage many ladies.

"MERRIE WHEELER" has sent me a little poem, and as this effort of mine has been largely on dress I will let her bright verses give it relief:—

THE RETURN.

A 'cyc'er, worn out and weary,
Homeward wheels his way,
He 'd travelled far and travelled long
On unknown roads astray.

His "Norfolk" soiled and dusty
He 'd tied up with a string,
A neat and pretty parcel,
From the saddle's rear to swing.

His muscles tough and hardy
Were reaching fast a point,
Where every movement of the wheel
Seemed stiffening every joint.

His throat was parched and dusty,
His visage dark and grim,
For as he rode a dreadful thought
Had just occurred to him.

His wife was young and pretty,
His home a cozy nest;
He knew his comrades envied him
His quiet place of rest.

That morn he 'd started early
To make a two hours' run,
But, tempted by the skies so fair,
Full fifty miles he 'd spun.

Then came to him the query:
Can I get home to-night?
Hmt, I have myself to blame
For this most dismal plight.

He turned his wheel so trusty, —
The shadows longer grew;
The passers-by in wonder gazed
As on and on he flew.

With fear his brain grew heavy,
With doubt his heart was filled,
Now beating with tumultuous throb,
Now slow, and almost stilled.

The evening air grew chilly
As near his home he drew,
He muttered low, beneath his breath,
"If I only, only knew."

And walking thro' the open door
He paused his nerves to steady,
His wildest fears were realized,
His supper was n't ready.

It is well that "Merrie Wheeler" rang down the curtain where she did. I know how a famished cycler can conduct himself. DAISIE.

THE SOUTHERN DISTRICT LEAGUE TOUR.

Public Circular No. 2.

THE programme published in the BULLETIN, dated 4 March, is hereby declared final. Those who so desire are at liberty to make detours from the regular route to inspect points of interest other than those listed, but the line of march cannot be interrupted to accommodate such (de) tourists.

It is not thought necessary to issue a map of the route, as it is well known to wheelmen all over the country; and the popularity of the Lancaster pike, the Western Maryland thoroughfares, and the Shenandoah Valley road will at once command the route to the favorable consideration of tourists.

The plan of riding will be patterned after that adopted on Elwell's tours, and which has met with such universal favor, though with a slight modification. A captain will be selected from the tourists, and he will always ride at the head. The marshal will maintain a position at the rear. In entering, riding through, or leaving a town *en route* the military order of "by twos" will be adhered to, and the tourists will be expected to ride in good line in this form; but on the road each man will be permitted to choose his own companions and his own pace, providing he does not pass to the front of the captain or drop behind the marshal. The disagreeable results of a too great pace or too close order in riding upon the road, and the unsightly appearance of a straggling line in towns, will thus be effectually avoided.

Many inquiries have been received in relation to railroad fares, and a brief statement in relation to this matter may not be amiss. The fee for the tour (estimated at $22, exact figure to be published shortly in these columns) includes *everything*, from the start at Philadelphia to the finish at Staunton. The regular fare, Staunton to St. Louis and return, is $42, besides reduced fare for round trip, $21, if I can get it. The commission appointed by President Cleveland to put a legal construction on the terms of the Inter-State Commerce Bill have not yet given out their report; when this is forthcoming, the railroad magnates will be able to state positively what they can do for us. If reduced rates are decided lawful under the terms of that act, the C. & O. R. R. will give us the above rate. If not, we are up a tree. The regular fare from Staunton back to Washington is $5, to Baltimore, $6.20; and to Philadelphia $9, *via* either C. & O. or B. & O. roads.

Coöperation and support, gentlemen, is the life of a tour, and that denied, the success of this enterprise will receive a vital blow. I therefore earnestly exhort every wheelman who can spare the time to "fall in" at once, and with a goodly number of jolly fellows, all with one aim and one destination, we will ride "on to Staunton," united in sentiment, and bound together by the fraternal bands of our League membership.

I have been successful in my efforts to secure a bugler, and the clarion notes of the festive "reveille" will wake us every morning. The bicycle code published in the League handbook (of the secretary-editor, ten cents) will be adhered to, and the different calls will be used for order to mount, dismount, assemble, disperse, ride in twos, ride at leisure, take meals, etc. Tourists should procure this book at once, and familiarize themselves with the different calls. A sharp-eyed photographer is also booked as one of us, and if a tourist dares to be caught in any compromising attitude we 'll have him on a dry plate in a jiffy.

Many correspondents have asked probable size of the party. To such I would say in advance, "don't know." My personal enthusiasm says a hundred, my experience where cash and wheelmen are factors, pulls it down to a dozen, but returns so far, and probabilities which may be relied on estimate it at between twenty-five and forty.

The very best hotel accommodations have been secured at reduced rates, ample attendance will be in waiting. All principal points of interest along the route will be inspected, the local press will herald our coming, and the natives — cyclists as well as others — will receive us with open arms and a hearty welcome.

Arrangements are rapidly nearing completion, the prospectus is already partly in type, the time is ripe for volunteers, and my Roll Book is open for signatures. Receipts will be given for advance deposits of not less than a dollar, and these receipts will secure to the depositors a place in line. Let the doubtful ones, then, send on their little shekel before the limit is reached, in order that the size of the party may be kept within reasonable imits; and

"DON'T ALL SPEAK AT ONCE!"

N. L. COLLAMER, *Marshal*.
ST. CLOUD BUILDING, Washington, D. C.

RECENT CYCLING PATENTS.

J. HARRINGTON, Hadsworth, England, bicycle wheel.

T. B. JEFFERY, Chicago, Ill. (2), bicycle backbone and velocipede.

A. O. PETIT, Chicopee Falls, Mass., bicycle brace.

C. A. E. T. PALMER, Coventry, England, velocipede.

UNDER the new tariff made by the Boston and Albany Railroad under the Inter-State Commerce Bill bicycles will be carried distances of fifty miles for fifty cents, and one cent will be charged for each additional mile. Tricycles will not be received in baggage cars.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

NICKEL PLATE.

EDITOR BULLETIN: — Some time back, I saw an inquiry in the BULLETIN asking how to keep a nickel bicycle in a bright condition. The Secretary-Editor answered that if he had such a wheel, he would sell it and buy an enamelled one, as he had found it next to impossible to keep a nickelled wheel in a presentable condition, unless he devoted much time to scouring. Such is not my experience, nor that of other cyclists in this locality. Any one acquainted with nickel will know that it is a very hard metal, and not easily cut down or rubbed away except by means of some compound designed to reduce the surface of metal to a lustre.

By continuing the use of compound, the nickel will become rubbed away until one comes down to the metal whereon the nickel has been deposited. I have tried all kinds of pomades for polishing mediums, but found nothing so satisfactory as finely ground pumice stone. In cleaning my wheel, I have a dish of oil at my right hand and pumice stone at my left. Taking a soft cloth, I moisten it in oil, dust some pumice on it and go to work, taking care to rub lightly.

One will find almost instant removal of rust from the nickel. Care must be taken simply to clean wheel, not to rub a second after rust is removed. Patented boxes of paste, composed of rouge and oil, are all very good, as one can rub a week, getting tired of the process, doing no harm, and wearing oneself out, to keep a nickel machine presentable. The worst shape a nickel wheel can get into should be as good as new in an hour; thirty (30) minutes a week should keep a wheel as if it had never been used. With pumice and oil it scarcely needs more than rubbing over.

Stop as soon as possible!

It simply accomplishes in a moment what rouge will in an hour, and rouge will *not* remove *rust*. Watch carefully and see if you are polishing on steel when the nickel is gone, or whether the rust has worked through the nickel. If the nickel has previously gone, all one can do is to remove the rust, and the polished steel will show, leaving an unnoticed difference in the general effect of a handsome new wheel. I have cleaned my wheel in this way for two years, and am as proud of its handsome finish to-day, as when it came from the factory. It only gets wiped off with a dry rag about twice a week, not expending ten minutes at a time on each occasion. When I find spots very bad, I put my pumice on them, and then go lightly over the whole wheel. In this way you will never feel that a nickel wheel entails any trouble, and one will have a beautiful object to look upon. One's friend's black wheels go bespattered and grey, and because they are black the spots pass unnoticed. It's like wearing a black shirt, — a white one shows when it needs washing, a black one fools the easy wearer into thinking that his friends will take it for clean.

I am glad to see that the ladies' column is being appreciated, as it will tend to bring forward comments from the *gentler* sex, and help advance cycling. I trust at some near date to have the pleasure of forwarding two cold dollars for the application of Mrs. Six-twenty-four to the fold. No. 624.

BALL HEADS.

EDITOR BULLETIN: — We have noticed recently in the columns of your paper, that some of your English correspondents disagree with me in regard to the advantages and disadvantages of certain specifications in bicycles and tricycles, which were my candid impressions, obtained from examining them while in England, and which I gave to the papers upon my return.

Now I do not intend to go into a lengthy warfare over the merits or demerits of any specification of any particular machine, for I believe that every one has a right to his own opinion; and while it may be that I differ from such writers, I do so for the simple reason that I do know to a certain extent that which is best suited for American roads and riders, gained from an experience of eight years as a rider and four years as the manager of an importing firm.

It appears to me that your correspondent believes that I gave the American public an erroneous opinion regarding certain so-called improvements, and in justice to myself I claim the right of proving the truth of my statements.

In the first place I wish to quote the following from my report to the *Boston Herald* on the subject of ball heads: —

"The subject of ball heads was being agitated, but from what I could discover none had appeared as yet that had proved to be specially valuable. They were introduced last year, and were found to be rather a taking attraction, but beyond an advertisement no good results were obtained. I went into the matter as fully as possible, and almost without exception every manufacturer that I saw remarked that in the first place the ball head was entirely unnecessary, and it only made the machine more complicated, thereby adding a greater risk of broken parts; and even if it did work well there was not the slightest advantage over the thoroughly well made cone head of the present time. The English manufacturers have found that it is well to adhere to the old rule, viz: 'If you have a good thing, hold on to it.' . . . To be sure, they say we must improve our machines every year and add some attractive selling feature. Yet if we have any doubt, we cannot afford to make our machines and run any risk, because one novelty would prove useless and would ruin our reputation, so it is better to go slowly."

The above opinion was obtained after looking into the matter as carefully as possible, and I am more than ever convinced that they are quite true. I do not mean that the ball head is not, or will not ever be a good thing, but I *do* mean to say that in my humble opinion the ball head has not reached that stage of perfection necessary to have it attached to a bicycle for use on American roads.

I have seen one or two ball heads which I think are very good indeed in principle, but they have only been tried a very short time, and in the present state of affairs it would be unwise to have it fitted to a bicycle without being properly tested. One thing that the English writers must recollect is, that England is a very small country, and that a rider buying a machine with a ball head can have it repaired with comparatively little difficulty, no matter where he may be; while in America, the repair shops being few and far between, it is a very different affair.

I admit that when the ball head has reached its state of perfection that it will probably be attached to bicycles in some form or other, but not believing it to have reached that state, I do not think that I can be blamed for keeping on the safe side of the line, but I also note that two of our largest manufacturers are on the same side with me.

I notice also that in a recent edition of your paper that another writer takes me to task for my opinion on the bearings on a tricycle axle. In his opinion four bearings are what is needed.

In this matter I quote as follows: —

"In conversation with a number of riders in London one night, I found the general opinion seemed to be that the weight of the tandem at the present time would be increased rather than otherwise. From what I could learn, it seems that a great many axles have been breaking, which is due to the fact that the riders wanted light tandems, and insisted upon it. This the manufacturers would not do unless they took the responsibility, and they took it, as well as the consequences. It is impossible for one to realize the tremendous strain to which the tandem is to be put, and I believe that in making this style of machine that *strength and durability* are more to be thought of than weight. A number of makers are putting four bearings on the axles, but I do not think that this is nearly as good as two, providing you can get your axles to stand. With the four bearings it will certainly not run as easily as two bearings; although it may strengthen the axle to a certain extent, it will take much less strain to throw the four bearings out than if there were only two. I think that two bearings placed somewhat further apart, say about eleven inches instead of five, as before, would divide the strain without any increased friction." In proof of this opinion I wish to state that out of the many tandems which my firm sold last year, we did not have one axle break.

It is all very well for some one to look over the trade in England and state the novelties which appear, and give his opinion of them; but I think that if that individual had to buy all of these novelties and sell them again, he would have rather a greater task on his hands than he had imagined, and I am inclined to believe that he would think that my "impressions" were not quite so bad, after all.

As I stated in the beginning, I have not written this for the purpose of entering into a controversy with your esteemed correspondents across the water, but simply in defence of my own opinions, and should any one else not agree with me, I bid them welcome to their ideas, but at the present time mine remain unchanged. H. D. COREY.

BOSTON, MASS., March, 1, 1887.

KARL KRON'S BOOK.

EDITOR BULLETIN: Though two paragraphs in the *Wheelmen's Gazette* of March refer readers thereof to my monthly report of progress "in another column," the report itself had the ill-luck to get crowded out. Hence I should like to say to League men, through your columns, that the main text of my book (800 pages) is actually printed; that 64 pages of Preface, Table of Contents, and Indexes are in type; and that the general index of 16 pages is yet to be compiled.

I intend to date the book on April 19, which will be the fourth anniversary of the fated day I conceived the notion of it; and cash orders for the "autograph editions," at $1.50 each, will be accepted until that date, though all later purchasers will be charged $2. "May 4" is the day I now hope for as seeing the volume actually completed, but I don't know how severe a task the preparation of the "general index" may prove to be. For six weeks, now, I've been trying to resume work on the "last three quarters of it"; and I have n't advanced a peg! Let me hope that the weeks just ahead may show a better result of "trying."

League men who have lost all patience with my apparently never-ending delays, are respectfully reminded that the 880 pages of "XM Miles on a Bi." will contain 657,000 words; and that if sold at the same rate as the 300,000 words of "Gen. Grant's Memoirs" (2 vols., 1,232 pages, $7), its price would be $1.5 a copy. Though my words may not be valuable or interesting, I have at least dragged a good many of them together.

KARL KRON.

WASHINGTON SQUARE, N. Y., March 26, 1887.

CYCLETS.

HAIL, April 1.

NOW get ready to ride.

SCRUB up the wheel, oil the bearings, and go upon the road.

FAST DAY opens the season in Boston, and sees southern cities well into the riding season.

1887 will see more variety in machines than any previous year has given us.

THE old forms will be inconspicuous, and clubs on the road will present a better study of wheel architecture than ever before.

PERHAPS another year will see us settled down to one particular form, but this year wheelmen will be experimenting.

THE tandem is to be more popular than ever, and when the tandem comes we shall be sure to see the ladies in greater force.

GASKELL has joined the forces at the Pope Manufacturing Company's. He will be the company's salesman. His many friends will be glad to see Herbert in his new place.

WHEELMEN want all the time they can get during the riding season, and it is therefore with some degree of satisfaction that they remember that the six weeks that are Lent are in the months during which we cannot ride.

MR. LAMSON, of badge fame, is reported on the Pacific Coast receiving attentions from Los Angeles Wheelmen.

THE Bay City Wheelmen, of San Francisco, have called a century run for next Sunday. The weaker riders will have an hour's start.

THE American 'cycling team, Woodside, Morgan, and Temple, were at last advices sojourning at the residence of Woodside's father, Dunduan House, near Coleraine, Ireland.

ENGLISH ladies who have heard of the success of the North Shore tour which the Massachusetts ladies have conducted the last two years are talking of organizing a tour to the Lakes of Killarney in Ireland.

THE Citizens' Club of New York now boasts one hundred and twenty-five members. "Smokers," receptions, and social gatherings have kept up the interest and enthusiasm of the members during the winter months, and with the opening of the riding season club matters are booming.

THE Gormully and Jeffery Manufacturing Company write us as follows: "We have entered suit against the Pope Manufacturing Company for infringement of our Smith ball-bearing and Lillibridge Saddle patents."

THE last pages of the New York Road Book are in the printer's hands. The index has references to 1641 towns.

THE Gormully and Jeffery Manufacturing Company is out with its catalogue for 1887. It has the same tasty cover as the catalogue of last year and contains a full description, with cuts, of the machines made by this company.

A FORMER member of the Ramblers is said to have given utterance to the following, when he heard that the races were postponed: —

Oh; ye gods, for a gold medal!
Must I always race in vain?
For when I get a soft snap,
Why, bless me, it must rain.
— *Oakland Enquirer.*

IN building their new club house the Philadelphia Club did a thing that will bear imitation. They made especial provisions for the accommodation of the ladies, and now they may have social gatherings in which the fair sex may join and share the benefits of the new house.

THE Cambridge Club men have kept in training all through the winter, and expect to show to advantage on the road the coming season. Their particular kind of training has been in the festive dance halls, and it is said that the more enthusiastic dancers have to keep in the affections of at least three young ladies, for no one young lady could stand the wear and tear incident to six nights a week in the ball-room.

IN two successive afternoons at the middle of February, Karl Kron pushed his bicycle straight away for fifty miles, over the ice, snow, mud, and slush, from West Springfield, Mass., to Meriden, Ct., where a heavy rain forced him to abandon the idea of wheeling another hundred miles to New York. This excursion was designed as a relief for "six weeks' steady indexing, which completed all the 'X. M.' indexes but the last." — *Gazette.*

THE interstate commerce bill is a bitter pill for the League. No reduced rates to St. Louis is now the prospect before us. No reduced rates means reduced attendance. If we were in the tight little island we might go on our wheels, but we can't ride a thousand miles, you know.

MASSACHUSETTS men will go to the meet at St. Louis in a special car. At Rotterdam Junction the New York contingent will be taken up, and then the train will move along, taking up new recruits at Buffalo, Cleveland, Springfield, and Indianapolis. They do say that a band will be taken on during the journey. Truly there will be music at St. Louis.

GEORGE M. HENDEE writes from the West that he has struck something vastly more profitable than racing, and will not train for any tournament this year unless a change comes over the spirit of his dreams. He had been "on the road" in the commercial traveler's sense just twenty days at the time of writing, and had booked *bona fide* orders for 1200 Springfield roadsters. This is the Yost & McCune wheel, invented and perfected at Chicopee and made at Worcester. Hendee has shown this machine through Pennsylvania and beyond, and everybody was "taken" by it. If his rate to the trade is $50, his sales in three weeks aggregated $60,000 at least. — *Republican.*

CHIEF CONSUL DUNN, of Ohio, has been visiting in Florida. We shall hear, at St. Louis, whether shooting alligators or knocking oranges off the trees was the more attractive sport.

THE Cambridge Bicycle Club held its annual dinner on Thursday evening of last week. A very large number of wheelmen, members of the club, sat down at Young's and discussed the liquet. President Hayes presided, and a number of informal speeches were made at the close of the feast by invited guests and members. Representatives were present from the Roxbury, Boston, Somerville, and Chelsea Clubs.

THE consideration in selecting the ticket ought not to be so much the personality of the candidates as their loyalty to the League. The meeting in May promises to be tempestuous, and those who wish to see the strongest and best friends of the L. A. W. in power, those who have had no connection with rival organizations, will see that their votes are cast wisely, as with the A. C. U. and the Aaron faction blazing away at the grand old League ship she needs loyal sailors aboard. — *Spectator*.

CONGRATULATIONS are in order. Gentlemen, here's to Colonel Pope, of Boston, and George D. Gideon, of Philadelphia; may the two boys be endowed with all the grace and beauty of their respective fathers, and may they win to themselves by their sterling good qualities as many friends as those fathers now can boast. Drink heartily.

THE annual meeting of representative members of the American Cyclists Union was to have been held at the United States Hotel, Boston, last Saturday forenoon at 11 o'clock, but only four members being present, the meeting was adjourned until 3 o'clock, in hopes that a quorum would report. According to the constitution, ten members must be present to hold a meeting. The afternoon session was equally as fruitless as the forenoon, and an adjournment was had, subject to the call of the president and secretary.

IT is rumored that a Victoria "six-in-pedal" will come to Boston.

C. P. DANIELS is training Rhodes at the Y. M. C. A. gymnasium for the 100-mile road race at St. Louis in May. Rhodes is in better condition than ever. He weighs 180 pounds, and will begin regular training on the road about April 1. He has already ridden about 400 miles this year.

THE Columbia tandem has been tried on the road several times within the last week, and it is pronounced a great success.

PHILADELPHIA riders have been enjoying the early riding season for some weeks now. The park roads are reported in good condition, and the Lancaster pike is all that could be expected at this time of the year.

MR. GEORGE H. DAY was, on Friday of last week, elected president of the Weed Sewing Machine Company of Hartford. Mr. Day began his connection with that company as assistant secretary, and was subsequently elected to the full office, which position he held for eight years. For the past six years he has been manager of the bicycle department, and three years ago was chosen treasurer.

MR. W. C. HERRING, of the Ixion Club of New York, arrived home last week from a two months' southern trip. He is making preparations for his departure for Japan, which will be made between the 1st and the 15th of April. He will journey to San Francisco by rail, sail to Yokohama, spend about two months in Japan, and return home *via* Europe, making a somewhat extended stay in London. Mr. Herring will ride a tricycle, and will take a camera along.

HERBERT W. GASKELL, for six years with the Coventry Machinists' Company of England, and for the past three years its American representative, has connected himself with the Pope Manufacturing Company as head salesman. Mr. Gaskell was born in Liverpool twenty-seven years ago, and graduated from Liverpool college He is popular, and celebrated in cycling circles on both sides of the water. Among his achievements are: The English one-mile amateur championship of 1881, the two hundred-yard finish in handicap races, and as the hero of the Springfield tournament of 1883. Mr. Gaskell is the second English wheelman who has given up selling foreign made machines upon American soil, and is attending to the interests of Yankee wheels in Yankeeland.

MR. A. M. HALL has withdrawn from the firm of Howard A. Smith & Co., and assumed the management of the H. B. Smith Machine Company's branch house at No. 115 Liberty street, New York City, where he will carry a large stock of Star bicycles and woodworking machinery. Mr. Hall has associated with him C. W. Higgins, formerly of the works at Smithville, and both will be glad to see their friends at all times.

OUR thanks are due the Scranton Club for an invitation to the Thomas Stevens reception, lecture, and banquet on April 12.

A LUDICROUS scene is described in an English paper. A club had called a run to a certain village in which from past experience they knew provisions to be scarce. In order to be prepared they carried suspended from their handle-bars some meat, which being scented afar by dogs caused them to be followed by a troop of canines, making things as unpleasant for the riders as it was amusing for the people along the way.

A MRS. GOWAN has started on a tricycle tour from Perth to London. She carries an eight-months old baby with her.

THE C. T. C. *Gazette* costs the club £1,600 a year, and comes out but once a month.

ENGLISH wheelmen are just now talking about the ride of James McIntosh from Dundee to London. This ride becomes marvellous when we consider that the rider has lost both legs. The machine was an old Excelsior rear steerer with three unequal size wheels, and fitted with hand levers. He was twenty days making the trip, and he arrived in London in fine condition. As he is in somewhat depressed circumstances, the *News*, which has a picture of rider and machine, has started a subscription in his behalf.

A STRING of a dozen tricycles, each engineered by a miss of not more than fourteen years of age, was seen encircling one of the blocks east of Broadway. "Yes, this is a tricycle club," said a modest and pretty child who was asked the meaning of the procession. "We have nearly forty members. Most of us live in this part of the town, and some of us are out riding every afternoon. The club has no name yet." And with this information she started vigorously in pursuit of the rest of the machines, which had kept steadily on their way. It is a pretty and healthful sport for girls. — *Oakland (Cal.) Enquirer*.

EXPERIMENTS were made last week at Puteaux, near Paris, with the steam tramcar of M. Trépardoux, and with a steam tricycle of the same inventor. In both cases the motor is placed on the vehicle itself, thus increasing by its weight the adhesive power of the wheels, and facilitating the ascent of steep gradients. The complete tramcar weighs 8 tons and carries 48 passengers. The steam tricycle weighs 150 pounds, and on a level road attained a speed of twelve miles an hour. — *Industries*, 18th February.

LAST Saturday evening (18 March), while riding up Mahoning street on his bicycle, Frank Meyer was driven into and run over by two men in a heavy one-horse wagon, the wheels going over his left leg and arm, and the steering bar of his machine; but luckily, the ground being soft, both rider and machine escaped with little damage As the collision happened within nine feet of the right-hand curb-stone and to the right of the beaten track, the cyclist was clearly entitled to the right of way. A warrant for the arrest of the parties was sworn out, and they will be prosecuted to the extent of the law. — *Canton Roller*.

THE question of hats has been disturbing us now for nine long years, and though we fancy we have discovered the most suitable for all-round work, we are not sufficiently convinced to persuade our readers to give up all other styles and follow our example. The polo, in 1878, was, of course, the only cap suitable for cycling, everybody wearing it, from the silver-braided clubman down to the despised — at that time — unattached. It was fairly comfortable when it had not been soaked through many times, but the wearer of it never felt comfortable in it unless he also wore the knee-breeches and tightly-fitting jacket which accompanied it when on the machine. The straw was our next venture; this, on a hot day, was deliciously cool and comfortable, and, judging by other men's appearance, looked well; but alas! in wind or rain, the wearer was the most unhappy being imaginable, the former delighting to curl itself around the brim and take its victim far, far away; the latter persuading the fast color of the ribbon to run to any extent into the plaits of straw, and make the "tile" sodden and heavy. The jockey cap, we are glad to say, never played a part in our experience. Then came the cricket cap, which was decidedly comfortable, but which looked hideous on the wearer when off a cycle, and diminished in size after a wetting or two. Now we have reached the Scotch travelling cap, or whatever it is called, with a soft brim or peak back and front, which pleases us mightily; for we think it comfortable, quite sensible looking enough for touring in, or when wearing trousers, and without many of the disadvantages enumerated above. We may be mistaken, but we think we have found the rational head gear at last. — *News*.

THE manager of the Coventry Machinists Company, writes us: "The Coventry Machinists Company, Ld., find that rumors are being circulated to the effect that they intend entirely withdrawing their United States agency. Such statements are unauthorized and inaccurate, and are calculated to do them considerable injury. They therefore wish to assure their numerous friends and customers that any fresh arrangements that may be entered into at the end of the season will be with a view of extending and increasing their trade in the States, and the numerous admirers of the club machines may rest assured that they will at all times be able to procure not only the latest patterns of these world-renowned wheels, but also any parts of them which may be required."

JUST before going to press, we received this telegram from the chairman of the Uniform Committee: "Expect full report from Uniform Committee next week. Cloth now in process of manufacture. Specially made for the League. Contract will be awarded for manufacture of suits by April 15. Orders for uniform will be received after April 20.

MR. AARON accepts the issue, and so far as he is concerned, we shall have no mail vote.

MARYLAND DIVISION.

A MEETING of the Maryland Division L. A. W. was held on Wednesday, March 23, '87, at the Maryland Bicycle Club, Baltimore.

The meeting was called to order at 8.30 P. M., with over one hundred members present.

Chief Consul Bartlett stated that the principal objects of the meeting were to nominate officers for the ensuing year, to map out the details of the annual division meet, and to consider the advisability of appointing an official organ for the Maryland division.

On motion, a committee consisting of the present Board of Officers, and one member from each club, was appointed to take charge of the division meet.

The following is the committee: Messrs. I. Kemp Bartlett, Jr., R. M. Lockwood, C. W. Abbott, S. T. Clark, W. L. Seabrook, G. F. Updegraff, H. W. Barrington, and H. E. Brown, of the Maryland Club; C. R. Eisenbrandt, of the Centaur Club; J. W. Eberman, of the Rambler Club; A. E. Mealy, of the Baltimore Club, and C. W. Zerkle, of the Alert Club.

On motion, a committee of three was appointed to consider the advisability of selecting a paper to be the official organ of the Maryland division, and to report at the next meeting. The chair appointed Messrs. R. M. Lockwood, C. F. LeCato, and W. T Norris on the committee.

On motion, a committee of five was appointed to make nominations for officers of the Maryland Division for the year 1887. After an intermission of ten minutes, the committee reported the following ticket: Chief Consul, J. Kemp Bartlett, Jr., of Baltimore; representatives, C. W. Abbott, of Baltimore; Geo. F. Updegraff, of Hagerstown; and W. L. Seabrook, of Westminster.

The secretary-treasurer was instructed to have ballots printed, and mailed to each member of the division. On motion, the meeting at 11.30 adjourned.

R. M. LOCKWOOD,
Sec.-Treas. Maryland Division.

INVITATION FROM OTTUMWA BICYCLE CLUB.

OTTUMWA, IOWA, March 28, 1887.

To the Members of the Iowa State Division:

I am requested by the Ottumwa Bicycle Club to extend to all Iowa members an invitation to join us on our trip to St. Louis, leaving Ottumwa Thursday, May 19, P. M., arrive in St. Louis, Friday, A M. All wheelmen contemplating going are requested to let us know as early as possible, previous to May 15, as we are securing rates, and accommodation for wheels. Fraternally yours,

J. A. PALLISTER,
Capt. Ottumwa Bicycle Club

P. S.—Cut this out and paste it in your hat for future reference.

CAPT. PECK, of the Massachusetts Club, was bitten by a dog last week while riding a Safety. He says he shall carry ammonia after this. He tried the virtue of throwing stones, but his aim was not good enough.

THE OWL.

TENNYSON tells us that "in the spring the young man's fancy lightly turns to thoughts of love." That may have been the case forty years ago. Nowadays the average young man spends the time trying to discover whether he will be able to get a new wheel, or be forced to ride his old one for another season.

HE had just turned down the lamps on the tandem, so that the light might not prove annoying, and taking his seat upon the grass beside his fair companion, he said, "My precious sweet, life lingers to me as a petunia streaked with the glorious golden fretting of a soul which knoweth no love, so" —— "Oh, Henry," said she, "how you *do* smell of oil!" Moral: Don't make love and tend lamps simultaneously; one or the other is bound to be a failure.

THEY are going to bring out a new bicycle, called the "Boston." It is intended to meet a long-felt want on the part of that class who decry Sunday riding. It will be intended solely for riding during Lent. In honor of this and its name, it will be equipped with ball bearings of a "fish" pattern.

THE club cad thought that as his father, who had made a fortune out of tobacco, had a motto upon his carriage, that he too ought to have one upon his wheel, so he applied to the college member for some appropriate latin inscription, but he did not adopt the one the college man offered. It was *quid rides*. He thought it would be too personal when ignorant readers mistook it for English.

THERE ought to be laws enacted forthwith making any citizen holding or owning stock in any company whose affairs are regulated by Congress and Legislature, ineligible to these law-making bodies. Nor should a congressman or legislator be allowed to be retained as counsel in any lawsuits whatever. His time belongs to his constituents as a law-maker, not a lawyer. These remarks are called forth by the recent appearance of no less a person than the President of the State Senate of North Carolina, in the dual role of presiding officer of that body, and a "lobbiest" against the attempts of the bicyclers to get justice against the Wilmington and Coast Turnpike. When a president will vacate the chair of a State Senate to become a lobbiest and defender of corporate monopolies, with which he may be allied, it seems, indeed, time to cry halt.

DR. W. G. KENDALL, of Boston, is known throughout the United States wherever a camera or a cycle has an amateur proprietor. Probably no less famous is the doctor's bulldog Bess, a handsome creature, with the wickedest eyes that ever twinkled. When doctor and the fair Bess were yet but upon speaking terms he thought to immortalize her beauteous form and face in a photograph, as it is now the fashion to do with all famous beauties. Having tied Bess to the leg of an arm-chair, he adjusted the camera, arranged his curtains, and, with the cord which governs the instantaneous slide in his hand, he cast an admiring glance upon the now interested Bess, and prepared to complete the job. But he did n't. Incautiously, from sheer force of habit, he lifted his forefinger, and pointing it at Bess, was just going to tell her to keep her eyes fixed upon a sign on the wall which read, "Terms: cash," when the proceedings were rudely interrupted. Bess mistook this friendly caution for a gesture of defiance, and, snapping the cord that bound her to the chair leg, went for the doctor with all the impetuosity of a fighter, which her blue-blooded ancestory entitled her to claim. When the janitor had argued with the irate Bess with all the convincing logic contained in an iron poker, the doctor climbed down from the mantel, pinned up a rent in his knee breeches, and, limping to his desk, struck the word "dogs" from the list of subjects to be photographed in that atelier. Photographically, the canine no longer charms him. The most seductive pug that ever shed tears down the back of his own neck delights him not, and he greets the humbler members of the family, especially bulls, with the coldest disdain.

FROM a highly interesting letter read from "Senator" Morgan, I am informed of the rejoicing that has everywhere taken place through Ireland over the landing there of the American racing team, which culminated in bonfires, speeches, toasts, etc., at the home of W. M. Woodside, at Coleraine. It is at such "Coleraine elbow" affairs that the "senator" most enjoys himself, and proves worthy of the title he bears.

THE Manhattan Athletic Club, the oldest, foremost, and most famous of all the athletic organizations now springing up throughout the country, is the first to recognize the quality of wheelmen, and L. A. W. ones especially. I understand that they contemplate making some concessions to both these to induce them to share in the splendor of their Fifth Avenue clubhouse. You will shortly receive a fuller and more official outline of this plan from the club itself.

THE Ixions' new uniform, after about two weeks' sorting over of samples, etc., seems to have gone the way that every other contract goes, where quality is the most desired adjunct. Frank White has gathered it in for Spalding.

I DID N'T know that one ever got as bad a dose of fever the second time as the first; but in my case I am worse smitten with the riding fever this year since I ordered a bicyclette than I was at any time during the four years I rode day and night. Now, after two years' cessation from riding, I find myself, like in days of yore, watching each day the weather, and counting those lost that I cannot ride. I am with all the other prophets in their predictions that this is going to be the greatest year of cycling; it surely is, as far as I personally am concerned. THE OWL.

MR. WILSON REPORTS.

MR. A. J. WILSON has submitted a report on the papers submitted to him by Mr. Ducker. It will be remembered that Mr. Ducker announced last fall that such-and-such amateur riders were coming to America to compete at the Springfield tournament. The English papers, notably Mr. Hillier's paper, the *Bicycling News*, took up the statements of Mr. Ducker, and said that he had no authority for making them, and that the men never intended to come over. Mr Ducker offered to prove his utterances, and sent the letters to Mr. A. J. Wilson, as a neutral party. Mr. Wilson now writes: —

"I have examined a number of letters and telegrams forwarded to me by H. E. Ducker, and I hereby declare that I am satisfied, after reading the said documents, that the Springfield Bicycle Club and its officials had good and reasonable grounds for believing that the amateur riders who were named in the newspapers last autumn as being expected to race at Springfield, would actually do so. I declare that the statements contained in the *Wheelmen's Gazette* for October, 1886 (page 104), were true in so far as they concerned the possession of these letters from firms in the trade, undertaking to procure the attendance of certain amateurs for sums of money named and agreed upon with the Springfield club. I declare that, from my previous knowledge, some, at least, of the firms so bargaining were of a status and report sufficient to justify the Springfield Club in credibly accepting their confident assurances that they had the ability to carry out their bargains. The *Cyclist's* accusation of falsehood is thus disapproved.

On the other hand, I consider that the firms concerned assumed an unwarrantable degree of license in the matter, and were to blame for making bargains of the sort, which of my own knowledge I am aware, they could not be sure of carrying out, and which, in the event, they actually failed to carry out. None of the letters incriminate any of the riders named, there being nothing to show that they had been consulted in the matter."

ST. LOUIS.

JACK ROGERR has just resigned the general managership of the Meet, and all matters will now be conducted by a joint committee of nine. The work is well on its way to completion, financially and otherwise. Burley Ayers dropped down on us this morning, and will be urged to do the descriptive work on the official programme, which will certainly be issued May 1.

WE are having an interesting division election, there being two tickets in the field; both, however, booming Brewster for chief consul. The election of a secretary occurs in June, when J. A. Lewis will certainly be re-elected. Lewis was banqueted Friday evening by a few friends, and leaves us for a few months' sojourn on the Continent.

GREAT preparations are being made for the De-Soto run of next Sunday. The trip is only made about three times a year, and this time there will be an unusual number of tenderfeet on the run. Prof. Stone has charge of the run.

THE trade is looking up wonderfully, and Percy Stone has been obliged to increase his repairing force to keep pace with the rush. New mounts are seen everywhere, and the boys are gradually forsaking their heavy roadsters for lighter machines, and the latter will receive several thorough tests on the run of next week.

I AM boiling things down with a vengeance, but the crowded condition of these columns is the reason. PHOENIX.

THE CLUB.

CITIZENS' BICYCLE CLUB, New York. — Officers elected March 14: President, R. D. Cook*; vice-president, T. W. Hislop; recording secretary, H. A. Everett*; corresponding secretary, G. B. Fales; financial secretary, H. R. Church*; treasurer, F. H. Norris*; captain, W. M. Thiessen; first lieutenant, A. E. Edmans*; second lieutenant, H. P. Cole*; first bugler, F. H. Norris*; color bearer, H. R. Church; surgeon, Dr. J. W. Morris; trustees, J. W. Hislop, chairman; F. P. Edmans,* J. V. Wilson,* C. H. Gabeler, J. R. Mulliken; house committee, J. E. Miller, chairman*; C. H. Wall, W. M. Taylor. *Re-elected.

CENTAUR CLUB, Baltimore, Md. — Officers elected for 1887: President, Chas C. Gaskins; secretary-treasurer, C. L. Mitchell; captain, Fred A. Schwartz; first lieutenant, Fred B. Eisenbrandt; bugler, Frank J. A. Murphy; color bearer, E. B. Eisenbrandt.

DUTCHESS WHEEL CLUB, Fishkill, N. Y. — Officers elected: President, Herman Deane; vice-president, Wm. H. Dalson; secretary, Fred Wright; treasurer, Fred L. Rosa; captain, L. D. Fouquet; lieutenant, W. H. Dolson.

ALBANY WHEELMEN, Albany, N. Y. — Officers elected March 15: President, Chas. S. Shanks; vice-president, E. V. Denison; secretary-treasurer, H. Gallien; captain, R. Robe; first lieutenant, Wm. Houig; color bearer, T. H. Clemishire.

LOS ANGELES. — At a regular meeting of the Los Angeles wheelmen the following officers were elected: President, H. S. M. Judson; vice-president, W. W. Downing; secretary-treasurer A. E. Little; captain, R. C. Woodworth; first lieutenant, O. C. Smith; second lieutenant, H. C. F. Smith; bugler, F. E. Olds.

HARLEM WHEELMEN, New York. — Officers elected at annual election: President, J. B. Halsey; vice-president, F. L. Bingham; secretary, F. A. Ryer; treasurer, W. Zigalla; captain, E. J. Halstead; first lieutenant, Geo. R. Pearse, Jr.; second lieutenant, Charles Griffith; bugler, A. Ranchfuss; color bearer, F. A. Ridabock.

ROSELLE RAMBLERS, Roselle, N. J. — Officers elected ensuing year: President, H. R. Benedict; secretary-treasurer, J. L. Warner; captain, C. H. Joinet; first lieutenant, R. L. Stewart; color bearer, J. J. Howe, Jr.

WILKESBARRE CLUB, Wilkesbarre, Pa. — Officers elected for ensuing year: President, Professor W. L. Deane; vice-president, Dr. N. H. Young; secretary, Wm. R. Bowman; treasurer, G. G. Shupp; captain, C. E. Morgan; first lieutenant, E. N. Carpenter; second lieutenant, E. D. Myers; surgeon, Dr. F. L. Hollister; color bearer, H. D. Flanagan; bugler, A. E. Collamer; librarian, H. W. Blake.

BLUFF CITY WHEELMEN, Memphis, Tenn. — Officers elected for 1887: President, D. A. McComber; secretary-treasurer, C. J. Sherer; captain, O. C. White; first lieutenant, R. W. Slusser.

MARYLAND BICYCLE CLUB, Baltimore, Md. — Officers elected for 1887: President, H. E. Brown; secretaries, J. D. Lord, Jr., and I. C. Canfield; captain, I. C. Canfield; first lieutenant, I. N. Clark; bugler, J. S. Reese.

THE PATH.

LOS ANGELES, CAL. — Feb. 22, second annual race meeting of the Los Angeles Wheelmen.

Half Mile Open. — J. P. Percival (1), 1.37⅘; W. S. Wing (2), 1.40; P. L. Abel (3).

One Mile Club. — F. E. Olds (1), 3 40⅘; O. C. Smith (2), 3 43⅘.

Two Mile L. A. W. State Championship. — R. C. Woodworth (1), 7.03⅓; J. P. Percival (2).

Half Mile Club. — First heat, P. L. Abel (1), 1.42⅗; E. P. Woodworth (2). Second heat, P. L. Abel (1), 1.48⅘; E. P. Woodworth (2).

One Mile, boys under eighteen. — F. Pattison (1), F. N. Lewis (2).

Five Mile Open. — R. C. Woodworth (1), 17.50⅘; P. L. Abel (2).

One Hundred Yards Slow Race. — A. E. Little (1), 2.19; J. F. Plank (2).

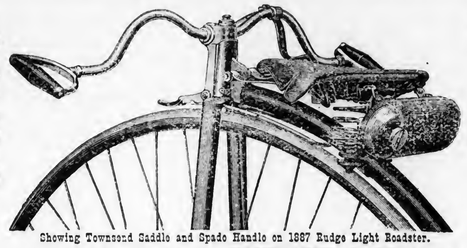
Three Mile Club. — O. C. Smith (1), 11.32; W. W. Downing (2); E. P. Woodworth (3).

One Mile for Stars. — A. E. Little (1), 3.45⅘; W. S. Wing (2).

Townsend * Saddle.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, $6.00.



Showing Townsend Saddle and Spade Handle on 1887 Rudge Light Roadster.

SPADE ♠ HANDLES.

More comfortable. Great power in hill climbing. Perfectly adjustable and detachable.

You are behind the times if you don't have them.

PRICE, $5.00.

To be happy, you must have your bicycle fitted with the TOWNSEND SADDLE and ADJUSTABLE SPADE HANDLES. To be obtained or fitted by any of our agents. ☞ See *inside of front cover.*

STODDARD, LOVERING & CO., 152 Congress Street, Boston, Mass.

NOTES AND QUERIES.

(5.) No. 9305 complains that he has not had fair treatment from the accident insurance companies. He writes that he was insured in two of them, and that he was crippled for life last July. He took a header and fell on his left arm, causing a double fracture of the elbow. He was confined to his house for six weeks and the best that he can do with the companies is to get an allowance for three days. This would seem to be a matter for the courts.

(6.) N. B. S. is quite right in saying that a publisher can compel a man to pay for a paper, if he takes it from the post-office, whether he has ordered it or not. His only recourse is to refuse to accept it at the office.

(7.) 3913 would like to ask of St. Louis riders if the roads thereabouts are good enough for the tricycle, and if St. Louis Wheelmen will recommend him to bring a three-wheeler to the Meet.

OFFICIAL ANNOUNCEMENTS.

CHIEF CONSUL WELLS REMOVED.

JOHN A. WELLS, Esq.,
Chief Consul Penn. Div. L. A. W.

Sir, — I hereby notify you that by virtue of the power vested in me under the by-laws of the League of American Wheelmen, I have and do hereby remove you from office as Chief Consul of Pennsylvania for malfeasance upon the following grounds, namely: —

1st. In that being Chief Consul of Pennsylvania, and Secretary *pro tempore* of said League, you received official papers and refused and neglected to deliver them to your successor as Secretary, but turned them over to the committee of an adverse faction inimical to the Executive Committee and Board of Officers.

2d. In that being such Chief Consul you instigated, aided, and abetted, and are instigating, aiding, and abetting the circulation of scandalous, libellous, and false statements as to the conduct and motives of the Executive Committee of said League and of its Board of Officers at the recent meeting in January last.

3d. In that, being such Chief Consul and owing allegiance to said League you conspired with a certain official thereof, namely, Eugene M. Aaron, Representative and strove to procure the cancellation of advertising contracts for the BULLETIN, and the execution in the place thereof of contracts in your individual name for such advertising, thereby endeavoring to direct legitimate business from said BULLETIN and to injure and if possible destroy its publication.

4th. In that being such Chief Consul and owing allegiance to said League, and being in duty bound to aid and assist it, you attached by legal process the entire bank account and the office effects thereof at Philadelphia for an alleged claim for advertising commissions, payment of which had not been refused, to an amount largely in excess of said supposed claim, with the object of hindering, harassing, and annoying the Executive Committee and officers of said League, and by such unjustifiable duress of compelling payment of said alleged claim.

You are further notified that I have appointed as Chief Consul of Pennsylvania in your place, George A. Jessup, Esq., of Scranton, and you are hereby directed to turn over to him all official books, papers, and other property in your possession or under your control.

Yours respectfully,
N. M. BECKWITH,
President L. A. W.

NEW YORK, March 24, 1887.

APPOINTMENT FOR PENNSYLVANIA.

HAVING this day removed Jno. A. Wells from the office of Chief Consul L. A. W., for Pennsylvania, for causes set forth in my announcement to appear in this issue of the BULLETIN, I therefore declare said office vacant, and appoint to fill the unexpired term of said office preceding next annual election, Mr. Geo. A. Jessup, President of Scranton Bicycle Club, Scranton, Pa., believing that in the selection of the gentleman named I have the approval of the most loyal and thinking members of the Pennsylvania division.

Fraternally,
N. MALON BECKWITH,
President L. A. W.

NEW YORK, March 24, 1887.

MR. AARON ACCEPTS REMOVAL.

EDITOR L. A. W. BULLETIN: — I am in receipt of a notification from the President of the L. A. W. removing me from the office of representative for Pennsylvania, to which I was appointed by him, and ratified by the Board last September. The truth of the charges on which this removal is based I emphatically deny; but so much has already been said *pro* and *con* on this subject that it does not seem to be worth while to renew the discussion at this time.

I have great reason to fear that, while my good name and future have been the targets aimed at, the good name and future of the League and of American cycling have also been seriously affected, and that already this bitter discussion has gone beyond the persons engaged therein, and has aimed a serious blow at the interests of the organization of which I was proud to be the servant for so long a time. This being the case, I have decided, much against my own personal interests, to drop the controversy where it now is, and to refrain from any further comments on the charges thus far made against me.

I have no desire to do aught to awaken factional feeling which will permanently injure the League, and I sincerely trust that all that I have so far said or written on the subject will be taken only as aimed, not at the organization or its motives, but at certain persons within its ranks.

Article I, sect. 1, sub-sections *b* and *c*, provide that the President "may at any time remove from office any member of the Board." The President is allowed to judge as to what shall constitute the "malfeasance" to be taken as a cause for the removal. It may be the organization of another association, as in M Ducker's case, or it may be removal from the State to be represented, as in the case of Mr. Wood. In both of the cases the President was upheld by the Board, so that the uselessness of an appeal to the Board must be apparent to all. As a new ticket is already two weeks in the field, and as I am, by my own request, left off that ticket, another good reason is apparent why I should refrain from putting the already overtaxed treasury to the expense of a mail vote. I trust that you will allow me the space to say the above to all League members, and to assure them, and Pennsylvania members in particular, that I am unwilling longer to be used as a bone of contention to the prejudice of the League. — Yours, etc.,

E. M. AARON.

PHILADELPHIA, PA., March 28, 1887.

APPOINTMENTS.

RHODE ISLAND. — Chief Consul Chase has appointed Chas. F. Gladding of Warren, a member of the Racing Committee, *vice* Geo. C. Newell, resigned.

COLORADO. — Chief Consul Lewis B. Johnson, has appointed hotels for Denver, as follows: The Albany, regular prices, $4, $3.50, $3; League rates, $3.50, $3, $2.50. Accommodations, first class. St. James Hotel (European), $1.50 rooms for $1: $1 rooms for 75 cents. Meals, 50 cents.

ANNUAL ELECTIONS 1887. NOMINATIONS.

VERMONT. — The Vermont Wheel Club of Brattleboro, nominates S. W. Kirkland of that place, for Chief Consul

CONNECTICUT. — Robert F. Way, of Hartford, is nominated by the Hartford Wheel Club for Representative, and not for Chief Consul, as stated in a recent issue.

NEW JERSEY. — Dr. Fred A. Kinch, Jr., declines the nomination for Chief Consul of New Jersey.

PENNSYLVANIA. — H. S. Wood, of Youngstown, O., requests us to withdraw his name as a candidate for Representative in Pennsylvania, and says he is a member of the Ohio Division.

PENNSYLVANIA. — The Mountain Wheel Club, of Philipsburg, nominates C. B. Holly, of that place, for re-election as Representative.

PENNSYLVANIA. — T. Houard Wright declines to stand as candidate for Representative.

VIRGINIA. — The Seaside Club, of Norfolk, nominates J. C. Carroll for Chief Consul.

MASSACHUSETTS. — Nominations for the Fourth District: F. P. Kendall and John C. Spiers, both of Worcester.

INDIANA CONSULS.

I HAVE appointed the following local Consuls for the year ending March 1, 1888: Crawfordsville, Harrie Pontious; Cambridge City, Frank Marson; Connersville, Will E. Heeb; Elkhart, Dr. A. F. Kelly; Frankfort, Charles E. Fennel; Fort Wayne, John M. Kuhns; Greenfield, W. A. Hughes; Greensburg, C. D. Tillson; Huntington, Ed. F. Price; Indianapolis, C. F. Smith; Lafayette, Frank A. Lewis; Logansport, J. F. Rittig; Muncie, J. C. Abbott; Madison, W. G. Hebert-hart; Noblesville, W. F. Dunn; New Castle, D. W. Kerr; Peru, Will F. Robertson; Roanoke, C. F. Crawford; Richmond, Irvin J. Gardner; Rushville, G. P. Davis; Shelbyville, George A. Powel; Sullivan, M. D. Crowley; Terre Haute, Fred Probst; Tipton, J. A. Gleason; Warsaw, Jacob Phillipson.

A. B. IRVIN, *C. C.*

CALIFORNIA DIVISION, CONSULAR LIST NO I.

FOR 1887-8. Los Angeles, E. S. M. Judson; Pasadena, George H. Frost; San Francisco (112 Golden Gate Avenue), Edwin Mohrig; San Mateo, D. F. Donnelly; Oakland, C. J. Krytser; Livermore, George A. Morrill; San José, R. G. Bailey; Santa Cruz, E. N Radke; Alameda, P. E. Haslett; Stockton, Ben B. Lyon; Sacramento, John Brenner, Jr.; Oroville, S. S. Simon. The above appointments are made for the year ending March 1, 1888.

ROBERT M. WELCH, *Chief Consul.*

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicant will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their ticket to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication you may look for your ticket.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 80 — Total 32.

BOSTON, March 28, 1887.

CALIFORNIA DIVISION — 1.

Unattached.
14032 Pomeroy, Herbert M., 853 So. Olive St., Los Angeles.

CONNECTICUT DIVISION — 2.

New Haven Bi. Club.
14017 Otrell, T. J., 272 Grand Ave., New Haven.
Pequonnock Bi. Club.
14033 Patchen, Henry J., 237 Warren St., Bridgeport.

INDIANA DIVISION — 2.

Bourbon Bi. Club.
14038 Yates, Jno. W., Bourbon.
Fort Wayne Bi. Club.
14039 McLane, C. J., 402 E. Wayne St., Fort Wayne.

ILLINOIS DIVISION — 2.

Unattached.
14018 Chenue, J. A., Chester.
14040 Lowenthal, Jos. B., 1829 Ind. Ave., Chicago.

KANSAS DIVISION — 1.

Unattached.
14034 Lindermuth, E. E., care Citizens Bank, Wichita.

MASSACHUSETTS DIVISION — 1.

Unattached.
14027 Pettingill, Frank H., cor. Walnut and Woodland, Newburyport.

MARYLAND DIVISION — 1.

Unattached.
14019 Martin, Thomas, Weatherdville.

MISSISSIPPI — 1.

Unattached.
14035 Brandt, Geo. P., Pass Christian.

MISSOURI DIVISION — 1.

Unattached.
14043 Loaderman, Wm. M., care Sells & Co., St. Louis.

NEW JERSEY DIVISION — 2.

Hudson Co. Wheelmen.
14021 Campbell, Wm. B, 328 York St., Jersey City.
Somerset Wheelmen.
14020 Paulison, Wm. H., Somerville.

NEW YORK DIVISION — 7.

El Bi. Club.
14042 Welch, Wm. Harris, Box 851, Canandaigua.
Unattached.
14047 Carter, Herbert D., Oswego.
14028 Flack, John E., Box 1567, Ithaca.
14044 Holborn, Lewis B., 234 W. 22d St., New York City.
14046 Pound, Hiram M., 49 Niag. Ave., Lockport.
14048 Rose, Irving J., Dutchess Junction.
14045 Williams, W. W., Groton.

OHIO DIVISION — 3.

Unattached.
14041 Applegate, Howard, Yellow Spring.
14042 Jacobs, T. V., " "
14023 Rockfield, Will S., 127 W. Mound St., Columbus.

PENNSYLVANIA DIVISION — 7.

Wilkesbarre Ramblers.
14029 Howe, Lyman H., 45 Orchard St., Wilkesbarre.
14030 Smith, Oscar, 38 So. Wash. St., "
14025 Coleman, J. Pressley, care Union Switch and Signal Co. Swissvale (Alley Co.).
Unattached.
14036 Gregg, Geo. M. (Chester Co.), Kenneth Square.
14037 Jessop, S. A. S., Kittanning.
14031 Thomas, Sam. R., Mockendauqua.
14024 Wolff, Bernard B., 1809 Vine St., Philadelphia.

VIRGINIA DIVISION — 1.

Seaside Bi. Club.
14026 C. R. Taylor, Norfolk.

RENEWALS.

No. 16. Total, 3.

BOSTON, MASS., Mar. 28, 1887.

MICHIGAN DIVISION — 2.

11427 Bryan, L. A. 11428 McConroy, J. A.

NEW YORK DIVISION — 1.

352 Pitman, W. R.

[The above renewals were sent in time but were omitted from previous lists.]

IMPORTANT.

The ***Grand Union Hotel***, opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

Advertisements will be inserted in this column as follows: $1.00 for four lines, first insertion; 50 cts. for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FOR SALE. A 52-inch Rudge Light Roadster. Ball pedals, in perfect condition. Price $90.00. Apply to Rudge Agency, 152 Congress St., Boston.

$100. 52-inch, 1886 Royal Mail, with Lantern and Bell, all in excellent condition. E. P. SHEPHERD, Passaic, N. J.

A BARGAIN. 57-inch Columbia Light Roadster. Full enamel, with Kirkpatrick saddle and ball pedals. Perfectly new. Price $115, *cash*. Address, W. F. SHERWOOD, Binghamton, N. Y.

FOR SALE. 48-inch Special Star, model 1886, all improvements, good condition, for best cash offer over $65, before April 8. Also, Kangaroo Safety, ball bearings all around, good condition, $60; same conditions. Address, "Bicycle," Box 59, Canton, Mass.

ONE 54-inch Standard Columbia, all nickel, but wheels; new nickel King of Road Lamp. McDonald cyclometer. Only, $90, *this is a bargain*. W. T. WILHELM, Reading, Penn.

FOR SALE. Two Rudge Humber Tandems, suitable for 52 and 54-inch respectively. Ball pedals, latest pattern, in good order. For particulars, apply at the Rudge Agency, 152 Congress St., City.

FOR SALE. 54-inch Expert Columbia 1886 pattern. Spokes enamel, balance nickel. First-class condition, only used two months. Price $120. Also, 52-inch Expert Columbia 1885 pattern, full nickel. Good condition. Price $95. Address C. B. CLARK, No. 25 Murray St., New York.

FOR SALE. — 45-inch American Pony Star, full nickel, very little used, as good as new, guaranteed in perfect order, Lillibridge saddle and coasting plate pattern of '86, price $75.00. A bargain. Address, T. G. RAWLE, Tallahassee, Florida. P. O. Box 178.

SPECIAL BARGAINS in New and Second-Hand Machines, prior to removal April 1st to more central location in Orange. Bicycles, Tricycles, Tandems, and Safeties. Send for list. Write to us what you want, *it will pay you*. L. H. JOHNSON, East Orange, N. J.

A FEW WHEELMEN can be accommodated with large, well-furnished sunny rooms, in immediate vicinity of Riverside and Central Parks (West Drive) and Boulevard. Half block from "L" Station. Excellent facilities for *storing wheels* ("Bikes" and "Trikes"). Breakfast if desired. Call or address H. W., 138 W. 104th Street, N. Y.

FOR SALE. — Royal Mail two-track Tricycle, 1886 pattern, in perfect condition, new last August; centre gear, ball pedals. Cost $175, price, $115. Address J. B. SEWARD, 31 Milk Street, Boston, Mass.

TANDEM. — A Rudge Humber Tandem, good as new, with ball pedals and Lakin cyclometer. Cost $270, price, $215. Address XXX, this office

FOR SALE OR EXCHANGE. — 52 Expert, '84 pattern, nickel and enamel. Needs new tires, and new rim for small wheel. Otherwise good for several seasons yet. $40.00 cash buys it, or will exchange for D. B. breech-loading shot-gun of good make, 12 gauge. Address, C. V. REID, Clarion, Pa.

FOR SALE. — $100, 54-inch Rudge Light Roadster, spade handles, Kirkpatrick saddle; Lakin cyclometer; run one season; scarcely any wear on either tire, perfect order. Also, for $120, 53-inch, 1887, Columbia Light Roadster, spade handles, never used. LOCK BOX, 202, Holyoke, Mass.

FOR SALE. — 52-inch Expert, '84 pattern, straight handles, ball pedals, originally full nickelled, wheels new enamelled, warranted sound except tires, which are considerably cut, but still serviceable; McDonald cyclometer. Best offer above $60 takes it. A. B. REID, Clarion, Pa.

SECOND-HAND BICYCLES WANTED for cash or in trade. Highest price paid. Give full particulars with your prices. Catalog free. GEO. W. ROUSE & SON, 25 G. St., Peoria, Ill.

BARGAINS IN SECOND-HAND BICYCLES. — 48, 50, 52, 54 and 58-inch EXPERTS; 50, 52 and 54-inch STANDARDS, etc. Also, 36 x 54-inch KANGAROO; excellent condition; $65.00. Second-hand sundries at less than half price. JAMES A. SPEAD, So. Newmarket, N. H.

BICYCLES FOR SALE. — Bicycles and Tricyles — all kinds, descriptions, and prices — from $15.00 upwards. Call and examine, or send for list to RUDGE AGENCY, 152 Congress St., Boston, Mass.

Bicycle Machinist Wanted.

To a competent man, a permanent position, and full charge of a large shop in New York City, will be given. Must be able to do all kinds of Repairs, Brazing and Lathe work. Address, stating terms, X Y Z, Bulletin Office.

The neatest and nobbiest line of

L. A. W. CARDS

ON RECORD.

Cabinet photographs of Thos. Stevens, Whittaker, Rowe, Foster, Crocker, Hendee, Crist, Rich, Nielson, Burnham, Adams, DeBlois, Frazier, McCurdy, Wood, Victor Team, and Willie Haradon. Send for sample cards and circular to

FRANK H. ROBERTS, Collinsville, Ill.

The Keystone Bicycle Saddle!

Improved for '87; fits any Bicycle. Price, $5.00.

— MANUFACTURED BY —

W. J. NEWMAN,

Member C. B. C. and L. A. W.

10 Brattle Street, Cambridge, Mass.

Cambridge Agent for New Mail and Springfield.

Agents wanted all over America. Patented.

STEEL BALLS FOR ANTI-FRICTION BEARINGS.
OF BEST CAST-STEEL.
HARDENED, GROUND, AND BURNISHED.
3-16" to 3" diam. Samples and prices on application.
SIMONDS ROLLING-MACHINE COMPANY, Fitchburg, Mass.

$3.00. $3.00.



TOULMIN'S BUFFALO BICYCLE SHOE

Is made of the Finest Kangaroo or Dongola, in any size or width and warranted superior to any Bicycle Shoe made.

Price, per pair, $3.00.

These shoes being laced to the toe, afford comfort to the wearer, in whatever position the foot is placed; and, also, are the most durable shoe made.

LIBERAL DISCOUNTS TO CLUBS

Ordering six or more pairs. Sent by express on receipt of $3.00, or by mail for $3.30. Send for circular containing prices of other shoes, and directions for self-measurement. Address,

W. B. TOULMIN,

152 to 160 Seneca St. - - BUFFALO, N. Y.

TWO LEADERS!

THE "NEW RAPID."

FULL ROADSTER, *50-inch, 40 pounds.*

LIGHT ROADSTER, *50-inch, 36 pounds.*

ROVER PATTERN SAFETY.

All with TRUE TANGENT WHEELS

THE "QUADRANT" TRICYCLES.

No. 8 FOR GENTLEMEN. No. 14 FOR LADIES.

No. 15 TANDEM,

For Two Gentlemen, Two Ladies, or Lady and Gentleman.

BICYCLE STEERING FRONT AND BACK.

You will do wrong if you order your new mount before seeing these machines or reading our catalogue, which illustrates and describes them and their IMPROVEMENTS FOR 1887.

SAMUEL T. CLARK & CO. - - - BALTIMORE, MD.

RECORD FOR ONE YEAR!

13,493 MILES ON A "VICTOR" IN ONE YEAR

Ridden by G. J. LOOMIS.

If you want a machine to get about on, and can't use wings, buy the next best thing,—a VICTOR. They do seem to get there. BICYCLES, TRICYCLES, SAFETIES. Catalog Free.

OVERMAN WHEEL CO., 182 to 188 Columbus Avenue, BOSTON.

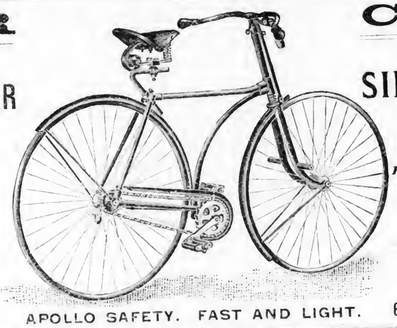
SINGER CYCLES.

BUY THE BEST!

The APOLLO LIGHT ROADSTER

Has a Ball-Bearing Head, Spade Handles, Detachable Bar, and Double Ball Bearings.

THE EASIEST RUNNING AND FASTEST COASTING MACHINE ON THE MARKET.



1887 CATALOGUES NOW READY.

APOLLO SAFETY. FAST AND LIGHT.

BUY THE BEST!

SINGER'S CHALLENGE

Is the Best Wheel ever put out at the price,

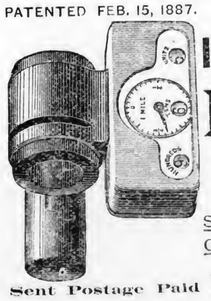
$105.00.

Balls to Both Wheels, Detachable Bar, Spade Handles. Weight of 50-inch, 40 pounds.

A Well-Built, Durable Machine. All Steel.

W. B. EVERETT & CO.,
Sole U. S. Agents,
6 and 8 BERKELEY ST. - - BOSTON.

PATENTED FEB. 15, 1887.



FOR THE NEW FOR

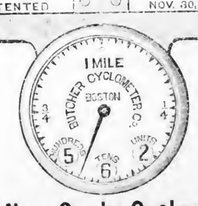
1887.—PATTERN—1887.

Butcher Cyclometer

NOW READY.

The Most Accurate, The Easiest to Read from the Saddle, and the BEST WORKMANSHIP ever put into a Cyclometer. Send for Circular to the

PATENTED NOV. 30, 1886.



Our New Spoke Cyclometer

SUITABLE FOR

Bicycles, Tricycles and Carriages,

Sent Post-Paid on receipt of Price,

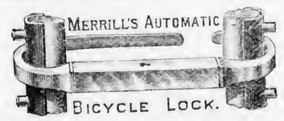
FIVE DOLLARS.

Sent Postage Paid On Receipt of Price,

TEN DOLLARS

BUTCHER CYCLOMETER CO.

6 and 8 Berkeley Street, Boston, Mass.



For locking Bicycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neat, compact and cheap. Weighs only 2¼ ounces, and length only 4 inches.

Dr. W. D. Ball, of Boston, writes: "I bought one of your locks the first of the season, and can say it is really the only lock on the market good for anything. I leave my bicycle anywhere and have never had it tampered with, and yet two bicycles have been stolen within a stone's throw of my office."

Can be had of any dealer in bicycles, or sent post-paid on receipt of $1.00.

MARLIN FIRE ARMS CO., New Haven, Ct.

For Sale, Cheap!

BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. P. O. Drawer 64.

STAR! ★ STAR!

NEW YORK HEADQUARTERS,

A. M. HALL - - - - MANAGER,

115 LIBERTY STREET.

BROOKLYN AGENT - - H. J. HALL, Jr.

Large stock constantly on hand to select from. Repair parts and sundries supplied.

H. B. SMITH MACHINE CO.

Works and main office SMITHVILLE, N. J.

SPADE HANDLES!

Handsomest, Strongest, and best Handles in the Market.

Only $3.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.

C. W. SPINNEY - - Fitchburg, Mass.

ST. LOUIS WHEEL CO.

Difficult Repairing a Specialty.

Enamelling, Nickelling, Etc. at Lowest Prices

LARGEST STOCK OF SECOND-HAND BICYCLES in the WEST. WRITE FOR LIST.

"In a word, a cycle bearing must be in that apparently paradoxical condition, at the same time *very tight* and *very loose;* that is, perfectly free to spin, and entirely rigid, allowing no shake in the parts."— *Victor Catalog.*

IT BEATS THE WORLD!

AND THE WORLD IS HARD TO BEAT.

1405 MILES IN 142 HOURS!!

Ridden by ALBERT SCHOCK, at Minneapolis, in competition with most of the great American professionals.

Mr. Schock writes:—"I am pleased with the Victor in every respect. I soon found it a vast improvement on all other wheels ridden by me."

Victor Wheels are built to ride. Bicycles, Tricycles, Safeties. Catalog free.

OVERMAN WHEEL CO. - - - 182 Columbus Avenue, Boston.

SEE HERE, GENTLEMEN!

THE RECORD CLAIMED BY THE ABOVE COMPANY REALLY BELONGS TO

THE AMERICAN CHAMPION.

It is true that SCHOCK started on their wheel, but it **BROKE DOWN,** and he rode two thirds of the distance on the CHAMPION.

How the above Company can claim that Minneapolis record of 1,405 miles, when they are well aware it is a **FALSE** claim, and mean fair, is beyond our comprehension.

Respectfully and sincerely,

GORMULLY & JEFFERY MFG. CO.

We make a specialty in

SECOND-HAND BI TRI CYCLES.

Have large stock, many as good as new. Enclose stamp for List.

PRICES LOW.

SOLE AGENTS

For New York for the celebrated New Rapids, Quadrant, Sparkbrook, and New Mail.

New York Bicycle Co.,

38 PARK PLACE, NEW YORK.

Send for Circulars.

SPECIALTY IN COLUMBIAS.

Second-Hand Machines

TAKEN IN EXCHANGE

For **COLUMBIA,** New Rapid, Quadrant, Sparkbrook, Star, New Mail, Facile, Rover, Humbers, or any other machines made

CORRESPONDENCE SOLICITED.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

(YOST & McCUNE PATENTS),

19 PEARL STREET - - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.

THE "NEW AMERICAN" TRICYCLE,

639 ARCH STREET, PHILADELPHIA.

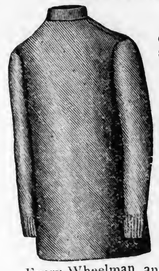
We make but one style of machine, and that the BEST. There are NO EXTRAS.

NO DEAD CENTRES. FULL POWER UTILIZED. CLIMBS ANY HILL.

The best machine for ladies, as there are no revolving pedals to catch the skirts. The only Tricycle that can be ridden equally well by lady or gentleman, grown person or child.

Jersey-Fitting Underwear Company.

We Call Special Attention to our



BICYCLE JERSEYS.

Long sleeves, standing collar. Laced front, long sleeves.

LAWN TENNIS.

Plain Colors or Stripped.

Long sleeves, standing collar. Laced front, long sleeves. Jersey jacket, a new thing.

YACHTING.

Long sleeves, low neck. Long sleeves, half high collar.

ROWING JERSEYS.

Low neck, sleeveless Low neck, long sleeves.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders, Arm Holes and Neck,** as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.

OUR BICYCLE FULL TIGHTS



Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.



BICYCLE KNEE TIGHTS.

Made same as full tights, to three inches below the knee.

TRUNKS



Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.

JERSEY FITTING KNEE PANTS,



Buttoned in Front, same as Pantaloons, without Certain Objections.

We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

LADIES' JERSEY FITTING TRICYCLE PANTS.

A NEW THING



These Pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.

Patented April 7, 1885.



TRADE MARK.

LADIES' UNION UNDER GARMENT.



We make the same thing for men, suited to outside wear, and of the same worsted as we use for Jersies and Tights.

Would like to have every Wheelman see these

JERSEY-FITTING STOCKINGS,

As we believe there is nothing better.

Send us your order for any of these garments, with your measure and a Post-office order for the same, and we will send by mail or express the garment ordered; and if you do not find them satisfactory, you can return them, and we will return the amount paid for them, or we will send them C. O. D., with the privilege of trying them on. Address,

HOLMES & CO., 17 Kingston St., Boston, Mass.

BROOKLYN RIDERS

TAKE YOUR WHEELS TO

SCHWALBACH & WILLDIGG,

PROSPECT PARK PLAZA,

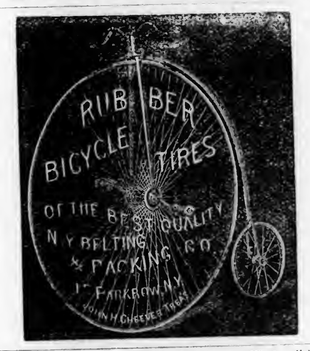
AND HAVE THEM OVERHAULED.

Call and inspect the

WHEEL OF PERFECTION, THE NEW MAIL.

REPAIRS.

☞ Send postal card and have us call for Repairs.



PATENTS secured on reasonable terms. Work reliable. Papers carefully and *legally* drawn. Special attention given to inventions in cycling by an experienced wheelman and League member. Write for particulars. N. L. COLLAMER, Patent Attorney and Mechanical Engineer, Room 47, St. Cloud Building, Washington, D. C.

BICYCLE AND GYMNASIUM GOODS.

THE KINGSTON KNITTING CO.

Mo. 27 Kingston Street - - - - Boston, Mass.

—)o(—

Manufacture from the Finest Worsted Stock all of the latest novelties in Jerseys, Guernseys, Knee Tights, Full Bodied Tights, Hosiery, etc., and make the Popular Colors—in Plain, Striped Trimmed.

We make a specialty in these **Garments,** and our prices are very reasonable. We refer to a large number of wheelmen, and who use our goods.

ORDERS SOLICITED.

L. A. W. TABLE.

Made of Georgia Mahogany.

Presenting the brightest and most attractive finish of any of the native American woods. No pains or money has been spared to make these tables the most attractive piece of furniture ever offered.

L. A. W. SYMBOL.

Finely painted, ten inches in diameter, making the handsomest Card Receiver ever offered. Read what they say of it:

The beautiful finish and fine appearance of these Tables render them so attractive that L. A. W. members must prize them, as both ornamental and useful.

(Sgd) AUG. H. HANSELL, Judge Superior Court.

The Georgia Mahogany works beautifully in all finishing work, and we should think that this Table would be very attractive for the L. A. W. members for whom it is designed.

(Sgd) A. P. WRIGHT & CO., Bankers.

Mr. W. F. Moss: It affords me pleasure to commend the beauty and strength of the L. A. W. Card Receiver manufactured by you. The bright and pleasing color will make it attractive to Wheelmen or any one else. Yours,

(Sgd) S. G. McLENDON, Rep. Thomas Co.

There seems to linger in the delicate and peculiar shade of Georgia Mahogany lumber, something of the rich sunlight that has fed it and nourished its sturdy growth. It would strike the eye of an artist anywhere, and it exquisite finish would rival the famed hard woods of the world. Mr. Moss deserves and should receive encouragement, he is taking the crude elements of our wealth and turning them into money.—*Thomasville Enterprise.*

Photograph sent on application. Every L. A. W. member should have one in his house or room, and every League Club should have three to ten in Club rooms. Special discount given where three or more are ordered.

PRICE $2.50. When five or more are shipped to one address, the freight will be just one-fifth of what it would be on shipment of one. Address

W. F. MOSS,

THOMASVILLE, GEORGIA.

BIKE DRY POLISHER. The plated parts of any machine kept polished like new with little time or trouble. Satisfaction guaranteed. Price, $1.00, by mail. Circular free.

E. TAYLOR & CO., Cleveland, O.

Patented 1881.

L. A. W. BADGES.

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle St., Portland, Me.

The Designer and Sole Authorized Maker.



Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges,** $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.

Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.



New Style H.

BROWNING, KING & CO.

406, 408, 410, and 412 Broome St., New York.



THE ONLY OFFICIAL CONTRACTORS FOR THE

LEAGUE ✲ UNIFORM.

LIST OF PRICES.

Plaited Blouse, $9.50; Knee Breeches, $6.00; Suit, $15.50. Regulation League Cloth, made by the Middlesex Mills, cost $2.00 per yard. League Buttons, large size, 5 cents each; small size, 2 1-2 cents each. Full set for suit, 55 cents.

TERMS.

All uniforms or parts of uniforms sent C. O. D., with privilege of examination. All orders for cloth or buttons must be accompanied by Money Order. Blank forms for self-measurement furnished on Application. Orders for L. A. W. Goods will be received at any of our branch stores, as follows:

136 and 138 Madison St., 144 to 148 Clark Street, 76 and 78 West Fourth St., Cincinnati, Ohio. } **CHICAGO, ILL.**

210 and 212 N. Broadway, St. Louis, Mo. Wisconsin and E. Water St., Milwaukee, Wis. 910 and 912 Chestnut St., Phila., Pa.

All orders must be accompanied by League number.

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OFFICIAL HANDICAPPER.

N. P. Tyler, M. D., New Rochelle, N. Y.

LEAGUE MEET FOR 1887.

St. Louis, May 20 and 21.

FRIDAY, MAY 20. — Board of Officers and general meeting.

SATURDAY, MAY 21. — Parade and Banquet.

CHAIRMEN OF COMMITTEES: — Finance — J. E. Smith, care Simmons Hardware Co.; Reception — Edward Sells, 105 N. 2d St.; Transportation — B. B. Ayers, 212 Clark St., Chicago, Ill.; Entertainment — George Boswell, 416 N. 2d St.; Programme — A. K. Stewart, 212 Pine St.; Tours and runs — L. J. Berger, Equitable Building; Parade — C. H. Stone, 310 N. 14th St.; Banquet — Geo. F. Baker, Turner Building; Press care — *Post-Dispatch*.

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B. B. Ayers, Tourmaster, Chicago; A. B. Barkman, Bookmaster, 608 Fourth Ave., Brooklyn, N. Y.; Geo. R. Bidwell, Chief Marshal, New York; Dr. W. G. Kendall, Marshal Eastern Division, Boston, Mass.; W. S. Bull, Marshal Middle Division, Buffalo, N. Y.; W. G. E. Peirce, Marshal Western Division, Chicago; N. L. Collamer, Marshal Southern Division, Washington, D. C.; Joseph Pennell, Marshal Foreign Division, London, England; H. D. Corey, General Agent, Boston, Mass.; Fred. Jenkins, Chief Quartermaster, New York; Edwin Oliver, Secretary, Chicago, Ill.

The following works are officially recommended by the L. A. W. Bureau of Information:

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, advertisements. Price, 15 cents. Address Pope Manufacturing Company, 79 Franklin Street, Boston, Mass.

L. A. W. ROAD AND HAND-BOOK OF CALIFORNIA (Official): — Officers, Consuls, hotels, and By-Laws of California Division. California bicycle clubs and officers. Issued in monthly parts. Part I now ready, bound in flexible cloth, 25 cents. Address J. W. Gibson, No. 612 Hyde Street, San Francisco, Cal.

L. A. W. ROAD-BOOK OF CONNECTICUT (Official): — In progress. Address Charles G. Huntington, Hartford, Conn.

L. A. W. ROAD-BOOK OF LONG ISLAND, with the best riding within fifty miles of New York City — very thorough. Three fine maps on one sheet folded in the book style of tabular form, same as *Pa.-N. J.-Md. Book*, bound in flexible cloth. Price, $1.00. Address A. B. Barkman, 608 Fourth Ave., Brooklyn, N. Y. For sale with Brooklyn and New York bicycle dealers.

L. A. W. HAND-BOOK OF MASSACHUSETTS (Official, 1884): — Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address H. W. Hayes, Cambridge, Mass.

L. A. W. ROAD-BOOK OF MICHIGAN (Official); with best roads of Ontario and through route from Chicago to Buffalo. Sectional and general maps; complete lists of Consuls, hotels, repair shops, and points of interest. Flexible leather cover. Free to Division members joining before April 1st. Price to L. A. W. members of other States, $1.00. For further information, address J. H. Johnson, 107 Spruce Street, Detriot, Mich. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

L. A. W. HAND AND ROAD BOOK OF NEW YORK (Official): — Two hundred pages, numerous maps, lists of Consuls, hotels, and repair shops, general information about the L. A. W. and N. Y. Division, etc., with complete indexes. Tabulated reports of 10,000 miles of roadway, extending east to Mt. Desert, Maine; west to Cleveland, Ohio; north to Quebec, P. Q., and south to the Natural Bridge, Virginia, and Washington, D. C. General description of local riding districts, and much other information of value to cyclers, bound in flexible leather. Free to members of the Division joining in the first quarter, charge 13 cents to those joining in the second quarter, charge 25 cents to those joining in the third quarter, charge 38 cents to those joining in the fourth quarter. Price to League members of other States $1.00 per copy. Ready for delivery in April, 1887. Address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

L. A. W. ROAD AND HAND-BOOK OF PA., N. J., AND MD. (Official): — Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, bound in flexible leather. A copy of the revised and enlarged 1886 edition was furnished *free* last year to every League member in Pennsylvania, New Jersey, and Maryland, who joined before April 1st. [This book is now out of print.]

L. A. W. HAND-BOOK OF OHIO (Official): — Compiete official lists of officers, Consuls, hotels, etc. General description of riding districts, fine large folding road-map of the State. Price, $1.00. Address Geo. S. Atwater, Massillon, Ohio.

ROAD-MAP OF CENTRAL INDIANA (L. A. W. Official), covering an area of 90 miles north and south, and 153 miles east and west, and showing the roads of the famous Crawfordsville record-breaking district. Contains list of Consuls and hotels, and shows location of all towns, railroads, etc. To be distributed to members of the Indiana Division on the same basis as the New York Road-Book is given to New York members, see above. Price, to other League members, 75 cents. Scale of nine miles to one inch. Address Josh. Zimmerman, Secretary-Treasurer, 37 So. Alabama Street, Indianapolis, Ind.

ROAD-MAP OF NEW JERSEY (L. A. W. Official): — Three parts, Northern, Central, and Southern, folded in stiff covers. Price, 50 cents each, or $1.50 for the set. Address E. W. Johnson, 212 Broadway, New York City.

ROAD-MAP OF OHIO (L. A. W.). See *Ohio Hand-Book*.

ROAD MAP OF BOSTON AND VICINITY (Warren's).

MARTINET'S ROAD-MAP OF MARYLAND: — Splendid work. Price, $10.00. J. L. Smith, as below.

COLTON'S ROAD-MAP OF PENNSYLVANIA: — Three parts, Eastern, Central, Western. Price, $2.00 per section. J. L. Smith, Map Publisher, Sixth Street, above Chestnut, Philadelphia, Pa.

ROAD-MAP (WHEELING CHART) OF SPRINGFIELD AND VICINITY. Address Henry E. Ducker, Springfield Mass.

IN AND AROUND CAPE ANN, bound in cloth; finely illustrated. The wheelmen's hand-book of Gloucester, Mass., and vicinity. Price, 75 cents. Address John S. Webber, Jr., Gloucester, Mass.

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS.— Sketches of cities, towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. Address George Chinn. Beverly, Mass., price 20 cents.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$1.75,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally coaching, training, or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, roller, and ice skating."

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$1.75*** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *Residence,* .....

City and State, ... *Date,* .....

REFERENCES: .....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

The OPPORTUNITY OF THE YEAR!!

CLEARANCE SALE OF HIGH ✣ GRADE ✣ WHEELS.

Having a limited lot of Second-hand Wheels, taken in exchange to accommodate our customers desiring different sizes, and many of them but very little used and good as new, also a very few entirely new Royal Mails of 1885 model, we have decided to close all out at reduced prices in order merely to make room for new goods. It will be observed this is not a sale, as is often the case, of old model wheels, out of style and heavy weights, but of late pattern Light Roadsters. Every one is fully guaranteed. The Royal Mails are too well known to need description: for a High Grade Light Roadster it has been at the Top of the List. This opportunity is a Rare one, and the wheels, now that the season is opening, will be quickly taken up. A Royal Mail, even though costing a little more than cheap made, out of style second-hand wheels, is worth more, and a better investment.

The ROYAL MAIL is too well known to need minute description. It has, as a Light Roadster for the past four years, been in the front rank, gained the prize for the greatest amount of road work in 1885, with 5,056 miles to the credit of one wheel, and has increased in popularity each year. We claim that no other in the market is of such first-class workmanship, and we think it is conceded to be the handsomest wheel.

1	48	Royal Mail	$90 00	16	55	Royal Mail	$ 75 00	30	54	Royal Challenge	$50 00
2	48	" "	85 00	17	50	" "	100 00	31	54	Standard Columbia	35 00
3	50	" "	95 00	18	56	" "	95 00	32	50	Woodstock	35 00
4	50	" "	90 00	19	56	" "	95 00	33	50	Champion	50 00
5	50	" "	75 00	20	56	" "	95 00	34	52	Premier	50 00
6	50	" "	95 00	21	53	Royal Mail Racer	75 00	35	52	American	30 00
7	52	" "	85 00	22	54	" " "	85 00	36	56	Expert	65 00
8	52	" "	95 00	23	54	" " "	85 00	37	48	Standard Columbia	40 00
9	52	" "	75 00	24	53½	" " "	80 50	38	48	Gooch	50 00
10	52	" "	95 00	25	54	" " "	85 00	39	51	Star	45 00
11	53	" "	95 00	26	56	Sanspareil	40 00	40	51	"	50 00
13	54	" "	95 00	27	56	American	50 00				
14	54	" "	95 00	28	56	Harvard	50 00	41		Kangaroo Safety	75 00
15	54	" "	85 00	29	54	"	50 00	42		" "	85 00

☞ Above Royal Mails are great bargains. They all have the tangent-tied spokes, and the wheels are as serviceable as new for use — in fact, many scarcely show any riding. Exchanged for different sizes. They will soon be taken up.

WE ALSO OFFER TO EXCHANGE

NEW ROYAL MAILS for other wheels on very low terms — in fact, at such terms as we would not entertain later. This is a splendid chance to wheelmen to exchange their old wheels for a Superb Light Roadster. Send description of your old wheel, stating size, etc., wanted, and valuation of your wheel. Send at once.

WILLIAM READ & SONS,

107 Washington St. - - BOSTON.



We didn't have as long a line of wheels last year as we have this, but we received the

FIRST AWARD

AT THE

NEW ORLEANS EXPOSITION

just the same, and all the well-known makers were represented there, too. There is no getting away from the fact that our machines, both in material and finish, take the lead, and it doesn't stretch the buyer's pocket-book all out of shape to get one.

'87 CATALOG NOW READY,

AND WILL BE MAILED ON APPLICATION.

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THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN: PUBLISHED WEEKLY: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA:

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, APRIL 8, 1887. | VOL. IV. No. 14. WHOLE NUMBER, 93.

Some Records on Columbia Bicycles

CHAMPIONS OF THE WORLD.

AROUND THE WORLD, = = THOMAS STEVENS.

GREATEST DISTANCE EVER MADE INSIDE THE HOUR, 22 MILES, 150 YARDS, BY ROWE, AT SPRINGFIELD, OCTOBER 25, 1886.

ACROSS THE CONTINENT, - - - F. E. VAN MEERBEKE.
ACROSS THE CONTINENT, - - GEORGE B. THAYER.
PENNSYLVANIA TO NEBRASKA AND RETURN, HUGH J. HIGH.

GREATEST DISTANCE EVER MADE WITHOUT A DISMOUNT, 235 MILES, BY MORGAN, AT MINNEAPOLIS, DECEMBER 20, 1886.

	MILES.	TIME.
WORLD'S RECORD, - -	1-4	35 1-5
WORLD'S RECORD, -	1-2	1.12 4-5
WORLD'S RECORD, - -	3-4	1.50 1-5
WORLD'S RECORD, -	1	2.29 4-5
WORLD'S RECORD, - -	2	5.11
WORLD'S RECORD, -	3	7.48 4-5
WORLD'S RECORD, - -	4	10.41 2-5
WORLD'S RECORD, -	5	13.23 4-5
WORLD'S RECORD, - -	6	16.12 3-5
WORLD'S RECORD, -	7	18.59
WORLD'S RECORD, - -	8	21.41 2-5
WORLD'S RECORD, -	9	24.26 4-5
WORLD'S RECORD, - -	10	27.07 1-5
WORLD'S RECORD, -	11	29.51 3-5

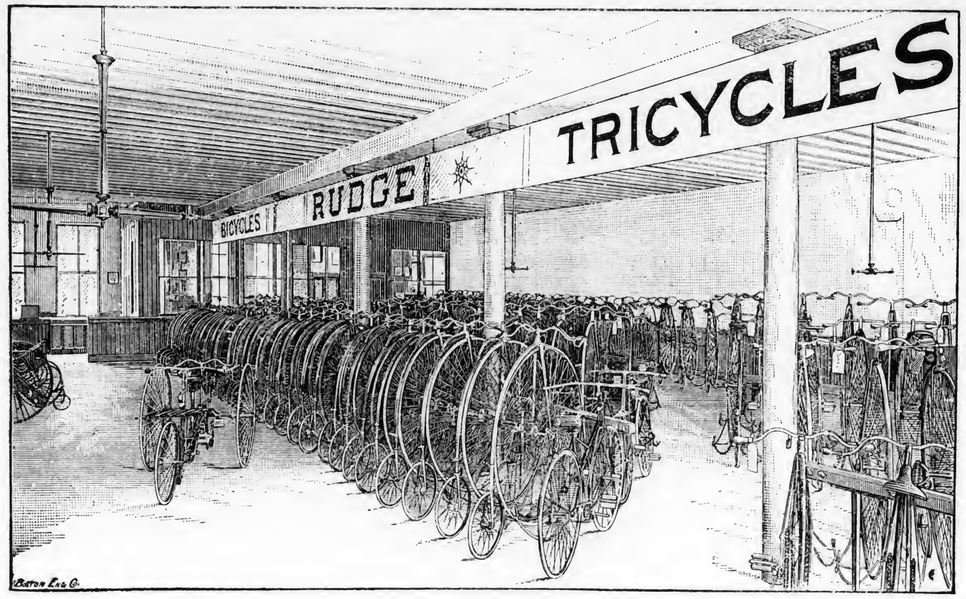
	MILES.	TIME.
WORLD'S RECORD, - -	12	32.35
WORLD'S RECORD, -	13	35.18 2-5
WORLD'S RECORD, - -	14	38.01 2-5
WORLD'S RECORD, -	15	40.41 2-5
WORLD'S RECORD, - -	16	43.26 4-5
WORLD'S RECORD, -	17	46.14 4-5
WORLD'S RECORD, - -	18	48.58
WORLD'S RECORD, -	19	51.40 1-5
WORLD'S RECORD, - -	20	54.25 2-5
WORLD'S RECORD, -	21	57.07 3-5
WORLD'S RECORD, - -	22	59.46
WORLD'S RECORD, -	23	1.08.22 3-5
WORLD'S RECORD, - -	24	1.11.28 4-5

14 TO 22 MILES, INCLUSIVE, BY ROWE, 23 AND 24 BY WOODSIDE, AT SPRINGFIELD, OCTOBER, 1886.

POPE MFG. CO.

BOSTON. NEW YORK. CHICAGO. HARTFORD.

A FAC-SIMILE BLACKBOARD, CONTAINING THE MATTER UPON THIS PAGE, SENT BY MAIL FREE TO ANY ONE WHO WILL HANG IT UP IN A CONSPICUOUS PLACE.



STODDARD, LOVERING & COMPANY.

The above sketch gives a good view of Messrs. Stoddard, Lovering & Co.'s bicycle salesroom, which is one of the three floors occupied by this department. In size it is 80 by 40 feet, and is without doubt the largest bicycle salesroom in the world. This floor contains some three hundred machines, and a customer on entering the room cannot be otherwise than impressed with the stately display of RUDGES in regular order, ready to be shipped at a moment's notice.

The first double row contains the 1887 pattern of the RUDGE LIGHT ROADSTERS, complete, with spade handles, long cranks, and full forks; the second is devoted to the RUDGE ROADSTER, with its many improvements for the coming season; while the third is taken up with the RUDGE RACER. At the upper end of the room is arranged a line of shopworn and second-hand bicycles, while on the other side the rows are filled up with the RUDGE SAFETY and BICYCLETTES. On the left of the picture is shown the sample machines, principally Tricycles or Tandems, and the tricycle standing on the floor is a CRESCENT TANDEM with the double steering, a specialty for 1887.

At the farther end of the salesroom are situated the offices. The general office is used for the executive part of the business, being occupied by the various clerks and stenographers. At the extreme right hand is the private office for the manager, and a glance at this is well worth a moment's notice. Both offices are tastefully fitted up in hard wood, and on entering the private office the first thing that strikes the eye is a large oil painting of the North German Lloyd steamship *Aller*, in which it was Mr. Corey's pleasure to cross the Atlantic last October. Hanging on the walls are over a dozen pictures, of his cycling friends, both in America and England, which are tastefully framed to match the woodwork. A glance around the room of the manager's office shows the taste of the occupant. A tennis racquet hangs beside his desk, and directly back of him is a large picture of a toboggan coast. On the wall in front hangs a picture representing the start for the one-mile amateur championship of the world at Birmingham, England June 13, 1885, which was won by Sanders Sellers on a 58-inch RUDGE RACER; while directly opposite is a picture of the yacht *Mayflower* in her race with the *Genesta*. Electric bells connect with all parts of the building, and on hooks arranged around the side of the office are hung all the American and foreign bicycle literature of the day, and newspaper men often resort to it seeking for the latest information. On the floor of the office is one of Will Pitman's League rugs, which is a work of art and adds much to its appearance.

In conversation with Mr. Corey upon the different makes of wheels, he remarked that he has often been asked to express his opinion as to other firms' goods, which he invariably declined to do, unless other circumstances compelled him to make some necessary statements. As a gentle hint to the person desiring information, he cannot fail to observe, upon leaving the manager's office, a gilt sign which hangs over the door, reading:—

> "Let no one speak beyond this threshold hence,
> Words uttered here in friendly confidence."

It has been the manager's aim to systematize every detail of this department, believing that when a rider wants a machine he wants it at once, and not three weeks afterwards; consequently, the large stock which is carried enables him to fill orders without delay.

It is Mr. Corey's idea to surround himself with practical road riders, and he has able assistants in Mr. H. M. Saben, Lieutenant of the Massachusetts Bicycle Club, and Mr. W. S. Doane of the Dorchester Club. Both are well-known riders and racing men, and are noted for the keen interest they take in the business.

The next floor of the establishment is of the same size as the salesroom, and is used for storing the cases of the machines as they come from England. The floor above this is used for crating, shipping and repairing, and is under the charge of able assistants who have been connected with RUDGE & Co.'s factory in England.

The specialties which the above firm have to offer for the coming year are the new pattern RUDGE LIGHT ROADSTER, which contains many valuable features; the RUDGE BICYCLETTE, the original Rover type Safety; the RUDGE ROADSTER, a strong, reliable machine at a moderate price; the RUDGE CRESCENT TRICYCLE, which has been having a great run in England for the last year; the well-known and popular HUMBER TANDEM, and a new Tandem called the CRESCENT, suitable for two ladies or a lady and a gentleman.

In consequence of the increasing business, and of the large number of agents scattered over the country, it has been necessary to carry a stock of from 300 to 600 machines on hand at all times, and the firm pride themselves on their prompt delivery.

Besides carrying such a large number of machines in stock, special attention has been paid to sundries, and the merits of Rudge's Liquid Enamel, Townsend's Saddle, Harrington's Cradle-spring, and Lucas's "King of the Road" Lamps, are well known.

In point of manufacture and improvements, it has been the policy of Messrs. STODDARD, LOVERING & Co. to keep fully up with the times, but not to force the demand by the introduction of new inventions which have not been thoroughly tested. They fully believe in having the very latest, but do not consider a change always to be an improvement, and prefer to adhere to what they know is thorough and reliable, rather than to make any alterations which may or may not prove afterwards to be what is desired. The remark has often been made by riders intending to purchase a machine, that they did not see any particular difference in the various makes, but they select a RUDGE "because they knew that there was nothing better, and they felt sure of what they were buying." It is principally on this account that the RUDGE machines have attained their enviable reputation.

THE BULLETIN
OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN
A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA
PUBLISHED WEEKLY

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the Executive Committee of the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

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SUBSCRIPTION PRICE TO OTHER THAN LEAGUE MEMBERS, $1.00 A YEAR.
CLUBS OF FIVE - - - - - - $4.00 "

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR's hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

AN important and useful bill has just passed the Legislature, and one, the utility of which will recommend itself to all wheelmen. The substance of this bill is to compel towns and cities to erect and maintain guideboards at all forks and intersections of highways leading from one town or city to another. The failure to comply with this statute will subject the offending town or city to a penalty. Due honor and credit should be paid to George A. Perkins, Esq., counsellor-at-law, and representative to the General Court from Cambridge, for his earnest efforts, and the ability displayed in securing the passage of the above bill. Its practical application appealed strongly to Mr Perkins's good sense and experience, as he is an accomplished wheelman, a member of the L. A. W., and of the Cambridge Bicycle Club. Mr. Perkins's success should suggest to all bicyclers the value of "putting their work where it will do the most good," by electing wheelmen to office. We would suggest that wheelmen see that the above law is enforced.

THERE is not the least doubt but the cold shoulder presented by the L. A. W. to the infant A. C. U. has done much to numb the vitality of the latter organization. Paralysis seems to have seized its limbs, and death seems near at hand. — *Bi. World.*

We don't know what the L. A. W. has had to do with the success or failure of the A. C. U. The Union came forward to undertake a field of work upon which the League did not trench. It proposed to do something quite aside from what the League is doing, and our organization has done nothing to hinder its progress save when it has tried to interfere with what we consider to be our legitimate work. If wheelmen have given the cold shoulder to the A. C. U., they have done so as wheelmen and not as League members. If the organizers of the A. C. U. brought goods to market for which there was no demand, they cannot blame anybody but themselves.

IT has been intimated that the League is doing nothing to encourage racing. It is doing now as much as it ever did, and it is not long since that the cry went forth that we were doing too much for racing and not enough for touring. We have our racing rules and our championships, and the Racing Board is now doing all that it can to keep men to their proper classes. It was a fact quite noticeable that the large tournaments which were held under A. C. U. rules last fall were officered by prominent L. A. W. men, a fact which goes to show that the A. C. U. was not given the cold shoulder, but was afforded a most abundant opportunity to show its right to live.

THE decision of the Racing Board, not to hold a race meet in connection with the annual League meet at St. Louis in May has produced almost universal disappointment. — *Min. Division.*

The decision was made at the request of prominent officials of the League in St. Louis, who said they had no good track, and that the meeting would most certainly be a losing venture. A race meeting under such circumstances would be a losing venture.

THE mail vote for officers closes on Sunday. There are but a few more days in which to exercise the right of suffrage and go on record for the officers of your choice. A large vote speaks well for the interest of members.

A GREAT many men have allowed their memberships to lapse this year on account of absence from home or carelessness. We shall have them all back again after a while.

SCRANTON NOTES.

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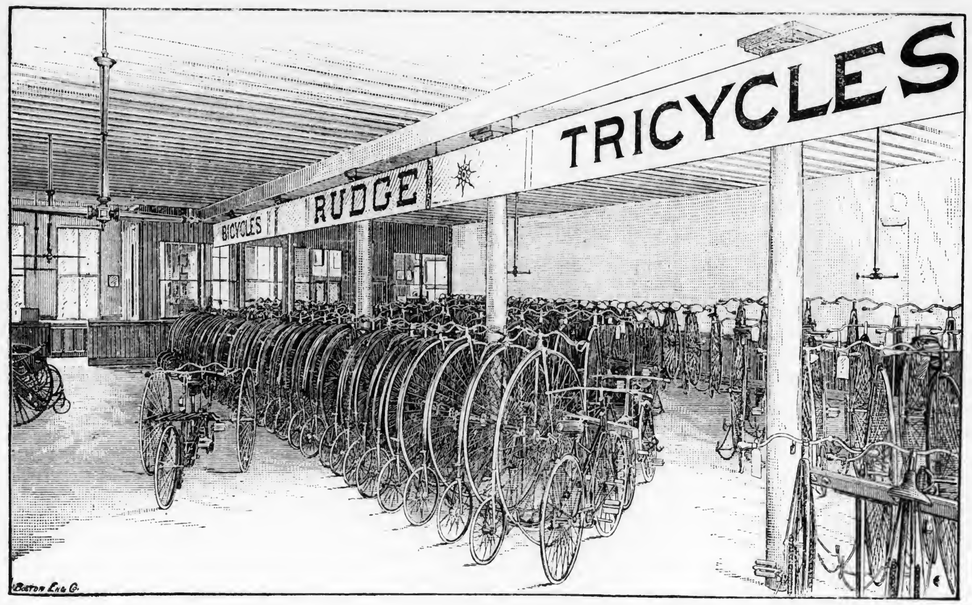
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STODDARD, LOVERING & COMPANY.

The above sketch gives a good view of Messrs. Stoddard, Lovering & Co.'s bicycle salesroom, which is one of the three floors occupied by this department. In size it is 80 by 40 feet, and is without doubt the largest bicycle salesroom in the world. This floor contains some three hundred machines, and a customer on entering the room cannot be otherwise than impressed with the stately display of RUDGES in regular order, ready to be shipped at a moment's notice.

The first double row contains the 1887 pattern of the RUDGE LIGHT ROADSTERS, complete, with spade handles, long cranks, and full forks; the second is devoted to the RUDGE ROADSTER, with its many improvements for the coming season; while the third is taken up with the RUDGE RACER. At the upper end of the room is arranged a line of shopworn and second-hand bicycles, while on the other side the rows are filled up with the RUDGE SAFETY and BICYCLETTES. On the left of the picture is shown the sample machines, principally Tricycles or Tandems, and the tricycle standing on the floor is a CRESCENT TANDEM with the double steering, a specialty for 1887.

At the farther end of the salesroom are situated the offices. The general office is used for the executive part of the business, being occupied by the various clerks and stenographers. At the extreme right hand is the private office for the manager, and a glance at this is well worth a moment's notice. Both offices are tastefully fitted up in hard wood, and on entering the private office the first thing that strikes the eye is a large oil painting of the North German Lloyd steamship *Aller*, in which it was Mr. Corey's pleasure to cross the Atlantic last October. Hanging on the walls are over a dozen pictures, of his cycling friends, both in America and England, which are tastefully framed to match the woodwork. A glance around the room of the manager's office shows the taste of the occupant. A tennis racquet hangs beside his desk, and directly back of him is a large picture of a toboggan coast. On the wall in front hangs a picture representing the start for the one-mile amateur championship of the world at Birmingham, England June 13, 1885, which was won by Sanders Sellers on a 58-inch RUDGE RACER; while directly opposite is a picture of the yacht *Mayflower* in her race with the *Genesta*. Electric bells connect with all parts of the building, and on hooks arranged around the side of the office are hung all the American and foreign bicycle literature of the day, and newspaper men often resort to it seeking for the latest information. On the floor of the office is one of Will Pitman's League rugs, which is a work of art and adds much to its appearance.

In conversation with Mr. Corey upon the different makes of wheels, he remarked that he has often been asked to express his opinion as to other firms' goods, which he invariably declined to do, unless other circumstances compelled him to make some necessary statements. As a gentle hint to the person desiring information, he cannot fail to observe, upon leaving the manager's office, a gilt sign which hangs over the door, reading:—

"Let no one speak beyond this threshold hence,
Words uttered here in friendly confidence."

It has been the manager's aim to systematize every detail of this department, believing that when a rider wants a machine he wants it at once, and not three weeks afterwards; consequently, the large stock which is carried enables him to fill orders without delay.

It is Mr. Corey's idea to surround himself with practical road riders, and he has able assistants in Mr. H. M. Saben, Lieutenant of the Massachusetts Bicycle Club, and Mr. W. S. Doane of the Dorchester Club. Both are well-known riders and racing men, and are noted for the keen interest they take in the business.

The next floor of the establishment is of the same size as the salesroom, and is used for storing the cases of the machines as they come from England. The floor above this is used for crating, shipping and repairing, and is under the charge of able assistants who have been connected with RUDGE & Co.'s factory in England.

The specialties which the above firm have to offer for the coming year are the new pattern RUDGE LIGHT ROADSTER, which contains many valuable features; the RUDGE BICYCLETTE, the original Rover type Safety; the RUDGE ROADSTER, a strong, reliable machine at a moderate price; the RUDGE CRESCENT TRICYCLE, which has been having a great run in England for the last year; the well-known and popular HUMBER TANDEM, and a new Tandem called the CRESCENT, suitable for two ladies or a lady and a gentleman.

In consequence of the increasing business, and of the large number of agents scattered over the country, it has been necessary to carry a stock of from 300 to 600 machines on hand at all times, and the firm pride themselves on their prompt delivery.

Besides carrying such a large number of machines in stock, special attention has been paid to sundries, and the merits of Rudge's Liquid Enamel, Townsend's Saddle, Harrington's Cradle-spring, and Lucas's "King of the Road" Lamps, are well known.

In point of manufacture and improvements, it has been the policy of Messrs. STODDARD, LOVERING & Co. to keep fully up with the times, but not to force the demand by the introduction of new inventions which have not been thoroughly tested. They fully believe in having the very latest, but do not consider a change always to be an improvement, and prefer to adhere to what they know is thorough and reliable, rather than to make any alterations which may or may not prove afterwards to be what is desired. The remark has often been made by riders intending to purchase a machine, that they did not see any particular difference in the various makes, but they select a RUDGE "because they knew that there was nothing better, and they felt sure of what they were buying." It is principally on this account that the RUDGE machines have attained their enviable reputation.

THE BULLETIN
OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.
PUBLISHED WEEKLY

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the Executive Committee of the League of American Wheelmen,

AT THE L. A. W. OFFICE,

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Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

AN important and useful bill has just passed the Legislature, and one, the utility of which will recommend itself to all wheelmen. The substance of this bill is to compel towns and cities to erect and maintain guideboards at all forks and intersections of highways leading from one town or city to another. The failure to comply with this statute will subject the offending town or city to a penalty. Due honor and credit should be paid to George A. Perkins, Esq., counsellor-at-law, and representative to the General Court from Cambridge, for his earnest efforts, and the ability displayed in securing the passage of the above bill. Its practical application appealed strongly to Mr Perkins's good sense and experience, as he is an accomplished wheelman, a member of the L. A. W., and of the Cambridge Bicycle Club. Mr. Perkins's success should suggest to all bicyclers the value of "putting their work where it will do the most good," by electing wheelmen to office. We would suggest that wheelmen see that the above law is enforced.

THERE is not the least doubt but the cold shoulder presented by the L. A. W. to the infant A. C. U. has done much to numb the vitality of the latter organization. Paralysis seems to have seized its limbs, and death seems near at hand. — *Bi. World.*

We don't know what the L. A. W. has had to do with the success or failure of the A. C. U. The Union came forward to undertake a field of work upon which the League did not trench. It proposed to do something quite aside from what the League is doing, and our organization has done nothing to hinder its progress save when it has tried to interfere with what we consider to be our legitimate work. If wheelmen have given the cold shoulder to the A. C. U., they have done so as wheelmen and not as League members. If the organizers of the A. C. U. brought goods to market for which there was no demand, they cannot blame anybody but themselves.

IT has been intimated that the League is doing nothing to encourage racing. It is doing now as much as it ever did, and it is not long since that the cry went forth that we were doing too much for racing and not enough for touring. We have our racing rules and our championships, and the Racing Board is now doing all that it can to keep men to their proper classes. It was a fact quite noticeable that the large tournaments which were held under A. C. U. rules last fall were officered by prominent L. A. W. men, a fact which goes to show that the A. C. U. was not given the cold shoulder, but was afforded a most abundant opportunity to show its right to live.

THE decision of the Racing Board, not to hold a race meet in connection with the annual League meet at St. Louis in May has produced almost universal disappointment. — *Min. Division.*

The decision was made at the request of prominent officials of the League in St. Louis, who said they had no good track, and that the meeting would most certainly be a losing venture. A race meeting under such circumstances would be a losing venture.

THE mail vote for officers closes on Sunday. There are but a few more days in which to exercise the right of suffrage and go on record for the officers of your choice. A large vote speaks well for the interest of members.

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has been drawn up and will be submitted at the council's next meeting. I acknowledge total ignorance of the cost of road constructing, but having read that the famous Shenendoah Valley Pike cost but six thousand dollars per mile, it would seem that ten-thousand dollars for the same distance is ample to make up the difference in the cost of material etc. outside of Virginia. I may be wrong, but if not, trust that should this meet the eye of a League member who is also a road constructor, that he may interest himself enough to write our city surveyor for the necessary plans and specifica ions.

Perhaps were League members everywhere to keep the BULLETIN advised of projected roads, it would attract more bidders and thus, besides, possibly, bringing to local townships or counties the advantages of open competition and competitive rates, it would convince the world that the League of American Wheelmen is not only a simple organization of cyclers, but a public benefactor as well. Who will say not?

No. 13,355.

CHICAGO.

GORMULLY & JEFFREY will enter five men in the *American Wheelman's* Road Race at St. Louis. They are Whitaker, Prince, Bullock, Eck, and Hardwick.

Bullock is the man who recently smashed the records at Omaha, and is said to be a fast man on the road. Of Whit. and the rest nothing need be said, as their performances are well known.

I AGREE with "The Owl" as to Thomas Stevens taciturnity. We came near using a stomach pump on him when he was here.

THE Racing Board has decided not to grant Phil Hammel's petition to be reinstated. The Chief Consul proposes to appeal from this decision. Hammel violated the rule but once (a year ago at Minneapolis), and since then has not straddled a wheel.

THE L. A. W. Pointer is the name of the official organ of the Wisconsin Division, which will be issued shortly from Oshkosh. Mr. Jay Hinman, its editor, was in Chicago lately and has received material encouragement from the manufacturers and dealers here. In fact, enough, he says, to enable him to run his paper for a year with no paid subscription list.

THE captain, secretary, and lieutenants of the Chicago Club held a meeting last week, for the purpose of making a schedule of club runs for the season. July 2, 3, and 4, the club will spend in central Indiana. A few of the runs and places to be visited are: Pullman, Oak Park, Elgin, Aurora, Milwaukee, Lake Geneva, Fox Lake, Libertyville, Buffalo, N. Y., Peoria, and several places in Michigan and Ohio. The Peoria Club will be invited to spend a Sunday with them in the near future. A new departure is, that official runs will be called on Sundays, a thing which has been voted down in the past by Sunday-school teacher element. Dick Schmidt promises that a full list of preposed runs will be issued shortly.

IT is proposed to give a prize to the man who makes the fastest time in the Pullman handicap, so that those who are near scratch may have a finger in the pie, if they don't get there first.

A WOULD-BE representative from a rural district of the State, has had his stationery printed, setting forth his title, and has been using it some two months before the election takes place. You are too previous, Paris.

BURLEY AYERS has gone to St. Louis to settle the rumpus amongst the boys as to who is boss, and to perfect his share of the work of preparing for the Meet. Chicago will send down a delegation representative of the town.

THE riding season has opened here, and everybody has rubbed off the vaseline or ordered a new mount. The Ananias Club will do more riding together this year than ever, and it contains some of the fastest talent on the road in Chicago. They will all ride the same make of wheel, and have already ordered their uniforms (which are made for scorching purposes only) from Boston.

A WHEELMAN in town exchanged his 53-inch for a 54-inch with another party. The other party took his new mount to a repair shop here (the repairers are handling another make of machine), and wanted the wheel overhauled. They were going to charge some $15 for repairing a machine that was practically new, and which another house has sold for the same price without making any repairs. I guess the bicycle repairer is as bad as the plumber.

THE first L. A. W. Rug to arrive in Chicago, was received by Ned Oliver, and is said by all who have seen it to be a Jim Dandy, in Western parlance.

THE resignations of Ex-President T. S. Miller and H. L. Fulton will come before the Chicago Club for action at their monthly meeting, next Thursday.

KID.

THE OWL.

THOUGH cyclists toil that their wheels may spin, yet it is safe to declare, that Solomon, in all his glory, was not arrayed like one of these, especially when the wheelman wears one of the variegated patterns of the former League uniform.

MESSRS. T. R. & J. C. MOTT, members of the New York Bicycle Club, have issued a most charming little pamphlet on the where as-ness of the wherefore of the American game of poker. The covers are in the highest style of art, ornamented with an engraving of myself and a "nested flush." Members, who know not the full meaning of the latter term, can learn all about it in *print* by getting a copy of the above work from Messrs. Mott, at 118 Warren street, or, failing then to thoroughly understand, a few practical lessons will not fail to add to their knowledge, in the same ratio that it subtracts from their finances.

MR. FREDERICK BOURNE, of the Citizens' Club, paid $17,800 for a painting by August Bonheur at the recent sale of A. T. Stewart's pictures.

IF the price in any way betrays the quality of an article, the Citizens' Club certainly outranks any other cycling club in the world, its dues and initiation fees being higher than that of any other known association of this kind.

NEW YORK never gets left! You tender congratulation to Massachusetts and Pennsylvania on the appearance of an heir to Col. Pope and George Gideon, but what's the matter with the ten-pound son who has just blessed the home of Frank E. Drullard, of the Buffalo Club? The same happy event that makes Mr. Drullard a father, also adds the dignified title of "uncle" to Mr. George Dakin. Let this be a warning to Pennsylvania and Massachusetts. New York won't win second in anything.

THE Ixions are out with a blare of trumpets, announcing their final reception, for the winter season, on April 21. The club-house entertainments will be brought to a close with a great smoking concert, at which music and tobacco will compete from scratch for the amusement of their guests.

PHILADELPHIA is to have another club house. Preparations for its erection have already been begun in a central location. They have cut the grass, and fenced out the cows.

AS I stated in my last, the Manhattan Athletic Club have made a direct bid for L. A. W athletes. For a short time, to all who can exhibit League tickets for 1886 and 1887, they will waive their initiation fee of $50. This will give League cyclists a chance to enjoy the use of the only athletic track actually within the city limits, of the boat houses on the Harlem River, and of the club house on 5th avenue, an idea of whose magnificence may be gained, when the fact is learned that the carpets alone on the parlors cost $2,500, being woven in one piece in Europe to fit the rooms. Speaking of this carpet, reminds me that they paid me the compliment of making a life-like representation of his owlship one of the ornaments woven in its borders.

MY old friend, Fred Hand, of Scranton, has sent me an elegant invitation to enjoy his club's Stevens lecture. I regret that I won't be able to accept, but you see the Inter-State commission has knocked out railroad passes, and I doubt if I could walk as far as Scranton by the 12th inst., when the enjoyable affair takes place.

GEORGE R. BIDWELL has been up to Burlington, Vt., to study the newly-adopted League uniform cloth in its construction. Mr. Bidwell never goes into anything in other than a thorough manner, and when you see the new uniform it will be beyond your most sanguine hopes for beauty and service.

THE Pope Manufacturing Company are to build the trike for W. C. Herring's proposed journey through Japan. It will be of Cripper pattern.

I DON'T want to intrude in what is already a nice muss, *i. e.*, the opposition League tickets in Brooklyn, but I do think that when any party or person attempts to ignore so important a club as the Long Island Wheelmen, that they do a prominent club an unwarranted injustice that no fair-minded League member can afford to endorse by his vote. Might is not always right, and such an attempt on the part of a combination to freeze out the largest and most influential club on Long Island, is neither creditable nor gentlemanly on the part of its organizers.

CHIEF CONSUL BIDWELL has always adopted a rule in promulgating his official utterances to the New York State Division, which, if copied by other chief consuls, would go far towards cutting down the present loss on the BULLETIN. Instead of having such matters occupy space on the pages of the BULLETIN, he has issued it in circular form, and mailed it direct, at the expense of the division treasury. He has just issued an appeal to all non-League members in the State, whose names he has had supplied him by the local consuls, that is bring, ing many unattached into the fold. This plan is not patented, and is well worthy of imitation by other chief consuls.

EDITOR PRIAL, in the *Wheel*, last issue, speaks of the committee treating a certain gentleman, who formerly supplied a portion of the uniform, in a shabby manner, by not informing him of the proposed change. Usually, I am in hearty accord with Mr. Prial's sentiments regarding things in general, but here I must differ with him. The committee was appointed by the League to secure the best and most satisfactory arrangements possible for a uniform. There has been no secrecy about this, and the gentleman under consideration has known for some time of the committee's labors, and has had a chance to submit bids for the uniform, or portion thereof, and if, as Mr. Prial says, he "sold much cheaper than could be secured elsewhere," the contract would most certainly have been awarded him. This, I infer, he has not done, and if the matter be not of enough importance for the dealer to look after his own interests in, I don't understand why Mr. Prial takes the League to task, and says they have treated him shabbily, because they did not do it for him.

MR. PHILIP FONTAIN has given up his residence in Philadelphia, and returned to his comrades in the Citizens' Club. It is a case of not loving Philadelphia less, but New York more, that has brought our welcomed scorcher home again. Philadelphia now has nothing more that we want.

THE election of Dr. Beckwith to a position on the board of governors of the New York Athletic Club, as the only candidate so elected on an independent ticket, defeating such a man as Roscoe Conkling for the honors, says more in refutation of recent slanders against him than a ream of paper would hold.

THE OWL.

FROM A FEMININE POINT OF VIEW.

I AM in receipt of a letter from a western lady who writes, "Are not the Eastern lady riders coming to the Meet at St. Louis to show us how to manage a ladies' run." I am afraid not. It is a long distance, and calls for a great sacrifice of time and money; and, if all that I hear about St Louis roads be true, it would be no easy task to tempt the ladies to leave the fine roads of the east.

AND yet I shall regret to see a League Meet without a ladies' run. We made it one of the successes of the Boston Meet and won for it the right to live on other like occasions. I sincerely hope that the ladies of Chicago and St. Louis will organize a short outing during the days of the meet.

I HEAR of several proposed runs for the early riding season and it is whispered that the Boston ladies will have the pleasure of entertaining lady friends from other cities on these occasions. I look for many pleasant trips in the near future, although I must say it was not encouraging to see a heavy snow storm in April; an experience we underwent last week.

I HAVE received from a good friend of mine a letter which contains a suggestion well worthy of consideration. I give you his words just as they came to me.

DEAR DAISIE: — As one who loves Tandemeandering (always with feminine accompaniment) even better than bicycling with the boys, may I have a little space in the woman's column? I have been thinking for some time of a scheme — wholly original and unpatented — which, it seems to me, is worth the experiment, and which if tried, *might* become a popular feature of ladies' cycling.

We all appreciate the drawbacks of long tours with large parties, notwithstanding the delightful run to Cape Ann last fall; and we are as fully aware of the ease with which small companies can be gotten together for a single days' ride. Now my idea is to introduce something that will give a double incentive to frequent tours, to the end of getting all the enjoyment possible out of the wheel. The new featu e is the "Souvenir" Tandem Party, or "Souvenir" Tricycle Party, as the case may be, and this is the scheme:

Mr. and Mrs. George Speedwell, put their heads together and formally invite for a day's run, five couple of their acquaintance, we will say, making a small and select party of twelve. The body of the invitation might read something like this:

SOUVENIR TANDEM PARTY,

Mr. and Mrs. George Speedwell desire your company upon an "Anemone Run" from Coply Square, Boston, to Middlesex Fells, May 28th, 1887.

Lunch en Picnic.

R. S. V. P.

The Speedwells lay out the route, make the necessary arrangements, lead the party, doing all in their power to make the day enjoyable, and, at the close of the run, or a few days later, present each couple with a "Souvenir" of the occasion. I will describe one of these "Souvenirs" as I see it: In the first place, it is made of one or more sheets of white cardboard or drawing paper, of any size or shape that taste or preference may dictate. The first page is devoted to a water-color sketch of a tuft of anemones, a bunch of the natural pressed flowers, or even a pleasing bit of landscape, or decoration, but with the words "Anemone Run," and "Souvenir Tandem Party" in artistic lettering in appropriate positions.

The second page is devoted to the date, the route, the hotel (if dinner is partaken of at a hotel), and any other details worth remembering, and, on the third and fourth pages appear the autographs of the members of the party, upon groupings of card outlines. If a "Photograph Run" the souvenir might contain several pictures taken during the ride. A "Sea-side Run" would give pleasing opportunity for delicate souvenirs of pressed sea-mosses, "Birch-bark Run" and "Pine-cone Run" suggest woodland rambles. "Maple-leaf Run" would be appropriate for a tour in October; in fact, the theme admits of as endless variation as the form of the souvenirs, which could be made to cost a few cents or a few dollars apiece as the occasion, or the fancy of those giving the party would suggest. And when the season's touring was over, what pleasant reminders of halcyon days when the wheels were housed and the snow lay deep upon plain and fell!

I had intended to try the experiment myself when the season was fairly opened, but, now, as I shall be far from scenes of past enjoyment for some time to come, — until into summer, at least — I take pleasure in suggesting it to you, Daisie, for your approval or the reverse. I am glad the BULLETIN is to have the benefit of your graceful pen during the coming season, and I wish you and "the cause" all success.

ARTHUR PENFIELD.

BOSTON, April 2d.

OUR friend paints a delightful picture and suggests an idea capable of almost unlimited expansion. Why may we not do something of this kind? Why, indeed? I do not doubt we shall see some such run this year, for we have many enthusiasts who are always on the look out for just such ideas.

I HAVE just seen a specimen of the League cloth and I think it admirably adapted for a lady's suit. It is of good color, will make up well, and will withstand a good deal of wear.

DAISIE.

CENTRAL PARK BILL.

A COPY of the above bill, which is given in full below, will be sent within a few days to every member of the New York State Division, accompanied by a petition blank, to which the members will be asked to obtain as many signatures as possible. The bill will be introduced in both houses next week by Mr. Isaac B. Potter, as Chairman of the Rights and Privileges Committee, and Counsel for the State Division. To this gentleman, and to Chief-Consul Bidwell is due much credit for the admirable conception and prompt execution of the best possible plan of opening the Park, and getting legislative recognition and protection for wheelmen.

The consuls and representatives will be asked to see the assemblymen and senators of their districts to get their support for the bill. All the machinery will be started and driven at high pressure to get the bill through this Session. Now is the time for the Division members to work. Get names, names, names, *ad infinitum*. Talk the thing up, and if you can wield a pen, write the paper published nearest you, and rouse public sentiment.

AN ACT IN RELATION TO THE USE OF BICYCLES AND TRICYCLES.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION I. Bicycles, tricycles, and other vehicles propelled by manumotive or pedomotive power, are hereby declared to be carriages, within the meaning of that term, as used in Section one, of Title thirteen, of Chapter twenty, of Part one, of the Revised Statutes of the State of New York, and all persons by whom bicycles, tricycles, and said other vehicles are used, ridden or propelled upon the public highways of this State, shall be entitled to the same rights and subject to the same restrictions in the use thereof, as accorded and prescribed in said Revised Statutes, in the cases of persons using carriages drawn by horses.

SECTION II. The commissioners, trustees, or other authorities, having charge or control of any public street, public highway, public parkway, driveway, or public place in this State, shall have no power or authority to pass, enforce, or maintain any ordinance, rule or regulation, by which any person using a bicycle or tricycle shall be excluded or prohibited from the free use of any public highway, street, avenue, roadway, driveway, parkway, or public place, at any time when the same is open to the actual use of other pleasure carriages.

SECTION III. Nothing in this act shall be so construed as to prevent the passage or enforcement of any regulation, ordinance, or rule, regulating or restricting the use of bicycles or tricycles in public highways, streets, parkways, driveways, and places, in such manner as to limit and determine the proper speed with which such vehicle may be propelled; nor in such manner as to require, direct, or restrict the use of bells, lamps, and other necessary appurtenances in the use of said vehicle, nor to prohibit the use of any vehicle upon that part of the street, highway, or parkway, commonly known as the footpath or sidewalk.

SECTION IV. All acts and parts of acts, inconsistent with the provisions of this act, are hereby repealed.

SECTION V. This act shall take effect immediately. (*Wheel.*)

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

MR. J. E. HARDER.

EDITOR OF BULLETIN: — Please give us space to vindicate our candidate for representative, J. E. Harder, of Clearfield, Pa. We notice, by a secret circular letter sent out by C. B. Holly, of Philipsburg, signed by Messrs. Ashman and Lee, two of his friends, that they attack Mr. Harder personally to further Holly's chances for election, who, no doubt some of your readers have heard, is running independently. We have nothing to say about that part of it, or about the fact that *only* two members of his club of "sixteen" (16) signed this circular, but we wish to place our man in the right light before the League voters of Pennsylvania.

In the first place, this circular says, "to avoid indiscriminate scratching, we would suggest that the name of J. E. Harder, of Clearfield, Pa., be pasted with a Holly sticker, and that Mr. Harder has not attended the important meetings, etc." Now, we wish to make this matter plain to all, and in justice to Mr. Harder, we will say that there have been but two "important meetings" since his appointment last August, viz., the Buffalo and New York meetings. He was all ready to attend the Buffalo meeting, when sickness in his family prevented him from going. At the time of the New York meeting his wife was extremely ill, and he was again compelled to remain at home. He, however, sent his proxy each time, with his excuse.

This circular further states that "Mr. Harder represents only a few unattached wheelmen at Clearfield." We would state that he represents Pennsylvania, and not a few mortals at Clearfield only. He is an enthusiastic, hard-working servant of the League. He has measured and reported various roads for our road book. He does more hard work for the League than any other man in this section of Pennsylvania. He is an excellent rider, and taught the subscribers to ride the bicycle, and persuaded us to join the L. A. W. Now, we propose to stand by him. He was a member of the League long before Holly learned to ride. Now, this man Holly was defeated by the Nominating Committee, and now only two (2) endorse him out of sixteen members of his club. It quite naturally makes him feel sore. What we ask is, that every member of the Pennsylvania Division vote for J. E. Harder for representative. You cannot afford to lose his services.

We are, very fraternally, the "unattached,"

JNO. LEITZNIGEN, 8171.
ED. LEITZINGER, 9314.
J. N. BURCHFIELD, 8168.
H. A. KRATZER, 9313.
SAMUEL T. SNYDER, 8173.
J. HOWARD HAGGERTY, 8166.

CLEARFIELD, PA., March 28, 1887.

BALL HEADS.

EDITOR BULLETIN: — Seeing an article in your last issue regarding ball heads, stating that they were not a success, — adding nothing to the wearing qualities or general rigidity of a wheel, but making it more complicated, etc., etc., — I wish to state, for the benefit of fellow League Members, that my experience has been just the opposite of the above. I do not know to what ball head your correspondent has reference, but it assuredly could not be the Trigwell Ball Head, which I have used the past season in covering 1500 miles of road work, with the greatest satisfaction. Having previously ridden a wheel with the cone head, I appreciated the advantages of the ball head, and I found the following points in its favor, with nothing against it.

1. The great rigidity given the whole wheel, as with the ball head a perfect bearing in the head can be obtained, which is impossible with a cone head, as all well know.

2. Freedom from the annoyance of constant tightening of the cone head, which tightening is necessary, owing to the wearing of the cones, and which cannot be prevented. As proof of this, I rode my wheel 1150 miles without adjusting the head at all, and then, although perfectly tight, took it apart from curiosity, to see what the effect was. I found no perceptible wear, and the head was not adjusted the rest of the season.

3. The perfection of steering is obtained only with a ball head. Its contrast with the cone head in this respect is great.

I have written the above feeling that a knowledge of the merits of such a great improvement as this cannot be too universal, and knowing from my own experience that the remarks of your correspondent do not apply, at least to my experience.

Fraternally,

8905.

MR. CLARK'S NOMINATION.

EDITOR BULLETIN. — As there may be some misapprehension growing out of the manner in which the name of S. T. Clark, Esq., has been brought forward as Consul for the L. A. W. and our connection

therewith, we beg to submit the following statements of facts, and, at same time, place Mr. Clark in proper position. The tickets, with the name of Mr. Clark on them, were sent out without his authority and consent, and through the over-anxiety of two of the members of this Club to see Mr. Clark occupy the position of consul, whether he desired it or not, thinking that after his election he would feel under obligation to serve, Mr. Clark having previously declined to have his name brought forward, although repeatedly solicited to do so.

Mr. Clark had no connection with the sending of his name throughout the State, neither had this Club, as a body, any connection with what *may be deemed* an underhand method of election. It is to put their seal of disapproval on this conduct of two of our members, and at the same time, relieve this Club from *suspicion* of underhand methods, that this letter is written. It is with deep regret that we have to condemn the action of any of our members for the way they have presented Mr. Clark's name.

This Club has been unanimously in favor of Mr. Clark as consul, and we are extremely sorry that his name has been used in such an unwarranted way, and one calculated to place an honorable gentleman in a false position, We hope this explanation may be deemed satisfactory and that no notice will be taken of these spurious tickets, and that the fact that Mr. Clark had no connection therewith will be believed.

H. W. Barrington, *President.*
R. W. Dryden, *Secretary.*

Baltimore, March 28, 1887.

THE RIVER ROUTE.

Editor Bulletin: — I would like to make a suggestion through the Bulletin, to L. A. W. Members residing near the Mississippi, and to whom time is not so much an object as pleasure, that a very nice and pleasant way to go to and from the Meet in St. Louis, is to take the trip on one of the Palace Passenger Steamers on the Mississippi. The regular fare is about the same as the Railroad fare and includes meals and berth. The trip by boat would take more time, but I think the pleasure of the ride on the river will more than make up for the extra time required. The accommodations to be had on these steamers are first class in every respect. It is also much handier to take a machine on the boat than by rail.

Robert L. Thompson.

Muscatine, Iowa.

THE BULLETIN.

Editor Bulletin: — You are having a great deal of advice, I do not doubt, respecting the proper way to run the Bulletin, and as I am a newspaper man myself, perhaps you will let me say a word, not so much for your benefit as for the benefit of your would-be correspondents. I knew very well that you must be overrun with requests from clubs to publish accounts of their runs and their dinners, and I can imagine that some of these are very long. Now, I hope you will boil such things down very fine. Make your matter of general interest. We are all of us interested in the discussion of the mechanism of the wheel, and some of us like to read the politics; but if the Bungtown Club runs to the town pump and takes a drink, we don't care to read about it; neither do we care for a long account of club meeting nor a dinner. These things interest Bungtown people, but the rest of us don't care a copper for them. It is possible to make the paper of such general interest that every article will be read with pleasure and profit. Freeze out the big gest part of club life. Cynic.

The Quadrant tricycle has scored another success in hill climbing. Weatheroak hill, near Birmingham, Eng., which though often tried by various bicycles and tricycles, has never been surmounted except by Mr. Alfred Bird, who on Saturday, Feb. 28, and on the following Tuesday in the presence of witnesses, successfully rode a Quadrant geared to fifty four, with ordinary cranks and handles, from base to summit without a stop. Many attempts had been made by others; and, since Mr. Bird's feat, scores of famous road riders and hill climbers have tried to reach the top on other machines, but without success. The grade is one foot in six, and the roadway is rough and winding.

The Lynn wheelmen are arranging for a race on Decoration Day.

CYCLETS.

Have you voted.

The polls are about to close.

The man who does n't vote has no right to complain.

Remember that you are voting indirectly for president.

There is but one candidate so far, but others may yet come up.

You can't tell who's elected until after the votes are counted.

The C. T. C. tickets have arrived. They are about the size of a quarter of a dollar, and not just the best things to carry when one does n't have a badge.

Several of our exchanges, especially the foreign ones, have not yet found out that our address has been changed. Oblige us, friends; Boston, if you please.

Mr. Poultney Bigelow, of *Outing*, has sailed for England.

The Chelsea Club was made the victim of a little mistake that had the appearance of a first of April joke, though it was not intended as such. They were down for their annual supper on the first day of the month, but when they went to the hotel they found that the landlord had forgotten them, and was not ready.

Racing safety bicycles are made so light this year that on some paths there is every probability of their eclipsing the ordinary pattern in point of speed. When that little "Premier," which weighs but 20½ pounds all told, is set going by a good man, who if he is rich amateur enough to employ good pacemakers, or persuasive enough to induce some of our best amateurs, for the love of the sport, to pay railways, etc., down to the fastest track in England to make the pace for him something must go. — *Athletic News.*

The H. B. Smith Machine Co. sends us its catalogue for 1887, which contains full description, with cuts of their various machines. The important change in the Star for this year will be the increase in size of the small wheel which will run from 21 inches for a 42-inch machine to 24 inches for a 54-inch machine. A Star tricycle for misses is also announced.

The Sterling Cycle Co. has elected Elliot C. Lee to be treasurer, and announce that they are going ahead.

Boston is going to have a team road-racing association. We hope they will find a short name for it. The clubs hereabouts will combine after the manner of the New York and New Jersey wheelmen, and run their races for a club trophy. The first race is down for June 17.

The child who said "Climate lasts all the time, and weather only a few days," had a very unique way of putting things, but she could n't have seen such a spring as we are now having. A heavy snow storm on the second of April is not encouraging to those who want to get out upon the road.

In looking at the cartoon of the *Bicycling News*, reminds the writer of a similar idea he put into practical use on the Bubbling Well Road, in Shanghai, about five years ago. This road runs over a perfectly flat piece of country, and is very smooth, and the only obstruction to the southern monsoon having a steady, unimpeded sweep down this five-mile stretch of sand-papered macadam road, were grave mounds and water-buffaloes. A large family umbrella was rigged on the head of the machine, and to prevent being blown over at the start it was not opened until a high speed had been attained, and arranging myself in a comfortable coasting position, I skimmed over the ground at about a fifteen-mile-an-hour gait for the entire distance. — *Pacific Wheelman.*

The Indiana Bicycle Co. has just completed a most unique cycling novelty. It is nothing less than a tandem unicycle. This machine was built by the company especially for Prince Wells, the fancy rider, after drawings and specifications furnished by Mr. Wells. The wheel is fifty-four inches, of full roadster weight, but with tangent spokes, great strength and rigidity being necessary. Around the wheel extends an elliptical frame, which is adjustable upon the axle much in the manner of a "teeter totter." One rider is seated on the front and the other on the rear end of the frame, and the difference in weight equalized as much as possible, by the adjustment of the frame on the axle. The riders sit facing in the same direction, each one pedaling. The pedals being connected with the wheel by adjustable gearing chains. The machine is geared for a rapid pace, for it will be necessary to maintain great speed in order to keep the wheel erect. There is no steering attachment whatever to the wheel. The guiding will be done by the riders swaying their bodies to and fro. — *Wheelman's Record.*

The friends of Faed have presented him with a chronograph. It stands as a wedding present, for Faed has just been married.

That fire-proof safe now protects the books and the cash of the League.

H. W. Hayes has been elected president of the Sterling Cycle Company.

The Coventry Machinists' Company is out with its new catalogue.

The racing committee of the Rhode Island Division has approached the Domestic Industry Society with a view to a tournament during the progress of the State fair. Of course they were cordially received, and the interests of the division thus early advanced will doubt'ess be well looked after when the society begins to make its appropriations. As far as the interest of the State Fair is concerned, the bicycle tournaments of the past two seasons have been among the most pronounced successes of the events. — *Journal.*

The drill squad of the K. C. W., of Brooklyn, has several engagements in New York City, during the current month.

Our Southern friends are getting to work. The D. C. Division and the Maryland Division announce meetings for the latter part of May, and the Hagerstown races are set down for the same time.

The proprietor of the hotel at Cabin John Bridge has opened a special wheelmen's register. All cyclists are requested to sign their names and destination, and this will enable wheelmen to follow a rider or to meet wheelmen at the hotel or on the roads adjacent.

The *Wheel* thinks we have done it an injustice in saying that the cycling press was devoting a great deal of energy to attacking the League, and criticising its action. We had no such intention. The *Wheel* is a firm friend to the League, and has backed it up well during the late unpleasantness. Mr. Priall is giving us a good paper, and he does not go around hitting heads indiscriminately.

E. M. Senseney, who is now a full-fledged doctor, leaves the first of April for a sojourn of something like a year at Vienna, for a course in the famous clinics of that city. He was Chief Consul of the Missouri Division last year, and has long been an active wheelman. — *Spectator.*

P. H. B. Bernays, of Little Rock, Ark., has sent us a "Cycle Brush Tool," which is to be used in cleaning every part of the machine. The brush is so shaped that the most intricate parts of the wheel can be reached, and a steel attachment on top combines a steel point, spanner and screwdriver. It can be carried in the ordinary tool bag.

Tom Harwick, the "cow-boy cyclist," of Galena, Kan., has written for permission to enter the Clarksville road race and obtained it. Harwick is a professional, and has a record of 746½ miles in forty-eight hours (twelve hours a day on a track), and twenty-five miles in 1.19.55.

The corner-stone of the Pennsylvania Clubhouse was laid last week and the building will now be pushed rapidly forward.

Massachusetts talks of putting a legal holiday just where it is wanted, — the first Monday in September There is a long wait from July Fourth to Thanksgiving, and wheelmen will enjoy a holiday midway.

Charles Richards Dodge sails for Europe on the "Aurania," on Saturday.

The Singer tandem will soon be on exhibition at W. B. Everett & Co.'s warerooms. It is understood

that the machine will include a number of improvements over last season's style.

Furnivall has repeatedly given it as his intention to retire from the path and not race this season, and we believe he will stick to his determination and retire a practically unbeaten man. It is possible, however, that he may get into form for some of the challenge cups he holds, in which case we should not be surprised to see him utilize his form for another cut at the records. — *London Cyclist.*

The papers have been very busy the past week discussing the indebtedness of the Massachusetts Club, but it does not appear that the club has a heavier load to carry than it can well take care of.

Mr. H. L. Hiscock, of the Massachusetts Bicycle Club, is off for a six weeks' trip to England.

Mr. Kenneth Brown, of Chicago, with friend, proposes to ride from that city to Harvard College during the present season, Mr. Brown intending to enter that college in the fall.

Maryland will be well represented at St. Louis. Some sixteen members have announced their intention to go to the Meet.

A Western monthly makes the note that only in St. Louis do wheelmen ride down town to business. For their edification, I will state that ninety-nine per cent of the wheelmen of Chicago ride to their business every morning. The fact that I could ride down town every morning was the sole inducement for me to buy a wheel. — *Wheel Correspondent.*

New York wheelmen are going to the Legislature to get the right to ride in Central Park.

Our machine tester is now happy. His greatest ambition has been realized. Yes, he has learnt to ride an "American Star," and without any difficulty too. Chance brought one of these machines to our office last week, and after vainly trying to mount, our representative got to the top, and then he was happy. He rode it straight away a couple of miles. After a few weeks, he hopes to give our readers his experiences of the machine. He now sighs for a "Unicycle." — [The "Star" is a sort of lever machine with a small wheel in front and a fifty-two inch behind. It is ridden *by Kaufman and McAnney and other trick-riders,* and holds many records. — Ed. "B. N."] — *News.*

The Overman tricycle is attracting a great deal of attention. The novel method of taking up the vibration of the front wheels makes it a comfortable riding machine. Overman's wheels always have a good deal of go in them, and we do not believe this will prove an exception.

The Columbia tandem is generally admired. It scales only a hundred pounds, and is strong enough for the heaviest riders. The rear rider can steer the machine, or this can be done by the front rider. A strong brake makes it amply safe, and in regard to its workmanship there can be no doubt that it is of the best.

We are in need of copies of the Bulletin of Jan. 28, to supply our need for bound copies. Members who can oblige us with papers of this date will confer a favor.

At a meeting of Manchester Bicycle Club, April 1, it was voted to extend an invitation to the New Hampshire Division to hold its annual meet in Manchester, July 4th.

THE SOUTHERN DISTRICT LEAGUE TOUR.

PUBLIC CIRCULAR NO. 3.

Below is given an advance extract from the prospectus now in press. The balance will be published in these columns as soon as possible: —

The pleasure derived from the numerous bicycle tours that have been projected and successfully carried out during the last few years, has created an increased demand for such wheel outings. In response to this demand, the League of American Wheelmen has established a Touring Department, and this department has divided itself into four Touring Districts, — respectively, the Eastern, Middle, Western, and Southern, — and appointed a marshal for each. Last year's National League tour demonstrated the fact that participants therein must travel too far to the point of starting and from the finish, in order to take advantage of the facilities offered by a regularly arranged and conducted tour for the entire country, and it has, therefore, been decided that each district shall, in future, hold a tour of its own, substantially within its territory, though tourists from all sections may participate. Pursuant to this policy, I have planned

THE SOUTHERN DISTRICT TOUR FOR 1887

to extend over the route given below: from Philadelphia out the famous Lancaster pike, taking in the historic battlefields of Gettysburg, including the summer resort, Pen Man, with its magnificent views in all directions, embracing the unsurpassed roads of Western Maryland, and finishing with the world-renowned Shenandoah Valley, and stopping at Luray Cave, — covering in all about three hundred miles of the best roads in this section of the country, which abound in historic interest and scenic beauty. The line of route 26 of the Pa.-N. J.-Md. Road Book will be substantially followed, and the easy mileages each day will bring the tour within the capacity of all.

THE ROUTE

decided upon is as follows: —

May 10. Leave Philadelphia 9 A. M. 20 miles, Paoli: dinner, Shoemaker House. 19 m. Coatesville: supper, lodging, and breakfast, Speakman H.

May 11. Lv. 8 A. M. 25 m. Lancaster: dinner Stevens H. On at 1. 24 m. York: s., l. and b., National H.

May 12. Lv. 8 A. M. 28 m. Gettysburg: d., s., l., and b., Eagle H. In P. M view battle fields.

May 13. Lv. 7 A. M. 23 m. (bad) Waynesboro: d. Leland H. On at 2 11½ m. Hagerstown: s., l., and b, City Hotel. Reception by H. Bi. C.

May 14. Lv. 9 A. M. 20 m. Martinsburg: d., St. Clair H. On at 1. 21. m. Winchester: s., l., and b., Taylor H.

May 15. Lv. 7.30 A. M. 31 m. Woodstock: d., Shenandoah H. On at 2. 19 m. New Market: s., Central H. Leave wheels. 14 m. in carriages to Luray: l., b., and d., Hotel Lawrence.

May 15. In A. M. visit Luray Caverns. At 1 P. M. take carriages 14 m. to New Market. Mount wheels. 19 m. Harrisonburg: s., l., and b., Revere H. Reception by H Bi. C.

May 17. Lv. 9 A. M. 25 m. Stanton: d. and s., Hale H. In eve take cars for St. Louis meet, arriving morning of 19; or lay over and visit Natural Bridge, Weyer's Cave, etc., *ad. lib.* and take cars for bicycle meet and national drill, Washington, May 26.

EXPENSE.

The total cost *per capita* will be $24, and this sum will be collected from each tourist before starting and deposited in a Philadelphia bank. All bills will be paid by the marshal by checks on this bank; and the tourists will thus secure the very best hotel accommodations, baggage transportion, etc., without trouble to themselves; cave admissions, carriage rides when necessary, and ample attendance to meet the demands of all and avoid delays. Good weather is hoped for — fairly prayed for — but should the elements render a change of programme necessary, the will of the majority on the wisest course to pursue will be consulted. The above fee pays for necessary expenses in event of fair weather, and additional expenses incurred will, of course, be extra. (See under title "The Start," below, for instructions relative to payment of balance.

DEPOSIT RECEIPTS

have been issued by the marshal, and will be given for deposits of not less than $1. Those deciding to go should obtain these receipts by payment of a small earnest of their intention *as early as possible*, and secure to themselve places in line, in order that the limit may not be exceeded.

Parties desiring to participate in the tour throughout part of its length should make special arrangements with the marshal.

THE OFFICERS

of the tour will be chosen before starting, or as soon as the respective callings and fitness of the tourists has developed itself. Besides the marshal, who will act as treasurer and general manager of the tour, and the local roadmasters, the officers will be a captain, quartermaster, surgeon, bugler, and secretary, together with such others as necessity may demand. These officers will be appointed from the number, and are expected to fulfil the duties assigned them in a conscientious and faithful manner. Much of the success which it is hoped may characterize this outing will be due to a strict fulfilment of duties and a ready acquiescence in any orders that may be issued. Promptness is especially desirable in all, in order that no time may be lost and no grumbling heard.

At the present writing, the officers so far chosen are: —

Marshal, N. L. Collamer, Washington
Bugler, W. E. Fuller, Brooklin, N. Y.
Roadmasters: —

J. A. Wells, Philadelphia, Pa. Philadelphia to Paoli.
S. M. Mallalieu, Coatesville, Pa. Paoli to Coatesville.
J. M. Boyd, Coatesville, Pa. Coatesville to Lancaster.
Chas. Haberbush, Lancaster, Pa. Lancaster to York.
G. E. Jacobs, Gettysburg, Pa. Gettysburg to Hagerstown.
Geo. F. Updegraff, Hagerstown, Md. Hagerstown to Martinsburg.
A. L. Martin, Martinsburg, W. Va. Martinsburg to Winchester.
L. N. Barton, Winchester, Va Winchester to Newmarket.
P. S. Thomas, Harrisonburg, Va. Harrisonburg to Staunton.

As soon as the list of roadmasters for the tour is complete, it will be published in the Bulletin, together with such other information as may be of interest to intending tourists. Keep your eye on this department.

N. L. Collamer,
Marshal.

St. Cloud Bldg., Washington, D. C.

REPORT OF THE COMMITTEE ON UNIFORM.

To the Board of Officers and Members of the League of American Wheelmen:

Gentlemen: — Your committee regret the delay in perfecting the arangements necessary in changing the uniform and deciding on a special cloth for same, but this has been unavoidable. The cloth, as selected, is dark brown in color, and known to the trade as "Venetian"; weight, fourteen to fifteen ounces to the yard; width, fifty-four inches. It will be made exclusively for the League, special attention being given to strength and fast color. The cloth will be known as L. A. W., No. 4,004. Each piece will have a ticket attacked, reading "Official L. A. W. Uniform Cloth, Manuf'd by the Burlington Woolen Co.," and bearing the League badge. Parties ordering the cloth should see that this ticket is attached to the piece received by them.

The uniform will be made after specifications submitted by the committee, and will be awarded to the firm making the most advantageous offer. As to details of specification, we would call your attention to our advertisement for bids published in another column of this paper. The contract will be awarded by April 20, when your committee will immediately make known the name of manufacturer whose proposition has been accepted, with cost of uniform, and all particulars relating thereto.

Arrangements will be made for delivery at contract price in all larger cities. Each garment will have the official League stamp affixed, and the manufacture of the uniforms will be inspected by the committee at intervals, to see that specifications and contract are being rigidly followed.

Respectfully submitted,
N. Malon Beckwith,
E. W. Johnson,
G. R. Bidwell,
Committee.

By G. R. Bidwell, *Secretary.*

New York, April 5, 1887.

BIDS OR PROPOSALS.

will be received from manufacturers of uniform and clothing for the League of American Wheelmen, upon the following terms and conditions, and subject to the restrictions hereinafter specified.

I. Each bid must be in writing, signed, sealed, and delivered to the Committee, by April 20, 1887.

II. Samples of each garment must be submitted with the bids and marked for identification in the same manner as the written bids.

III. The Committee reserve the right to accept or reject any proposal submitted.

IV. The following agreement must be subscribed

by the bidder and returned with the bid or proposal: —

Memorandum of proposal to manufacture uniform and clothing for the League of American Wheelmen.

——— of ———

hereby offer, bid, propose and agree to and with said League of American Wheelmen, its Committee, Officer, or Officers authorized to contract therefor, to manufacture said uniform and clothing upon the terms and conditions, and under the specifications hereinafter contained; and in the event of and upon the acceptance of this bid, to execute and deliver a written contract with said League of American Wheelmen or its legal representatives, therefor, in accordance with the provisions of this proposal.

SPECIFICATIONS.

1. The fabric of which the coat, knee breeches, and cap are to be made, as per specification below, is known as L. A. W. No. 4,004, width 54 inches, weight 14 to 15 ounces, made by the Burlington Woolen Mills, and must be purchased through their agents, Messrs. Sawyer, Burt & Manning, 86 Franklin Street, New York City, and will cost $2.12 less 2 1-2 per cent, less 7 per cent off, cash, or $1.92 70-100 net, per yard.

2. COAT. — Single-breasted, five-seam sack, cut to fit close to form, made to button close up to neck with six regulation league buttons; Prussian collar; Edges, two rows stitching three-eighths inch apart; French facings; deep shoulder pad ladies cloth; cuff to close with two small size league buttons and buttonholes; two outside breast pockets, patched; two outside skirt pockets, patched; all seams hemmed; one inch outlet on shoulder and side seams; facings piped, and bottom of coat faced with Italian cloth to match; cuffs faced with ladies' cloth.

3. BREECHES. — Made with two hip pockets and one watch or fob pocket, no other pockets in front; to close at the knee with three small size league buttons and buttonholes; suspender buttons sewed inside of waistband; four loops for belt; seat to be reinforced, reinforcement to extend to bottom of leg; pockets, waistband, fly linings, and all trimmings (except stays, which are to be linen) to be of ladies cloth; side seams, narrow corded; back laced with tubular braid, through ten eyelets.

4. TRIMMINGS, SEWINGS, ETC. — All seams to be sewed with best quality letter "B" pure dye sewing silk. The ladies cloth for inside trimming of coat and breeches to be all wool, to weigh about eight ounces per yard, double width, and quality as fine as that in sample suit.

5. SHIRT. — Grey flannel, same as sample submitted by the committee.

6. HOSE. — Long knee-hose, same color as cloth of uniform, and quality as submitted by the committee.

7. CAP. — Of "L. A. W." cloth, same as sample submitted by the committee.

8. The entire uniform, or any part thereof, must be delivered, without extra charge, at the contract price, and within two weeks after the receipt of any order therefor, in the following cities: New York, Brooklyn, Albany, Utica, Syracuse, Rochester, Buffalo, in the State of New York; Boston, Worcester, Springfield, Massachusetts; Hartford, New Haven, Connecticut; Philadelphia, Pittsburg, Pennsylvania; Cincinnati, Cleveland, Ohio; Detroit, Grand Rapids, East Saginaw, Michigan; St. Louis, Kansas City, Missouri; Portland, Maine; Providence, Rhode Island; Washington, D. C.; Louisville, Kentucky; St. Paul, Minnesota; New Orleans, Louisiana; Omaha, Nebraska; Denver, Colorado; Indianpolis, Indiana; Milwaukee, Wisconsin; Chicago, Illinois.

9. Cloth must be supplied to any League member, at an advance over actual cost of not more than twenty five cents per yard.

10. Any features in the sample garments submitted by the committee, not noted in the specifications, are to be considered as so specified.

11. The contract for the manufacture of the uniform will be dated on the day of the acceptance of the bid, and expire Nov. 1, 1889, unless sooner terminated by the League representative, as hereinafter specified.

12. The contractor must furnish to each member of the League an illustrated price list of the uniform and parts thereof.

13. Each member of the Committee or any other official designated for that purpose by the League, shall have access at any time to the factory of the contractor for the purpose of inspecting the work, and if they shall find that the specifications of the contract are not being carried out, then this contract may, at the option of said League or its representative duly authorized, be cancelled, thirty days' notice thereof, being given.

Any work not done in accordance with the specifications may be rejected.

14. The uniform and cloth must be supplied to League members only. A revised membership list will be furnished the contractor each week.

15. A complete uniform, made in accordance with the above specifications, will be submitted to parties bidding, for their guidance, and may be seen at the office of George R. Bidwell, No. 313 West 58th street New York City.

16. All manufacturing to be done in a good and workmanlike manner, in strict conformity to the specifications for prices, as follows: —

17. In the event of the failure, upon the part of the contractor, to comply with any of the foregoing conditions, the contract may, at the option of the League or its representative, be terminated, thirty days' notice thereof being given.

In witness whereof, have hereunto set hand, this day of April, 1887.

Return proposals to

N. M. BECKWITH, GEO. R. BIDWELL, E. W. JOHNSON, } *Committee on Uniform*, 313 West 58th Street, New York City.

APPOINTMENTS.

MISSOURI. — The Pacific Hotel of St. Joseph, Mo., has been appointed League hotel at $3 a day.

ANNUAL ELECTION OF 1887. — NOMINATIONS.

NEBRASKA. — Chief Consul, F. N. Clarke; representative, F. T. Mittauer.

NATIONAL CHAMPIONSHIPS.

THE Racing Board desires to call attention to the following rules relative to the national championships.

(1) The following national championships have been established by the Board: Half-mile, one mile, two mile, three mile, five mile, ten mile, and twenty mile bicycle; and one mile, two mile, and five mile tricycle.

(2) These national championships will be assigned yearly by the Board to League clubs, only under such conditions as they may impose. In the location of championships with clubs, the Board will require that no prize offered for any event in the meeting where the championship is run shall exceed in value $50, and they will further require that the entry of any person whose amateur standing is in doubt shall be rejected. That this rule may be observed, the Board will claim the right to know the full programme of the meeting and to inspect the list of entries to the championships, with a view to striking out the name of any person whose amateur standing may be in question.

(3) The national championships are open to League members only, and the trophies in every case shall be medals, struck from a die owned by the League, to cost in no case more than $50, and to become the property of the winner each year.

The chairman will receive requests for the allotment of the above championships, and will hold all such till May 1, when the Board will proceed to assign the events. As it is very probable that there will be a radical change in the make-up of the Board after the May meeting, only such championships as the Board desires to be run early in the season will be given out, and it will be left for the new Board to assign the fall events.

ABBOT BASSETT,
Chairman Racing Board.

FINANCIAL STATEMENT.

AN itemized financial statement of the condition of the League, so far as the secretary's office is concerned, has been forwarded to the Executive Committee, and I herewith present a digest of the statement in accordance with the provisions of the by-laws.

The statement below includes the payment of $200 to satisfy the claim of Mr. Wells, and $150 paid for court fees, and the services of an attorney employed to defend the League. The attorney's bill includes payment for services rendered in forcing Mr. Wells to return papers taken from the New York meeting. Among the other large items of expense has been that incident to the current election, the bills for which, including postage and printing, already amount to nearly $200. Extra clerk hire necessitated by the increase of business during the renewal season has amounted to $250.

Number of League members and applicants to date, 8,787.

STATEMENT.

Cash balance, March 31	$2744.28	
Accounts receivable from advertising, March 31	3872.39	$6616.67
Amounts owing divisions, March 31	4352.58	
Other accounts payable including printing, for the month, etc.	1300.08	$5652.66
		$964.01

ABBOT BASSETT,
Secretary-Editor.

N. Y. STATE DIVISION.

Secretary-Treasurer's Sixth Quarterly Report.

MEMBERS N. Y. STATE DIVISION, L. A. W.

BROOKLYN, April 2, 1887.

DEAR SIRS: The following will show our financial worth at this date: —

1887.	*Cash.*	*Dr.*
Jan. 8.	To balance for BULLETIN, Jan. 14, 1887	$1,104 61
Jan. 12.	To Sec.-Ed. L. A. W., balance 1886 dues; 65 applications at 12½ cts.	8 13
	Total receipts	$1,112 74

1887.	*Cash.*	*Cr.*
Jan. 12.	By Sec.-Ed. L. A. W., in account for bound vols. of BULLETIN, 1 and 2, and 1 binding for Chief Consul Bidwell	$4 00
	Also three stencil outfits	3 00
Jan. 20.	By stationery and ptg., 500 l'h'd's C. Consul Bidwell	4 00
	By stationery and ptg., Index Register, districted,	8 85
Jan. 22.	By Chief Consul Bidwell, amount voted him by Board at meeting, Sept. 3, 1886	100 00
	Sec.-Treas. Austin, amount voted him by Board at meeting Sept. 3, 1886	200 00
Feb. 9.	By stationery and printing, office sundries	2 05
	By stationery and printing, binding vol. 3 BULLETIN	1 25
Feb. 28.	By expense, postage, etc	1 81
Mar. 16.	By stationery and printing 1,500 envelopes, C. Consul Bidwell	6 00
Mar. 18.	By stationery and printing 1,500 envelopes, 1 cent stamped	18 29
Apr. 1	By stationery and printing 1,550 circular letters printed both sides.	13 50
Apr. 2.	By expense Chief Consul Bidwell, postage etc., to date	14 83
	By expense postage, etc., to date.	2 34
	By expense paid for addressing 3,200 envelopes	9 60
	Total expenditures	$389 52
Apr. 2.	By balance in Market National Bank of N. Y., to credit N. Y. State Division L. A. W., E. K. Austin, Sec.-Treas.	723 22
	Total	$1,112 74
	We have to be added to above amount of cash in bank, *i. e.*	$723 22
	Cash due us by the L. A. W., on account 1887 dues	821 00
	Making total net assets	$1,544 22

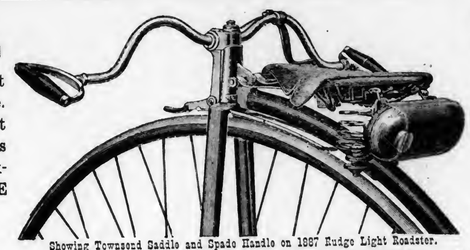
The percentage of our members this year renewed is unprecedented in our division history, 1,414 of our 1886 membership of 1,748, having renewed, which, with 7 life members and 228 applications to date, places our membership at 1,649, within 100 of where we were at the close of 1886, a showing, to my mind, of which our division, at this time, can be justly proud. Yours truly,

E. K. AUSTIN,
Secretary Treasurer.

Townsend Saddle.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, $6.00.



Showing Townsend Saddle and Spade Handle on 1887 Rudge Light Roadster.

SPADE HANDLES.

More comfortable. Great power in hill climbing. Perfectly adjustable and detachable.

You are behind the times if you don't have them.

PRICE, $5.00.

To be happy, you must have your bicycle fitted with the TOWNSEND SADDLE and ADJUSTABLE SPADE HANDLES. To be obtained or fitted by any of our agents. ☞ See *inside* of *front cover*.

STODDARD, LOVERING & CO., 152 Congress Street, Boston, Mass.

NOTES AND QUERIES,

HAND-BOOKS.

TO PENNSYLVANIA MEMBERS: — The Pennsylvania Division has purchased a supply of the last issue of the L. A. W. Hand-books, which will be sent *free* to such members as request them of the undersigned. As the postage will be less, proportionately, on a quantity, I shall be glad to send to club secretaries applying therefore, a sufficient number to supply their respective clubs. I shall also be pleased to send them to the "workers" (their number ought to be greater) who are acting as volunteer recruiting officers among the non-League cyclers.

T. HOUARD WRIGHT,
Secretary-Treasurer.
Box 1619, Philadelphia.

BALL HEADS.

EDITOR BULLETIN: — In your last issue, a correspondent who sells wheels *not having ball heads*, has an article under the above heading, his second within a short time on the same subject, and both denouncing this feature; characterizing it in his opinion as "unnecessary, — making the machine more complicated, and thereby adding to the risk of broken parts, and unsuited for American roads," etc. He says, "These were the opinions of some manufacturers he visited in England, and he is convinced they are quite true." And he says he knows what is best suited for American roads, as he has ridden eight years, etc. Not a very cogent reason, certainly, for proving a point, but yet, let us see. "One swallow does not make a summer," nor, ordinarily, would the opinion of one person, — and, as in this case, of one who has had no practical experience whatever with the article of which he writes, — demand a notice, at least from the writer, who is of the opinion that a member of the trade is out of place in the columns of a paper, especially so when criticising and denouncing features which are not used on his own machines, but are leading points of his competitors. But, as the ball head is now a second time, by the same writer, prominently brought to the notice of wheelmen as unneccessary and of no importance, though only, as he says, in his humble opinion, yet the fact that we have used it on our wheels to a greater extent than I believe any other firm, through the whole of an entire year, on hundreds of bicycles, places me in a position to acquaint wheelmen of its *correct* worth and merits. For this reason, Mr. Editor, I ask space in your columns which have twice so generously been accorded to these erroneous criticisms; for I agree with the English correspondents that they are erroneous And in so doing I shall not present as any argument my own opinions or hearsay, as such is not proof, but give the actual facts founded on actual tests, — actual experience in wear and tear on American roads themselves. Experience is the best teacher, — in fact "the proof of the pudding is the eating," and I ask wheelmen to consider these in judging of the merits of the ball head. In the fall of 1885 we acquired the Trigwell ball head, which we considered best, and before adopting it, put it to severe tests on rough frozen roads, etc., and found it good. From these tests we adopted it on all our machines in 1886, running up to large quantities; and from the whole year's product, from its use on American roads all over the country, east and west, through a whole year, we found it a perfect success, an unqualified success, not any part even found defective in construction or principle, or at all complicated. In fact, much stronger in wear than the old cone principle, for the wear by friction so common in cone heads is entirely obviated by the balls. And, as a proof of this, we use it again this year on our New Mails, without an alteration in any single point. So much for its efficiency, its strength, its worth, which your correspondent denies it has, because he has heard some English manufacturers say so.

Next as to its advantages, which he says there are none. I express no individual opinion, but hand over to readers the evidence of those who have used them, which is certainly the fairest way to judge of such features. We received all through the year, and are now receiving, testimonials, *unasked for*, from those who have used it, of its great merit in easy, smooth steering, the advantage of perfect, simple adjustment, one adjustment lasting for months, and the advantage of one oiling serving for a long time. In fact, as one rider expressed it, "it must be tried to be appreciated." Therefore, based on actual experience and declarations of riders themselves, I say it has been proved a perfect success and of great advantage, and I invite wheelmen, in support of these claims, to read the testimonials of leading riders, some of whom have ridden *more than eight years*, to be found in our catalogue with their signatures. He says he bases his opinions on what he heard in England, from some manufacturers; and yet, when he came home and published this article he was immediately taken to task by the English press itself, for his erroneous denunciations. This don't look as though he got at even the true English opinion. And, moreover, why was it necessary for him to base his judgment on what he heard in England in making up his mind as to whether it was fitted for American roads, when he could have learned all about it by the actual whole year's use right here in this country on American roads, and he knew it had been used to a very large extent. I say, and the tests prove, that it has been suited to American roads. Facts are facts, and the facts I give are founded on actual test and experience with our ball head and not on my own opinions, — in fact, are matters of record. I intended to have added many tesimonials, but do not wish to take your space. Here are some lines only from a few letters. The names I omit, as I have not permission to use them except in our catalogue.

"January, 1887.

Messrs. Wm. Read & Sons, Boston, Mass.

Dear Sirs. — A few words in regard to the 'Trigwell Ball-Bearing Head.' I have used the Mail Bicycle, and in connection therewith, the Trigwell Head, during the past season, and have covered about 2,000 miles of road riding, thereby giving it a thorough trial, and I am free to say it has given perfect satisfaction. Its point of superiority over other heads is that it can be set down perfectly tight, and yet will work freely and never work loose. I have never had any trouble with the balls breaking, and a single drop of oil once in a while keeps them in excellent condition. In every way it has proved a great success, and I would recommend every rider to give it a trial. Yours very truly."

Gentlemen, — . . . One of the wheel's chief beauties lies in the Ball-Bearing Head, which needs no tightening, and renders the steering easy and quick. Hereafter no wheel will be perfect for me unless it has a Ball-bearing Head. Thanking you for many courtesies extended, I remain,

Yours tru'y,

Gentlemen, — The Ball-Bearing Head is a great success, and I would not ride a wheel without this improvement.

Mr. Shipton, Secretary of the C. T. C. says, — To put it briefly, I consider the Ball-Bearing Head to be the most valid of all the modern-day improvements, and I would not be without it for twice its cost.

Mr. Harry Jones, of the Haverstock B. C. says, — My record last year amounted to 8,241 1-2 miles. I have ridden over some of the roughest roads through nearly every county in England and Wales, and can say that some of the grass roads traversed in Lincolnshire, etc., would have been quite unridable with the ordinary head, but in this, and where any delicate steering is required, I have found the Ball-Bearing Head invaluable, and also a great assistance in hill climbing. I have ridden it over 1,000 miles without oiling, and only adjusted it three times during the year, and the wear is imperceptible.

Gentlemen, — . . . The Ball Head, as used in the Mail, cannot be equalled by any appliance for ease and nicety of adjustment, and perfect bearing; and in riding and coasting without hands, I find it a great aid. The New Mail will carry me through the coming season, and equally favorable results are expected.

Dear Sirs, — Out of five months this season I have missed only five day's riding, and that on country roads of all grades, and have, therefore, thoroughly tested the Ball Head, which feature alone is incomparable, and an important attraction to me.

Dear Sir, — The machine I bought of you with the Ball-Bearing Head gave satisfaction in every particular. As I have owned and ridden several different makes of machines with the cone head, I have no hesitation in pronouncing the Ball Head far superior in every respect, and consider it one of the great revolutions in the bicycle.

Mr. Hawley, Hon. Sec'y of the L. B. C., says, — My bicycle was ridden about 4,000 miles last year, during which time the Ball Head was only adjusted three or four times. I certainly think this is a distinct advance in 'cycle manufacture.

Mr. Hy. Herbert, Clarence B. C., says, — I cannot speak too highly of the Patent Ball-Bearing Head, which is really everything that can be desired for rigidity and ease of steering.

Your correspondents claim that it is "better fitted for English use, where repair shops are more numerous, than for America," is entirely upset by this very identical and obvious advantage of the Ball Head, viz.: in the old cone head if the cones break, the whole backbone must be sent to some repairer, for a wholly new neck; whereas if any such thing happens to our Ball Head we can send by mail the desired part which the wheelman himself can merely screw in. No new neck is needed.

He says it is considered well enough, by

the English, to adhere to the old rule, "If you have a good thing, hold on to it." I agree perfectly with the sentiment, and this is just why we shall hold on to our Ball Head, and so will every wheelman who tries it. Yours truly, JOHN READ.

[*Adv't.*]

THE Rudge Roadster is meeting a long-felt want among wheelmen who desire a thoroughly well made, strong, and reliable bicycle, at a low price. Stoddard, Lovering & Co. intend to push it for all it is worth, the coming season.

A PROMINENT cyclist, of Barre, Vt., writes: "I have ridden a 52-inch Rudge Light Roadster, for the past three seasons; have won several races, and made the best one day's record in this State; and have had no kind of breakage yet, which was a common occurrence while I rode other machines."

TAE Rudge Enamel is a new candidate for popular favor. It is a specially prepared production, and will be controlled by Messrs. Stoddard, Lovering & Co., who have given up the sale of Ardill's.

CAPT. F. T. ROOT, of the Cleveland Bicycle Club, is happy over an 1887 Rudge Light Roadster, purchased through Messrs. Davis, Hunt & Co., of that city.

NOTES AND QUERIES.

(8) THE undersigned would be pleased to hear from some wheelman, contemplating making a tour upon wheel, about the first of July, to extend over a period of from four to six weeks, going either north, east, south, or west. Any person or persons with such a trip in view, will confer a great favor by writing MARCUS MOSES, L. A. W., 7128.

(9) WISHING to ride from Boston to New York, I would like to know if I can go to southern Massachusetts, take a boat across to Long Island, and ride along the island to New York. Will some one tell me if it is feasible.

(10) IN answer to query of 12146 in last week's BULLETIN, cannot say as to the condition of the National Pike now, but when, in May of '84, in company with two other wheelmen, I travelled the road, starting from here, 45 miles west of Columbus, the road in Ohio was not very good, but from the Ohio river to Uniontown, Pa., it was fair to good with lots of hills. We found the road very bad beyond Uniontown to Cumberland, Md., and from there took the canal path for sixty miles, finding it very good to Hancock, and to Hagerstown — 27 miles — very bad, excepting about 7 miles in Washington County. Our estimate of the distance from here was 346 miles — 301 from Columbus. L. A. W. 2120.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows; —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicant will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their ticket to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication you may look for your ticket.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 81 — Total 73.

BOSTON, April 4, 1887.

CALIFORNIA DIVISION — 9.

Capitol City Wheelmen.
14111 Ball, Byron L., 1232 O Street, Sacramento.
14112 Bennett, H., 714 7th " "
14113 Flye, Bernard W., 517 10th " "
14114 King, Chas. Sumner, 1407 L " "
14115 Mier, Chas. W., 211 M " "
14116 Toll, H. G., "
Los Angeles Wheelmen.
14052 Kiefer, J. S., Monrovia.
Unattached.
14051 Holroyd, Joseph, 1519 Eddy St., San Francisco.
14053 Lucas, E. M., 27 Bernard St., " "

CONNECTICUT DIVISION — 8.

Lakeville Bi. Club.
14117 Bissell, E. C., Lakeville.
Unattached.
14076 Ball, H. H., Windsor.
14118 Daniel, Wm. F., Hartford.
14119 Hanser, Rev. Otto, Rockville.
14097 Howard, F. E., Ansonia.
14077 Osborne, C. H., M. D., Southport.
14054 Ransom, Wm. McC., Norwich.
14098 Starkweather, John, Ansonia.

ILLINOIS DIVISION — 2.

Unattached.
14099 Newton, Albert W., Jerseyville.
14055 Waterman, Richard, "The Walton," No. Clark St., Chicago.

INDIANA DIVISION — 4.

Unattached.
14120 Acton, M. E., Danville.
14050 Hutton, H. T., Crawfordsville.
5075 Irwin, Will G., Columbus.
14049 Milford, A. B., Crawfordsville.

IOWA DIVISION — 1.

Unattached.
14078 Teed, Geo. W., Webster City.

KENTUCKY DIVISION — 1.

Harrison Wheel Club.
14056 Adams, J. B., Cynthiana.

MASSACHUSETTS DIVISION — 13.

Jamaica Cycle Club.
14100 Chase, Edw. C., 17 Oakdale St., Jamaica Plain.
Taunton Bi. Club.
14101 Bearse, Henry C., Taunton. "
14102 Bolton, Clarence E., "
14103 Closson, Geo. A, "
14104 Hardy, John M., "
14105 Ramsdell, Lyndon O, "
14106 Rhodes, Albert C., "
14107 Strout, Byron H., "
14108 White, Arthur K., "
Unattached.
14057 Arms, W. W., South Deerfield.
14109 Brigham, Whitney G., Hudson.
14079 Lawrence, H. A., 37 Cornhill, Boston.
14110 Lesage, J. P., 139 Green St., Worcester.

MISSOURI DIVISION — 1.

Unattached.
14058 Breck, Robert, 323 No. 3d St., St. Louis.

NEBRASKA DIVISION — 7.

Omaha Wheel Club.
14081 Allard, J. F., care Bradstreet Co., Omaha.
14082 Hunter, H. H., care *Bee* Office, "
14083 McLaughlin, R. W., care F. W. Gray, "
14084 Miller, H. C., So. Omaha.
14080 Ott, Chas. B., 1411 Douglas St., Omaha.
14085 Pomeroy, P. P., care *Herald* Office, Omaha.
Unattached.
14086 Davenport, A. C., care *Bee* Office, "

NEW HAMPSHIRE DIVISION — 1.

Concord Bi. Club.
14087 Howe, Carl N., Concord.

NEW JERSEY DIVISION — 1.

Unattached.
14059 Stevens, T. J., 286 Roseville Ave., Newark.

NEW YORK DIVISION — 20.

Cortland Co. Cyclists Club.
14088 Davis, Harley, Cortland.
Dutchess Wheel Club.
14061 Fouquet, Lou D., Fishkill.
Geneva Bi. Club.
14071 Newton, F. E., Geneva.
Ixion Bi. Club.
14072 Taylor, Jas. E., 271 W. 39th St., New York.
Niagara Falls Bi. Club.
14062 Crysler Chas, Niagara Falls.
Walton Bi. Club.
14093 Burthus, J. S., Walton.
Unattached.
14065 Blaich, Adolf., Binghamton.
14066 Copeland, J. H., "
14067 Eggert, D. A., 88 Sterling Pl., Brooklyn.
14068 Faye, E. F., St. Nicholas Pl., and 152d St., New York.
14068 Findley, W. E., 10 Wall St., room 76, New York.
14069 Harris, L. H., Binghamton.
14090 Hook, A. J., 198 Clermont Ave., Brooklyn.
14070 Johnson, Louis H., 344 W. 47th St., New York.
14060 Lenen, W. H., Dansville.
14091 Oxley, Edw. M., 264 22d St., Brooklyn.
14062 Perkins, Wallace T., 224 Schermerhorn St., Brooklyn.
14063 Schmitt, Wm., 507 E. 146th St., New York.
14092 Williams, John A., Poughkeepsee.
14073 Wolf, Chas. H., Cunastola.

OHIO DIVISION — 1.

Unattached.
14094 Slack, Jas, New Knoxville.

PENNSYLVANIA DIVISION — 3.

Unattached.
14074 Connor, Wm., Germantown.
14095 Hertz, Wm. H., Northwest cor. Green and Locust Sts., Hazleton.
14075 McClintock, Jay, 208 Hepburn St., Williamsport.

RHODE ISLAND DIVISION — 1.

Unattached.
14096 Deming, Henry B., P. O. Box 456, Providence.

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The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headqnarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

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"DID YOU NOTICE IT!"
Rubber Tires way down; 3-4 inch 18 inch wheel, $1.35; 7-8 inch 50 inch, $5.00; other sizes at corresponding rates. Lowe Bicycle Co., Fitchburg, Mass.

$92. — Splendid 52 inch Victor; lamp, bell, chain, bag. 45 Saunders Avenue, Philadelphia.

FOR SALE. — Royal Mail two-track Tricycle, 1886 pattern, in perfect condition, new last August; centre gear, ball pedals. Cost $175, price, $115. Address J. B. SEWARD, 31 Milk Street, Boston, Mass.

TANDEM TRICYCLE. — Humber Tandem, in excellent order, cheap for cash, or would take good bicycle in part payment. C. HERBERT DIAMOND, P. O. Box 2434, New York.

FOR SALE. — 48-inch Special Star, enamel finished, hollow levers, cones to front wheel, cowhorn bars, cricket saddle. Used three months. Tires excellent. Price $80. Lakin's cyclometer, $8. A. B. SCHNEIDER, Thomaston, Conn.

WHO WANTS a 54-inch, 1886, Expert Columbia, new last summer, A1 condition, for *only* $80. *Must be sold.* CROWTHER & POTTER, Reading, Pa.

BICYCLERS ATTENTION! Don't fail to buy the Buffalo Bicycle Lock and wrench combined, locks automatically. Send for circular, liberal discount to dealers. Price $1.00. C. G. WANENMACHER, Buffalo, N. Y.

WANTED. — New or second-hand tricycle, sociable or tandem. Don't mind the condition only so it is cheap. State make, condition, age and lowest cash price. F. O. B., The Cycleries, 1406 New York Ave.

FOR SALE. A 52-inch Rudge Light Roadster. Ball pedals, in perfect condition. Price $90.00. Apply to Rudge Agency, 152 Congress St., Boston.

FOR SALE. Two Rudge Humber Tandems, suitable for 52 and 54-inch respectively. Ball pedals, latest pattern, in good order. For particulars, apply at the Rudge Agency, 152 Congress St., City.

SPECIAL BARGAINS in New and Second-Hand Machines, prior to removal April 1st to more central location in Orange. Bicycles, Tricycles, Tandems, and Safeties. Send for list. Write to us what you want, *it will pay you.*
L. H. JOHNSON, East Orange, N. J.

A FEW WHEELMEN can be accommodated with large, well-furnished sunny rooms, in immediate vicinity of Riverside and Central Parks (West Drive) and Boulevard. Half block from "L" Station. Excellent facilities for *storing wheels* ("Bikes" and "Trikes"). Breakfast if desired. Call or address H. W., 138 W. 104th Street, N. Y.

TANDEM. — A Rudge Humber Tandem, good as new, with ball pedals and Lakin cyclometer. Cost $270, price, $215. Address XXX, this office

FOR SALE. — $100, 54-inch Rudge Light Roadster, spade handles, Kirkpatrick saddle; Lakin cyclometer; ran one season; scarcely any wear on either tire, perfect order. Also, for $120, 53-inch, 1887, Columbia Light Roadster, spade handles, never used. LOCK BOX, 202, Holyoke, Mass.

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SECOND-HAND BICYCLES WANTED for cash or in trade. Highest price paid. Give full particulars with your prices. Catalog free. GEO. W. ROUSE & SON, 25 G. St., Peoria, Ill.

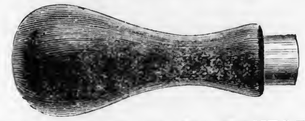
BARGAINS IN SECOND-HAND BICYCLES. — 48, 50, 52, 54 and 58-inch EXPERTS; 50, 52 and 54-inch STANDARDS, etc. Also, 36 x 54-inch KANGAROO; excellent condition; $65.00. Second-hand sundries at less than half price. JAMES A. SPEAD, So. Newmarket, N. H.

BICYCLES FOR SALE. — Bicycles and Tricyles — all kinds, descriptions, and prices — from $35.00 upwards. Call and examine, or send for list to RUDGE AGENCY, 152 Congress St., Boston, Mass.

STEEL BALLS FOR ANTI-FRICTION BEARINGS.
OF BEST CAST-STEEL.
HARDENED, GROUND, AND BURNISHED.
3-16" to 3" diam. Samples and prices on application.
SIMONDS ROLLING MACHINE COMPANY, Fitchburg, Mass.

For Sale, Cheap!
BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. P. O. Drawer 64.

Bicycle Handles
OF EVERY DESCRIPTION.



ADJUSTABLE SPADE HANDLES.
With improved check-nut to fit any machine, $2.50 per pair.
Dropped forged steel spade handles, unfinished for brazing, $2.00 per pair. A liberal discount to agents. Agents wanted.
CYCLE SUPPLY CO.,
CHARLESTOWN - - - - MASS.

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NEW YORK HEADQUARTERS,
M. HALL - - - - MANAGER,
115 LIBERTY STREET.
BROOKLYN AGENT - - H. J. HALL, Jr.

Large stock constantly on hand to select from. Repair parts and sundries supplied.
H. B. SMITH MACHINE CO.
Works and main office SMITHVILLE, N. J.

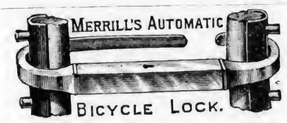
The Keystone Bicycle Saddle!
Improved for '87; fits any Bicycle. Price, $5.00.
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W. J. NEWMAN,
Member C. B. C. and L. A. W.
10 Brattle Street, Cambridge, Mass.
Cambridge Agent for New Mail and Springfield.
Agents wanted all over America. Patented.

NEW AND SECOND-HAND
Bicycles and Tricycles.

Nickelling, enamelling, and repairing done in the best possible manner. Send in your wheels for repairs.
A full line of second-hand wheel, in stock. Send size and description of what you want, as our list is changing all the time. Parts and sundries for all machine.

V. M. COOKE. L. F. DUNBAR.
American * Bicycle * Company,
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25c. THIS CERTIFICATE 25c.
And 25 cents will entitle the sender to one copy of THE WHEELMEN'S REFERENCE BOOK (price 50 cents). Mailed postpaid. Address
THE WHEELMEN'S GAZETTE,
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For locking Bicycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neat, compact and cheap. Weighs only 2½ ounces, and length only 4 inches.

Dr. W. D. Ball, of Boston, writes: "I bought one of your locks the first of the season, and can say it is really the only lock on the market good for anything. I leave my bicycle anywhere and have never had it tampered with, and yet two bicycles have been stolen within a stone's throw of my office."

Can be had of any dealer in bicycles, or sent post-paid on receipt of $1.00.
MARLIN FIRE ARMS CO., New Haven, Ct.

SPADE HANDLES!
Handsomest, Strongest, and best Handles in the Market.
Only $2.50.
WE HAVE THEM TO FIT ANY CYCLE MADE.
C. W. SPINNEY - - Fitchburg, Mass.

ST. LOUIS WHEEL CO.
Difficult Repairing a Specialty.
Enamelling, Nickelling, Etc. at Lowest Prices
LARGEST STOCK OF SECOND-HAND BICYCLES In the WEST. WRITE FOR LIST.

Patented 1881. L. A. W. BADGES.



For Gold Pins of the Official Design, send direct to
CHAS. H. LAMSON,
177 Middle St., Portland, Me.
The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges,** $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.
Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. E. Heath & Co.; and in San Francisco by Osborn & Alexander.

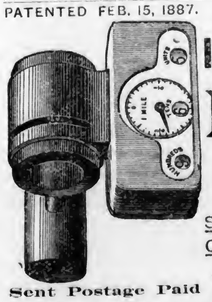

New Style H.

SINGER CYCLES.
BUY THE BEST!
The APOLLO LIGHT ROADSTER
Has a Ball-Bearing Head, Spade Handles, Detachable Bar, and Double Ball Bearings.
THE EASIEST RUNNING AND FASTEST COASTING MACHINE ON THE MARKET.
1887 CATALOGUES NOW READY.

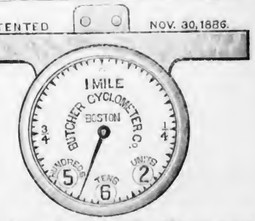

APOLLO SAFETY. FAST AND LIGHT.

BUY THE BEST!
SINGER'S CHALLENGE
Is the Best Wheel ever put out at the price,
$105.00.
Balls to Both Wheels, Detachable Bar, Spade Handles. Weight of 50-inch, 40 pounds.
A Well-Built, Durable Machine. All Steel.
W. B. EVERETT & CO.,
Sole U. S. Agents.
6 and 8 BERKELEY ST. - - BOSTON.

PATENTED FEB. 15, 1887. FOR THE NEW FOR PATENTED NOV. 30, 1886.
1887.—PATTERN—1887.
Butcher Cyclometer
NOW READY.



The Most Accurate, The Easiest to Read from the Saddle, and the BEST WORKMANSHIP ever put into a Cyclometer. Send for Circular to the



Our New Spoke Cyclometer
SUITABLE FOR
Bicycles, Tricycles and Carriages,
Sent Post-Paid on receipt of Price,
FIVE DOLLARS.

Sent Postage Paid On Receipt of Price,
TEN DOLLARS
BUTCHER CYCLOMETER CO.
6 and 8 Berkeley Street, Boston, Mass.

"In a word, a cycle bearing must be in that apparently paradoxical condition, at the same time *very tight* and *very loose;* that is, perfectly free to spin, and entirely rigid, allowing no shake in the parts."— *Victor Catalog.*

IT BEATS THE WORLD!

AND THE WORLD IS HARD TO BEAT.

1405 MILES IN 142 HOURS!!

Ridden by ALBERT SCHOCK, at Minneapolis, in competition with most of the great American professionals.

Mr. Schock writes:—"I am pleased with the Victor in every respect. I soon found it a vast improvement on all other wheels ridden by me."

Victor Wheels are built to ride. Bicycles, Tricycles, Safeties. Catalog free.

OVERMAN WHEEL CO. - - - 182 Columbus Avenue, Boston.

SEE HERE, GENTLEMEN!

THE RECORD CLAIMED BY THE ABOVE COMPANY REALLY BELONGS TO

THE AMERICAN CHAMPION.

It is true that SCHOCK started on their wheel, but it **BROKE DOWN,** and he rode two thirds of the distance on the CHAMPION.

How the above Company can claim that Minneapolis record of 1,405 miles, when they are well aware it is a **FALSE** claim, and mean fair, is beyond our comprehension.

Respectfully and sincerely,

GORMULLY & JEFFERY MFG. CO.

We make a specialty in

SECOND-HAND BI TRI CYCLES.

Have large stock, many as good as new. Enclose stamp for List.

PRICES LOW.

SOLE AGENTS

For New York for the celebrated New Rapids, Quadrant, Sparkbrook, and New Mail.

New York Bicycle Co.,

38 PARK PLACE, NEW YORK.

Send for Circulars.

SPECIALTY IN COLUMBIAS.

Second-Hand Machines

TAKEN IN EXCHANGE

For **COLUMBIA,** New Rapid, Quadrant, Sparkbrook, Star, New Mail, Facile, Rover, Humbers, or any other machines made

CORRESPONDENCE SOLICITED.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

(YOST & McCUNE PATENTS),

19 PEARL STREET - - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.

THE "NEW AMERICAN" TRICYCLE,

639 ARCH STREET, PHILADELPHIA.

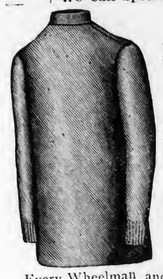
We make but one style of machine, and that the BEST. There are NO EXTRAS.

NO DEAD CENTRES. FULL POWER UTILIZED. CLIMBS ANY HILL.

The best machine for ladies, as there are no revolving pedals to catch the skirts. The only Tricycle that can be ridden equally well by lady or gentleman, grown person or child.

Jersey-Fitting Underwear Company.

We Call Special Attention to our



BICYCLE JERSEYS.

Long sleeves, standing collar. Laced front, long sleeves.

LAWN TENNIS.

Plain Colors or Stripped.

Long sleeves, standing collar. Laced front, long sleeves. Jersey jacket, a new thing.

YACHTING.

Long sleeves, low neck. Long sleeves, half high collar.

ROWING JERSEYS.

Low neck, sleeveless Low neck, long sleeves.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders, Arm Holes and Neck,** as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.

OUR BICYCLE FULL TIGHTS



Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.



BICYCLE KNEE TIGHTS.

Made same as full tights, to three inches below the knee.

TRUNKS



Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.

JERSEY FITTING KNEE PANTS,



Buttoned in Front, same as Pantaloons, without Certain Objections.

We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

LADIES' JERSEY FITTING TRICYCLE PANTS.

A NEW THING



These Pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheemen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.

Patented April 7, 1885.



TRADE MARK.

LADIES' UNION UNDER GARMENT.

We make the same thing for men, suited to outside wear, and of the same worsted as we use for Jersies and Tights.



Would like to have every Wheel man see these

JERSEY-FITTING STOCKINGS,

As we believe there is nothing better.

Send us your order for any of these garments, with your measure and a Post-office order for the same, and we will send by mail or express the garment ordered; and if you do not find them satisfactory, you can return them, and we will return the amount paid for them, or we will send them C. O. D., with the privilege of trying them on. Address,

HOLMES & CO., 17 Kingston St., Boston, Mass.

BROOKLYN RIDERS

TAKE YOUR WHEELS TO

SCHWALBACH & WILLDIGG,

PROSPECT PARK PLAZA,

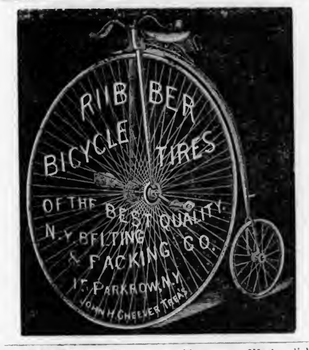
AND HAVE THEM OVERHAULED.

Call and inspect the

WHEEL OF PERFECTION, THE NEW MAIL.

REPAIRS.

☞ Send postal card and have us call for Repairs.



PATENTS secured on reasonable terms. Work reliable. Papers carefully and *legally* drawn. Special attention given to inventions in cycling by an experienced wheelman and League member. Write for particulars. N. L. COLLAMER, Patent Attorney and Mechanical Engineer, Room 47, St. Cloud Building, Washington, D. C.

BICYCLE AND GYMNASIUM GOODS.

THE KINGSTON KNITTING CO.

Mo. 27 Kingston Street - - - - Boston, Mass.,

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Manufacture from the Finest Worsted Stock all of the latest novelties in Jerseys, Sleeveless Knee Tights, Full Bodied Tights, Hosiery, etc., and in the Popular Colors—in Plain, Striped Trimmed.

We make a specialty in these **Garments,** and our prices are very reasonable. We refer to a large number of wheelmen, and who use our goods.

ORDERS SOLICITED.

L. A. W. TABLE.

Made of Georgia Mahogany.

Presenting the brightest and most attractive finish of any of the native American woods. No pains or money has been spared to make these tables the most attractive piece of furniture ever offered.

L. A. W. SYMBOL,

Finely painted, ten inches in diameter, making the handsomest Card Receiver ever offered. Read what they say of it:

The beautiful finish and fine appearance of these Tables render them so attractive that L. A. W. members must prize them, as both ornamental and useful.

(Sgd) AUG. H. HANSELL, Judge Superior Court.

The Georgia Mahogany works beautifully in all finishing work, and we should think that this Table would be very attractive for the L. A. W. members for whom it is designed.

(Sgd) A. P. WRIGHT & CO., Bankers.

Mr. W. F. Moss: It affords me pleasure to commend the beauty and strength of the L. A. W. Card Receiver manufactured by you. The bright and pleasing color will make it attractive to Wheelmen or any one else. Yours,

(Sgd) S. G. McLENDON, Rep. Thomas Co.

There seems to linger in the delicate and peculiar shade of Georgia Mahogany lumber, something of the rich sunlight that has fed it and nourished its sturdy growth. It would strike the eye of an artist anywhere, and it exquisite finish would rival the famed hard woods of the world Mr. Moss deserves and should receive encouragement, he is taking the crude elements of our wealth and turning them into money.— *Thomasville Enterprsie.*

Photograph sent on application. Every L. A. W. member should have one in his house or room, and every League Club should have three to ten in Club rooms. Special discount given where three or more are ordered.

PRICE $2.50. When five or more are shipped to one address, the freight will be just one-fifth of what it would be on shipment of one. Address

W. F. MOSS,

THOMASVILLE, GEORGIA.

$3.00. $3.00.



TOULMIN'S BUFFALO

Is made of the Finest Kangaroo or Dongola, in any size or width

BICYCLE SHOE

and warranted superior to any Bicycle Shoe made.

Price, per pair, **$3.00.**

These shoes being laced to the toe, afford comfort to the wearer, in whatever position the foot is placed; and, also, are the most durable shoe made.

LIBERAL DISCOUNTS TO CLUBS

Ordering six or more pairs. Sent by express on receipt of $3.00, or by mail for $3.30. Send for circular containing prices of other shoes, and directions for self-measurement. Address,

W. B. TOULMIN,

152 to 160 Seneca St. - - BUFFALO, N. Y.

BROWNING, KING & CO.

406, 408, 410, and 412 Broome St., New York.

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LEAGUE ✲ UNIFORM.

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Plaited Blouse, $9.50; Knee Breeches, $6.00; Suit, $15.50. Regulation League Cloth, made by the Middlesex Mills, cost $2.00 per yard. League Buttons, large size, 5 cents each; small size, 2 1-2 cents each. Full set for suit, 55 cents.

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All uniforms or parts of uniforms sent C. O. D., with privilege of examination. All orders for cloth or buttons must be accompanied by Money Order. Blank forms for self-measurement furnished on Application. Orders for L. A. W. Goods will be received at any of our branch stores, as follows:

136 and 138 Madison St., 144 to 148 Clark Street, 76 and 78 West Fourth St., } CHICAGO, ILL.

Cincinnati, Ohio.

210 and 212 N. Broadway, St. Louis, Mo.

Wisconsin and E. Water St., Milwaukee, Wis.

910 and 912 Chestnut St., Phila., Pa.

All orders must be accompanied by League number.

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BUREAU OF INFORMATION. — A. B. Barkman, Chairman and Bookmaster, No. 608 Fourth Avenue, Brooklyn, N. Y.

OFFICIAL HANDICAPPER.

N. P. Tyler, M. D., New Rochelle, N. Y.

LEAGUE MEET FOR 1887.

St. Louis, May 20 and 21.

FRIDAY, MAY 20. — Board of Officers and general meeting.

SATURDAY, MAY 21. — Parade and Banquet.

CHAIRMEN OF COMMITTEES: — Finance — J. E. Smith, care Simmons Hardware Co.; Reception — Edward Sells, 105 N. 2d St.; Transportation — B. B. Ayers, 212 Clark St., Chicago, Ill.; Entertainment — George Boswell, 1476 N. 2d St.; Programme — A. K. Stewart, 212 Pine St.; Tours and runs — L. J. Berger, Equitable Building; Parade — C. H. Stone, 310 N. 11th St.; Banquet — Geo. F. Baker, Turner Building; Press care — *Post-Dispatch*.

TOURING DEPARTMENT.

B. B. Ayers, Tourmaster, Chicago; A. B. Barkman, Bookmaster, 608 Fourth Ave., Brooklyn, N. Y.; Geo. R. Bidwell, Chief Marshal, New York; Dr. W. G. Kendall, Marshal Eastern Division, Boston, Mass.; W. S. Bull, Marshal Middle Division, Buffalo, N. Y.; W. G. E. Peirce, Marshal Western Division, Chicago; N. L. Collamer, Marshal Southern Division, Washington, D. C.; Joseph Pennell, Marshal Foreign Division, London, England; H. D. Corey, General Agent, Boston, Mass.; Fred. Jenkins, Chief Quartermaster, New York; Edwin Oliver, Secretary, Chicago, Ill.

The following works are officially recommended by the L. A. W. Bureau of Information.

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, advertisements. Price, 15 cents. Address Pope Manufacturing Company, 79 Franklin Street, Boston, Mass.

L. A. W. ROAD AND HAND-BOOK OF CALIFORNIA (Official): — Officers, Consuls, hotels, and By-Laws of California Division. California bicycle clubs and officers. Issued in monthly parts. Part I now ready, bound in flexible cloth, 25 cents. Address J. W. Gibson, No. 612 Hyde Street, San Francisco, Cal.

L. A. W. ROAD-BOOK OF CONNECTICUT (Official): — In progress. Address Charles G. Huntington, Hartford, Conn.

L. A. W. ROAD-BOOK OF LONG ISLAND, with the best riding within fifty miles of New York City — very thorough. Three fine maps on one sheet folded in the book style of tabular form, same as *Pa.-N. J.-Md. Book*, bound in flexible cloth. Price, $1.00. Address A. B. Barkman, 608 Fourth Ave., Brooklyn, N. Y. For sale with Brooklyn and New York bicycle dealers.

L. A. W. HAND-BOOK OF MASSACHUSETTS (Official, 1884): — Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address H. W. Hayes, Cambridge, Mass.

L. A. W. ROAD-BOOK OF MICHIGAN (Official); with best roads of Ontario and through route from Chicago to Buffalo. Sectional and general maps; complete lists of Consuls, hotels, repair shops, and points of interest. Flexible leather cover. Free to Division members joining before April 1st. Price to L. A. W. members of other States, $1.00. For further information, address J. H. Johnson, 107 Spruce Street, Detriot, Mich. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

L. A. W. HAND AND ROAD BOOK OF NEW YORK (Official): — Two hundred pages, numerous maps, lists of Consuls, hotels, and repair shops, general information about the L. A. W. and N. Y. Division, etc., with complete indexes. Tabulated reports of 10,000 miles of roadway, extending east to Mt. Desert, Maine; west to Cleveland, Ohio; north to Quebec, P. Q., and south to the Natural Bridge, Virginia, and Washington, D. C. General description of local riding districts, and much other information of value to cyclers, bound in flexible leather. Free to members of the Division joining in the first quarter, charge 13 cents to those joining in the second quarter, charge 25 cents to those joining in the third quarter, charge 38 cents to those joining in the fourth quarter. Price to League members of other States $1.00 per copy. Ready for delivery in April, 1887. Address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

L. A. W. ROAD AND HAND-BOOK OF PA., N. J., AND MD. (Official): — Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, bound in flexible leather. A copy of the revised and enlarged 1886 edition was furnished *free* last year to every League member in Pennsylvania, New Jersey and Maryland, who joined before April 1st. [This book is now out of print.]

L. A. W. HAND-BOOK OF OHIO (Official): — Complete official lists of officers, Consuls, hotels, etc. General description of riding districts, fine large folding road-map of the State. Price, $1.00. Address Geo. S. Atwater, Massillon, Ohio.

ROAD-MAP OF CENTRAL INDIANA (L. A. W. Official), covering an area of 90 miles north and south, and 153 miles east and west, and showing the roads of the famous Crawfordsville record-breaking district. Contains list of Consuls and hotels, and shows location of all towns, railroads, etc. To be distributed to members of the Indiana Division on the same basis as the New York Road-Book is given to New York members, see above. Price, to other League members, 75 cents. Scale of nine miles to one inch. Address Josh. Zimmerman, Secretary-Treasurer, 37 So. Alabama Street, Indianapolis, Ind.

ROAD-MAP OF NEW JERSEY (L. A. W. Official): — Three parts, Northern, Central, and Southern, folded in stiff covers. Price, 50 cents each, or $1.50 for the set. Address E. W. Johnson, 212 Broadway, New York City.

ROAD-MAP OF OHIO (L. A. W.). See *Ohio Hand-Book*.

ROAD MAP OF BOSTON AND VICINITY (Warren's).

MARTINET'S ROAD-MAP OF MARYLAND: — Splendid work. Price, $10.00. J. L. Smith, as below.

COLTON'S ROAD-MAP OF PENNSYLVANIA: — Three parts, Eastern, Central, Western. Price, $2.00 per section. J. L. Smith, Map Publisher, Sixth Street, above Chestnut, Philadelphia, Pa.

ROAD-MAP (WHEELING CHART) OF SPRINGFIELD AND VICINITY. Address Henry E. Ducker, Springfield Mass.

IN AND AROUND CAPE ANN, bound in cloth; finely illustrated. The wheelmen's hand-book of Gloucester, Mass., and vicinity. Price, 75 cents. Address John S. Webber, Jr., Gloucester, Mass.

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS. — Sketches of cities towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. Address George Chinn. Beverly, Mass., price 20 cents.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$1.75,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club** name **in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training, or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, roller, and ice skating."

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$1.75*** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *Residence,* .....

City and State, ... *Date,* .....

REFERENCES: .....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

The Sensation of 1887!

ABSOLUTE PERFECTION!!

The Latest American High Grade Wheel,

THE NEW MAIL.

A Perfectly Made Light Roadster.

OUR SPECIALTY,

Perfection Strengthened Backbone and Forks.

BACKBONE. — Warwick's pattern, new this year. It is well known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is handsomer and stiffer than the round.

FORKS. — Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives a very strong rigid fork.

A SUPERB LIGHT ROADSTER.

At least, Examine one before purchasing your mount, or get a Circular!



With Our Specialty, Trigwell's Ball Head.

Extract from a London letter to the L. A. W. Bulletin January 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it, — but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that is a vast improvement over the Stanley head, with cone or hemispherical centres, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

AGENTS WANTED EVERYWHERE.

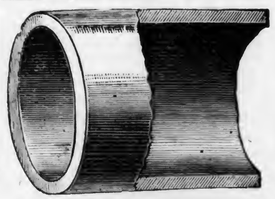
SEE THIS WHEEL BEFORE PURCHASING.

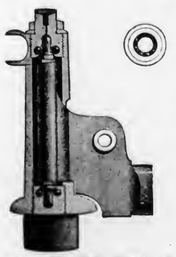
ASK YOUR DEALER FOR IT.



Warwick's New Hollow Rim,

With thickened bottom. Seamless and perfectly smooth outside.

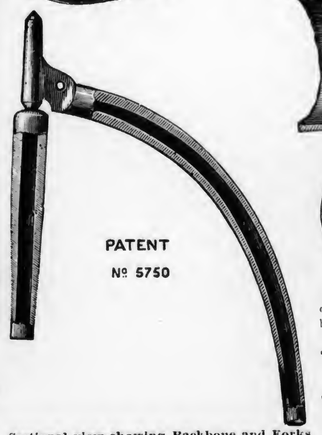




Trigwell's Ball Head. Greatest Modern Improvement.

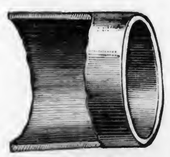


Sectional and end view showing strengthened neck end of Backbone.



PATENT Nº 5750

Sectional view showing Backbone and Forks when made up. A Splendid Improvement.





Sectional and end view of back fork end of Backbone.

Handsome Photograph OF THE **NEW MAIL** Sent for ***14 Cents in STAMPS.***

CEMENTED TIRE.

Good Agents Wanted in Every Town.

SEND STAMP for Fully Illustrated Circular of this Perfect WHEEL, with Full Representation of All Parts.

WM. READ & SONS, Manufacturers - - 107 Washington St., Boston, Mass.



We did n't have as long a line of wheels last year as we have this, but we received the

FIRST AWARD

AT THE

NEW ORLEANS EXPOSITION

just the same, and all the well-known makers were represented there, too.

There is no getting away from the fact that our machines, both in material and finish, take the lead, and it doesn't stretch the buyer's pocket-book all out of shape to get one.

'87 CATALOG NOW READY,

AND WILL BE MAILED ON APPLICATION.

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THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED WEEKLY.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, APRIL 15, 1887. | VOL. IV. No. 15. WHOLE NUMBER, 94.

Some Records on Columbia Bicycles

CHAMPIONS OF THE WORLD.

AROUND THE WORLD, = = THOMAS STEVENS.

GREATEST DISTANCE EVER MADE INSIDE THE HOUR,
22 MILES, 150 YARDS, BY ROWE, AT SPRINGFIELD, OCTOBER 25, 1886.

ACROSS THE CONTINENT, - - - F. E. VAN MEERBEKE.
ACROSS THE CONTINENT, - - GEORGE B. THAYER.
PENNSYLVANIA TO NEBRASKA AND RETURN, HUGH J. HIGH.

GREATEST DISTANCE EVER MADE WITHOUT A DISMOUNT,
235 MILES, BY MORGAN, AT MINNEAPOLIS,
DECEMBER 20, 1886.

	MILES.	TIME.
WORLD'S RECORD, - -	1-4	35 1-5
WORLD'S RECORD, -	1-2	1.12 4-5
WORLD'S RECORD, - -	3-4	1.50 1-5
WORLD'S RECORD, -	1	2.29 4-5
WORLD'S RECORD, - -	2	5.11
WORLD'S RECORD, -	3	7.48 4-5
WORLD'S RECORD, - -	4	10.41 2-5
WORLD'S RECORD, -	5	13.23 4-5
WORLD'S RECORD, - -	6	16.12 3-5
WORLD'S RECORD, -	7	18.59
WORLD'S RECORD, - -	8	21.41 2-5
WORLD'S RECORD, -	9	24.26 4-5
WORLD'S RECORD, - -	10	27.07 1-5
WORLD'S RECORD, -	11	29.51 3-5

	MILES.	TIME.
WORLD'S RECORD, - -	12	32.35
WORLD'S RECORD, -	13	35.18 2-5
WORLD'S RECORD, - -	14	38.01 2-5
WORLD'S RECORD, -	15	40.41 2-5
WORLD'S RECORD, - -	16	43.26 4-5
WORLD'S RECORD, -	17	46.14 4-5
WORLD'S RECORD, - -	18	48.58
WORLD'S RECORD, -	19	51.40 1-5
WORLD'S RECORD, - -	20	54.25 2-5
WORLD'S RECORD, -	21	57.07 3-5
WORLD'S RECORD, - -	22	59.46
WORLD'S RECORD, -	23	1.08.22 3-5
WORLD'S RECORD, - -	24	1.11.28 4-5

14 TO 22 MILES, INCLUSIVE, BY ROWE, 23 AND 24 BY WOODSIDE, AT SPRINGFIELD, OCTOBER, 1886.

POPE MFG. CO.

BOSTON. NEW YORK. CHICAGO. HARTFORD.

A FAC-SIMILE BLACKBOARD, CONTAINING THE MATTER UPON THIS PAGE, SENT BY MAIL FREE TO ANY ONE WHO WILL HANG IT UP IN A CONSPICUOUS PLACE.



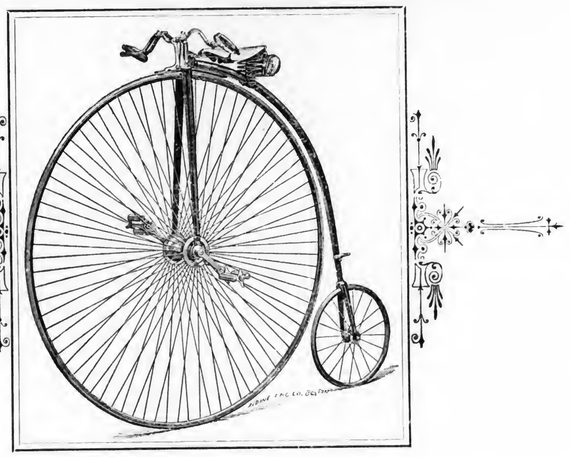
RUDGE TELEPHONE MAN.

JUST TAKE A LOOK AT THE

Rudge * Roadster,

ONE OF OUR SPECIALTIES FOR

1887.



Price, 50-Inch - - - - - - - - - $105.00

Complete, with SPADE HANDLES and TOWNSEND SADDLE.

Reasons WHY you should buy this Wheel:

First. **It contains more valuable features than many wheels that sell for $15 higher.**

Second. **It is fitted with RUDGE BALL BEARINGS to both wheels, ADJUSTABLE SPADE HANDLES, and TOWNSEND SADDLE.**

Third. **It differs only from the Rudge Light Roadster in the construction of the wheels.**

Fourth. **At the price, — $105, — it is better than any second-hand wheel on the market.**

Fifth. **To see it is to try it, and to try it is to buy it.**

STODDARD, LOVERING & CO.

152 CONGRESS STREET, BOSTON.

New York Headquarters, GEO. R. BIDWELL, 313 West 58th Street.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

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A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

INCLUDING the list of applicants published in this issue, the League numbers, to-day, 8,867.

IT may be that Hicks, of the St. Louis *Post-Dispatch*, is putting on to Eastern wheelmen more than they can sustain. "Elderly gentlemen who go about their affairs with a serious aspect." This is the gist of it. We know that this applies to Boston, but how about New York?

AN item, which originated in the *Cyclist*, advises wheelmen to use ivy leaves for the cure of watery eyes. An exchange advises caution in this regard, and says that if poison ivy leaves are used there will be trouble. The point is well taken, and the man who recommends the cure should tell us what kind of ivy leaves to use.

THE Racing Board of one of the State Divisions is taking steps to form a road racing association to promote a series of road races during the coming year. There seems to be an inconsistency in this, for the League, as such, does not recognize road racing, and cannot well take any steps to encourage it. Wheelmen, who have to do with road racing, should do it in other capacities than that of League officials.

THE long-promised volume on "Cycling," in the Badminton library, has been issued. It is written by Lacy Hillier and Viscount Bury, and is illustrated by Jo. Pennell. It forms a valuable adddition to cycling literature, and we predict for it a good sale on this side of the water. It contains four hundred and forty-two pages, and sells for half a guinea in England.

THERE is a possibility that reduced rates to St. Louis will be obtained, though it was thought that the Inter-State law would prevent this. No excursion rates can be made until the Commission can get around to delivering a ruling on that part of the law relating to reduced rates to excursion parties. This will probably not occur for a month yet. There is a very good prospect that a special rate will be forthcoming, and our only fear is that the committee will not get around to us in time.

IF the League gave nothing in return for the dollar it takes from members, there is an advantage in having a national organization well worth its cost to the individual. But it does give something. It gives to every member many times the value of his ticket. There are positive advantages in League membership which can best be shown by the employment first, last, and always of the idea, "League privileges to League members only." State officials should see this idea carried out in the appointment of hotels and repair shops, for it is not to our advantage to have it said that any wheelman can have the same discounts that League members get.

THE *American Wheelman* has started what it calls an "Assistance Fund" for the League. While we appreciate the generous spirit that prompted the step, we wish to say very emphatically that there is no call for such a subscription. When we are so pressed that we need to call upon wheelmen for donations we will let them hear from us through the BULLETIN.

SOME weeks ago we caught on the fly an item to the effect that the stock of the New Jersey Cycling and Athletic Association was to be sold at auction, and that the association had not proved a success. The managers of the association write us that the paragraph does them an injustice, and that only a very small quantity of stock was sold to comply with a provision of the law to enable them to close accounts with a few stockholders who invested to a greater extent than their resources would allow. We want to do no man an injustice, and therefore we desire to do all we can to remove any false impression our unfortunate paragraph produced. It is hardly time to pronounce the association a success or a failure, for it has ample time yet to prove its right to live. We hope to see it a grand success, and the managers may look to the BULLETIN for help to make it so. We believe that all wheelmen should work together in the promotion of every enterprise in the interest of cycling. If we are harmonious, we can do much; if we are divided, our progress will be slow. The BULLETIN stands ready to help the cause, and to say a good word for every commendable enterprise. And we consider that our New Jersey friends are worthy of all that we can say.

THE last chapter in the Phila-Boston transfer has been completed. The League funds that were tied up in a Philadelphia bank are now in Boston, and the furniture arrived on Tuesday.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

TANGENTIAL VS. DIRECT SPOKES.

EDITOR BULLETIN: — I see occasionally in the columns of the wheel papers and elsewhere, certain articles relative to the merits of direct and tangential spokes, and the conclusions arrived at seem to be to the effect that a wheel of the tangential pattern is the stronger, but at the same time so much more rigid that the jar attending the riding of a rough road is transmitted undiminished to the rider. Perhaps this is true to some extent, but certainly not to the extent that one would be led to believe from the prominence given to this style of reasoning. With the easy suspension saddles, now universally used in this country, and the use of tires of generous diameter, the difference between the two styles in the matter of vibration is hardly perceptible.

Contrary to the philosophy of the writers of said articles, the fact remains, that the perfect wheel must be as rigid *as if it were solid*, and, for the same reasons, that the forks and handle bar must be as stiff as possible; namely, that all effort on the part of the rider must be transmitted to that point of the wheel which is at that moment in contact with the ground, undiminished by any springing of handle bar, forks, or spokes.

The same general principles underly the building of machines for either road or track use, and the principles observed in building machines for the track must be applied in building road machines, for obvious reasons. A wheel built for racing must be as rigid as it is possible to make it, so that it will respond instantly to any increased power applied by the rider. This it will not do if there is any give or spring to the spokes, but will act sluggishly, as it were. As the wheel is really a lever of the third class with the point of contact with the ground as a fulcrum, it therefore stands to reason that with a perfectly rigid wheel (or lever) the power that otherwise would be employed in bending or springing the lever (or wheel) is expended directly in moving the load. Now this is as true of road machines as of racers. A wheel to be a good hill climber must be rigid that all power applied must be utilized, and none wasted by the springing of the spokes; and for the same reasons a rigid wheel is better on a rough road as it is more easily forced over obstacles.

It is claimed that a direct spoke wheel is more easily repaired, and this is true, but it is correspondingly liable to *need* repairing, as the spokes are constantly jarring loose, and where one spoke is loose it throws an undue strain upon its neighbors, consequently an untrue wheel.

Another weak point in direct spoke wheels is the solid rim which is not strong enough of itself to bear any strain, thus throwing the whole duty upon the spokes, and buckled wheels are the result when they are subjected to an unusual strain. A properly built tangent wheel cannot be buckled. I have known of a wheel being buckeled by the rider simply striking the pedal with his thigh in dismounting, and this wheel was of first class make, and the manufacturer still advertises the superiority of direct spoke wheels for road use.

Another point of superiority of tangent spoke wheels is the narrow tread; a great point in hill climbing, as well as speed.

There are many other points of weakness or inferiority in direct spoke wheels; such as weight, liability of the thread stripping in the hub, etc., etc., but let this suffice. I have drawn these conclusions from a careful study and a practical knowledge of wheels derived from some years of experience as a cycle repairer.

I should advise any one who is still "on the fence" as to what to get for a machine, to get a high grade wheel (the best is the cheapest) of some standard make, with hollow rims, tangent spokes, and *spade handles*.

I am sure that with a good saddle of the Lillibridge, Victor, or Kirkpatrick pattern, he will find the much-talked-of "excessive vibration" all moonshine.

JAS. ARKINS.

BALL HEADS.

EDITOR BULLETIN: — I would like to say my little say in indorsement of the opinion of "8905" expressed in your last number, in reference to "ball heads." The more the subject is agitated and the more it is brought to their attention, the better it will be for wheelmen, for a season's hard road riding of 2,500 miles has proved to me, that for ease of steering, aid to rigidity, time saving in oiling and adjusting, it cannot be equalled.

S.

EDITOR BULLETIN: — Unlike several of your correspondents, I do not ride a ball-head machine. And for this reason, I believe in simplicity. The moment you add complication to a machine, you get parts to rattle and get out of order. The cone bearing is good enough for me, and I am inclined to let well-enough alone.

KONE HED.

THE OWL.

When the poet wrote about "winter lingering in the lap of spring," he evidently had n't an eye to the future, the spring of 1887 in particular. Spring has n't covered even half a lap yet, and winter seems to go as he please. Spring's lap is of the sixteen-to-a-mile variety, and winter's efforts to sit on her has resulted in a backward spring of remarkable staying qualites, the evil effects of which, upon both road and rider, being evident to any who consult the condition of either.

Will. R. Pitman has declined a most flattering offer of a three-years' engagement offered him by the Pope Manufacturing Company; he finding his present business would not admit of his accepting. The offer and terms, when made by so able judges of men's worth in a cycling direction as the above-named company, will convince many that the "Old Vet" is still a "good 'un," and not yet shelved.

On the human imagination, events produce the effect of time. Thus, he who has travelled far and seen much, is apt to fancy that he has lived long; and the history that most abounds in important incidents soonest assumes the aspect of antiquity. In no other way can I account for the venerable air that is already gathering around American cycling annals. When I revert to the early days of cycling in this country, the period already seems remote and obscure; the thousand changes in record and construction, that thicken along the links of recollection, throwing back the origin of the sport to a day seemingly so distant as to reach almost into the mists of time; and yet barely ten years has been consumed in all the improvements and achievements of cycling in America. Thus, what seems venerable by an accumulation of changes, is reduced to familiarity when I come to consider it solely in connection with time.

"Senator" Morgan has mailed me the posters advertising the first appearance of the American team in Ireland. The most startling part of the circular is where it says that the great event of the day will be "Woodside *versus* the World." Seems to me, from this, that the "Senator" has cut out some very tough work for "Woody." I don't think that "Woody" can defeat the world, and if he did, it would only make him a cycling Alexander, and force him to spend the balance of his days in weeping because there were no more worlds to conquer. Should Morgan only be smart enough to get the bands in attendance to play that cheerfully worded Irish melody, beginning, "They are hanging men, and women, too, for the wearing of the green," I think that he can scare Woodside enough by it to make him beat anything.

The Western Boulevard, one of the few avenues leading to the comparative centre of New York, which has been a favorite route for cyclists, is to have its macadam surface replaced with Belgian block. Thus will another of the very, very few good roads be destroyed for further use by wheelmen.

Chief Consul Geo. R. Bidwell, seems never to tire of finding new and practical modes of bringing the great unwashed into the sheltering folds of the L. A. W. He is having struck off a large number of cards, a foot square, upon which will appear the League badge, and notice to all wheelmen that they should join and support this organization. Attached to the card, will be a frame, and in this will be constantly kept a full supply of application blanks. These will be double sheeted, perforated in the centre, on one sheet the blank, and on the other the Chief Consul's celebrated letter of appeal, which letter by the bye, is being sent for by chief consuls all over the country, with a view of recopying and issuing to their riders. The cards and blanks will be hung up prominently in the store of every dealer, hotel, and club room throughout the State, and the seed thus sown will not fail to bear a goodly crop of recruits. Infringers of this plan will be commended, not prosecuted. "Go thou and do likewise."

Mr. Isaac B. Potter, chairman of the State Board of Rights and Privileges, L. A. W., has taken up his residence in Albany, to push the New York Division's bill for wheelmen's equal rights with other vehicles upon the roads throughout the State. This gentleman is the regularly retained attorney of the New York Division, and as a representative of the L. A. W., and prominent member of the Brooklyn Club, has proven himself *the* man for the place he occupies. Whatever interest, experience, or legal ability can suggest to carry the bill through, will not fail to be used by him; and if defeat follow this, our first experience in attacking, instead of being attacked, members may rest assured that the battle will be renewed till we accomplish what we demand, viz.: justice and equality under the law for wheelmen, the same as is granted to all other users of the highways. More we do not seek, and less we will not accept.

The Ixions will extend an invitation to every L. A. W. member to participate in their final reception for the season on the 21st.

Our New York daily papers are nothing if not original when they treat of cycling subjects. Last Saturday the *Mail* and *Express* informed its readers that the *Orinoco* Cyclist Union was to hold a meeting at the United States Hotel, and that *Mr. Butcher* would probably be elected president thereof. This was translated to mean, that the *American* Cyclist Union would meet, etc., that *Mr. Ducker* etc. This comes of a paper trying to make the snake editor do cycling work, on the principle that anything is good enough for wheelmen, instead of doing, as other cities have, *i. e.*, getting a wheelman to write matter that he is posted on, and which will be acceptable to cyclists for whom it is written.

The circus managers have realized what a hold cycling has upon the public, and have not been slow to add same to their attractions. For the past six weeks, every afternoon and evening at Barnum's circus, has appeared a troup of trick riders of the wheel, four men and three women, and a woman rider of the bicycle upon an elevated wire. While these are not new, yet they are straws which show the wind of public opinion. A cycling novelty certainly is shown in the elephant who propels his ponderous form around the ring upon a bicycle.

At the recent athletic games of the 7th Regiment, with an audience of perhaps five to six thousand people, the only event that brought forth any applause, was the drilling of the K. C. W.'s, the perfection and accuracy of which is too well known by every rider in the country, to need mention here.

There will shortly appear before the wheelmen of New York, a bicycle club house scheme, which will surpass the already high mark set in that direction by Boston & Washington. The figures involved are said to be about $62,000.

If my notes this week are not as they should be, please attribute the failure to the renewal of my acquaintance with a saddle, after an estrangement of over two years. My return to my first love, under these circumstances, has necessitated my eating off the mantel for the past few days, and of sleeping off my face at night; but, for all of that, I am going to ride on every chance possible. Don't think from this that I am going to risk my chances of getting past St. Peter at the Golden Gates above, by appending to my name and reputation any of the fashionable claims for five-figured early records, for I ain't.

The Owl.

FROM A FEMININE POINT OF VIEW.

With the opening of the season, and the advent of new riders comes the oft-repeated question, "What shall I wear?" I tried to answer this in a previous number, but the importance of the subject to those directly interested will excuse my giving a few additional ideas, borrowed from a well-known lady writer.

"To those ladies whose minds are at present anxiously occupied with that important subject, a new tricycling gown for the season just beginning, let me offer a word of advice. Perhaps they may remember a letter I quoted some time back, from a lady who had made practical trial of the C. T. C. flannel (not cloth), as a material for cycling costumes. Her experience was such as to invite a following of her example by all other riding women.

"The flannel is soft, light, and far less warm and thick than the cloth. It looks precisely as well, and is calculated to stand any amount of wear and tear without looking shabby or becoming unfit for further use. The lady in question assured me that she had frequently had her tricycling costume drenched in melting snow, but that it still looked perfectly good and presentable. She also confessed to having torn it more than once, but the pattern of the material made it easy to mend the rents thus produced without the least sign of their existence.

"A lady tricyclist confided to me the other day her views respecting her costume for spring-riding. She has planned for herself a gown of black and white checked woolen stuff — checks so minute that the general effect is dark grey — made with the usual deep kilt, short drapery below the waist, and long waterfall at the back. The bodice is to have a tight-fitting lining, but to be itself loose, front and back, only drawn in to fit the figure by a waistband of black velvet. There are to be high collar and narrow cuffs of the black velvet; and a small black velvet *toque* with a gray wing in the front is to complete this very neat costume. I liked the description immensely — all but the hat. Velvet is hardly head wear for all weathers; and black velvet would be terrible after a ride on a dusty day." — *Violet Lorne.*

Already I hear of wheeling parties on runs for short distances. Imperfect roads and softened muscles will restrict all such to short runs for several weeks to come, but May will find us out and about, and will see organized runs in process.

I am glad to note that the dealers are prepared to supply wheels this year. Last year no new wheels could be had till June, and then they were quickly taken up. The lady who cannot find a good wheel this year must be hard to suit, for the market is full of them.

Several correspondents have asked me which is the best wheel of all. I cannot tell. "What is one man's meat is another man's poison." Any first class wheel will serve a rider well, and as we are disposed to incline towards a particular wheel from some prejudice regarding a particular point in construction, it stands to reason, that a novice cannot well judge a wheel, for prejudices come with experience, and a rider's prejudices generally take a direction in favor of the wheel she happens to possess.

The tendency of the female mind is unquestionably towards the tandem. There no doubt of this. In the first place, it is cheaper to buy one tandem than two singles; in the second place, a lady is relieved of much hard work; and in the third place, it is very satisfying to be near enough together to converse with ease.

The objection to the tandem is, of course, the necessity for company every time one goes out. There are very many occasions when it is impossible to find a companion, and then, if we have only the tandem, we have to submit to enforced resignation. The perfect outfit is a tandem and a single. Then one or two or three persons can go upon a run with perfect freedom.

I am told that my remarks concerning gloves have been criticised by one who thinks dogskin gloves should be worn by ladies. I cannot agree with my critic. Skin gloves are not flexible enough; they are very warm, and once wet they are spoiled. I have found it to be a good plan to cut the fingers off a thread or jersey glove. This gives a perfect freedom to the hand, and does not look badly.

In the *Congregationalist* of last week, there is an article on "Tricycling for Ladies." It was written by one whom you all know, and I think it will repay the reading. The author controls the columns of the Bulletin, and it may be that his natural modesty will keep all notice of the article I have referred to out of the paper; but I hope he will respect the sanctity of the ladies' department, and let this go in. Daisie.

LETTER FROM BROOKLYN.

The good weather of the past week has put the roads in tolerable condition, and extended runs are now in order. The first, this season, to brave the risks and perils between this city and Jamaica, were a party of four unattached, who passed through the latter place on Good Friday. On Saturday, two members of the Brooklyn Club ventured as far as Garden City. They found the roads fairly good, in fact much better than the paths, which latter are very rough in places. On Easter Day, a number of wheelmen from this city and from Jamaica rode through and attended service at the Garden City cathedral. The roads between Brooklyn and Jamaica are particularly poor, and though they will probably improve very much with a week or two of good weather, they need considerable fixing up before the novice can enjoy the ride, or even attempt it with safety. Through East New York, riding is particularly bad, and bids fair to remain so in view of extensive building operations and proposed *improvements* which the city authorities intend making. It is possible for the clubs, by some united action, to patch up the paths of the New Lots route into fairly good riding condition, and unless they get together and do this, they must still keep well trained in cycling gymnastics ts be able to reach Jamaica with a sound body and wheel. The committee from the Brooklyn Club have had interviews with Commissioner Connor, but have very little to report that will further the interests of wheelmen. In brief, the asphalt streets of the city will be repaired where needed; the Eastern Parkway will not be resurfaced as was reported; no improvement of the wretched "cobble-stone hill" is contemplated; it is not intended to lay any more asphalt, macadam, or other smooth surfaces; and the new pavements of the twenty-sixth ward are not to be constructed with any idea of their becoming popular thoroughfares for wheelmen.

Again we have to record another of those now frequent and serious accidents to wheelmen on the Boulevard. On the afternoon of Easter Day, a young man named Rolff, residing at 57 Monroe street, was, so report says, deliberately run into by a buggy travelling in the same direction. Whether the accident was unavoidable or wilful remains to be ascertained. The wheelman was so badly injured that it was necessary to take him home in a carriage. I am informed that the injured man is a member of the Long Island Wheelmen; in that case we may hope for a thorough investigation and prompt punishment of the offending party, if the case was one of malicious assault. As has been before remarked, it is really perilous for wheelmen to ride on the Boulevard, Saturday or Sunday afternoons.

The Ilderan Bicycle Club have fallen into line on the question of club-house improvement. They have secured a lease of the three-story frame building, No. 71 Lincoln place, from May 1, and will fit up in a manner becoming to their requirements. The building is 22 x 32 feet. The first floor is but four steeps above the sidewalk, and will be used as wheel space; the floor above will be utilized for lockers, bath, and parlor; while the upper floor will contain a billiard room and apartments for janitor. When everything is in shape, they will be very nicely housed, and I am sure all their sister clubs extend to them hearty congratulations.

The Stevens lecture, which is to take place at the Academy of Music, on Saturday evening next, will be one of the events of cycling in this city. All the clubs of this city, as well as those of New York and neighboring cities, will send large delegations, and friend Thomas may expect a warm and hearty reception. Mr. Stevens will be dined at the Clarendon before the lecture, in company with Dr. Beckwith and others. At the conclusion of the lecture, he will proceed to the club house of the Brooklyn Bicycle Club, No. 112 St. Felix street, where he will be pleased to see all those who care to meet him.

The annual meeting of the Brooklyn Bicycle Club, at which occurs the election of officers, will be held Tuesday evening of this week. At this meeting, Mr. Thomas Stevens will be elected to honorary membership.

The increase of the great body of the unattached in this city, this spring, has been something marvellous. Truly, there is a harvest in store for the clubs, if they go to work properly to secure new recruits. Bon.

Brooklyn, April 11, 1887.

POST DISPATCHES.

Capt. W. M. Brewster will act as Missouri State Secretary-Treasurer for the present.

The headquarters of the Press Committee will be at the Spectator office, 212 Pine street.

The Missouri Club has finished its wheel-shed in the rear of the club-house. It is 40 x 18 feet, and will be for the use of tricycles and bicycles. No tricycle will be allowed in the wheel-room in the club-house, which will be kept more for the transient wheels. A washing platform, where machines can be properly cleaned, will be built near the shed entrance.

The Missouris' De Soto trip was taken last Sunday successfully by the following riders: Greenwood, Hildebrand, Percy Stone, Brewster, Prof. Stone, Wylie, Klipstein, Williamson, Parkhurst, Gordon, Suda, Hawkins, Holm, Tivy, Mehlig, Berger, Alex Lewis, Frohman, Taylor. They left De Soto at 8.30 A. M., and reached St. Louis, 45 miles away, at 6 P.M. The slow time made was due to the spring tenderness of the party and the presence of some tender-feet. The famous Jefferson County hills were climbed and coasted without special incident or accident. Cupid Baker and Floyd Jones rode down, a ride ten times as hard on account of the fearful south wind they had to face. The road was found to be in elegant condition. Prof. Stone acted as the commander, and did well.

The Meet programme, as arranged, is as follows, and will not be materially changed:

Friday, May 20, 9 A. M., meeting of the Board of Officers; 11 A. M., meeting of the general membership. Dinner. In the afternoon the steamer Charles P. Chouteau will be chartered, and the visitors given an excursion down the river to Montesano Springs. This will close the first day.

Saturday, May 21, 10 A. M., national parade of 800 wheelmen through principal streets; dinner at Forest Park. Afternoon runs to various places of interest; 8 P. M., banquet at the Lindell Hotel, to which the Mayor and prominent city officials will be invited.

Besides the stated runs, there will be impromptu excursions awheel during both days.

The cost of entertaining the Meet is placed at about $5,000, and this sum will be raised by the Finance Committee, who are industriously canvassing the business houses. They are meeting with great encouragement, and nearly half the sum has now been raised. One member of the committee, Mr. Reid Northrup, reports that he has secured the following subscriptions: C. E. Udell & Company, $25; Lindell Hotel, $100; M. M. Buck, $20; J. G. Brandt, $5; Wm. A. Stickney, $15; Gibert Fur'n & Company, $10; F. S. Ellerbe, $25; D. W. Van Houton, $25; Huse-Loomis Ice Company, $50; E. C. Meacham Arms Company, $50; T. B. Boyd, $10; Famous (Jos. Specht) $25; A. Siegel, $10. F. H. Gurden, $10; Bass F. & M. Works, $50; Tom Witt, $5; O'Neil Lumber Company, $10; Ezra H. Linley, $25; A. Gould, $10; Charles C. Vogel P. & G. Company, $25, W. H. Hallett, $10; Waters-Peirce Oil Company, $25; J. Kennard, $10; Bonsack Lumber Company, $10; Andrew Warren, $10; H. L. Fox & Company, $10; Fairbanks & Company, $15; F. Gurden, $10; J. W. Garnett, $10; J. A. Holmes & Company, $20; Eugene Jaccard Jewelry Company, $25; total, $660.

The committee is making preparations for about 1,000 visitors. This will be the first meet held in the West for some years, and will catch nearly all the Western wheelmen The Eastern cyclists will charter special trains and come straight through. The Boston, Philadelphia, New York, Washington, and Buffalo riders have already made their arrangements to that effect. In the East more than in the West the fraternity is composed of elderly gentlemen, and the people of St. Louis will be able to form some idea of the spirit that is pushing the wheel to the front when they see the large delegations of serious men who will visit this city in the interest of the "silent steed." One interesting feature of the Meet will be the presence of a large number of lady tricyclists of the East, wives of wheelmen, who will accompany their husbands to the Western Meet. The Lindell has been selected as the League hotel during the Meet, and quarters have already been secured for several divisions.

The official programme, which will be a work of art, and will be illustrated by sketches from prominent St. Louis artists, will be out about May 1.

THE ILDERAN'S NEW HOME.

The Ilderan Bicycle Club of Brooklyn, although the youngest, is by no means the least progressive of her clubs. Their latest move in keeping up with the spirit of the times is the hiring of the three-story frame dwelling, No. 71 Lincoln place. Its location as a clubhouse is excellent, as it is but eighty feet west of Sixth avenue, whence the Park can be reached by a three minutes spin on the smooth pavement. They will occupy it on May 1.

The dimensions of their new home are 22 feet x 32 feet 6in. By ascending four steps from the sidewalk, the lower hall is reached, which extends through the house and connects with the yard in the rear, which has a depth of 60 feet. On this floor, and opening from the hall by wide doors, are a front and rear room respectively 17 x 15 and 17 x 14. These will be used as wheel rooms. On the second floor are a bath room, in the rear and adjoining same, and connecting with the hall, a locker and dressing-room 17 x 16. Connecting with the latter, by double sliding doors, is the front room or parlor, 17 x 17. By opening the sliding doors, these two rooms can be made practically into one for entertainment purposes. This floor is completed by a front hall room, to be used as a committee room. The third floor consists of three rooms: a rear hall room, for use of janitor; a reading-room and card-room adjoining same, 17 x 14; and a front room, 17 x 15, with alcove, 9 x 6, to be used as a billiard room.

Immediately after occupancy, the various rooms will be furnished in a way suitable to the purposes for which it is proposed they shall be used. Thus equipped the club will be as comfortable as its older rivals, and within a year they expect to accomplish what their new quarters will amply permit — the doubling of their membership. — *Wheel.*

MACADAM.

John Loudon Macadam, the inventor of the system of road-making which bears his name, was born in Ayr, on the 21st of September, 1756, and died at Moffat on November 26th, 1836. It was while discharging the duties of road-surveyor at Bristol that Mr. Macadam conceived his new plan of constructing roads. His system may be briefly explained thus: — The stones were to be so broken that they would pass through a two-inch ring, and weigh not more than six ounces. The inspectors of the work carried a small pair of scales and a six ounce weight in their pockets, and when they came to a heap of stones they weighed one or two of the largest, and if they were about the required size they were passed. There is a very wide difference indeed between the macadam roads of to-day and those laid down by the inventor. The stones are now much larger than the original size, and it is necessary, in order to make the roads fit for traffic, to crush the stones down with steam rollers, and to pour upon them sand and gravel, which, after a rain, covers the surface of the thoroughfare with mud. Mr. Macadam, in his evidence before the House of Commons in 1819, said: "The greatest care should be taken that no earth, clay, chalk, or other matter that will hold or conduct water be mixed with broken stone, which must be prepared (*i. e.*, broken) so as to unite, by its own angles, into a firm, compact, impenetrable body." It may easily be conceived that roads so constructed would be infinitely superior to the so-called "macadamized" roads of the present time. — *News.*

ELIZABETH NOTES.

It may be of interest to state that at our next regular meeting we will elect two new lady members, which will give us an *active* lady membership of *ten*. The largest, we believe, of any League club in the country.

Our new club house is in course of erection, and we hope to be in and settled by May.

We have done little or no riding during the winter, owing to the bad weather and roads, and are behind last year's record, but this warm spell seems to have started the boys up again. However, one of our members has ridden over six hundred miles to April 1, having ridden twenty-five days in January, twenty-seven in February, and thirty one in March; in all, eighty-three days out of ninety. Taking in consideration the terrible weather of the past three months, and the fact that most of this was done on country roads, shows that we have not all been asleep in Jersey.

(Signed) 6,358.

CYCLETS.

MID April.

AND now we must get out.

THERE is no longer good excuse to postpone riding.

THE country roads are already peopled with riders, and the dealers are driven with orders for new wheels.

FAST DAY presented rather a forbidding aspect, but many wheelmen went out.

THE North Shore and the South Shore received visits from wheelmen.

WE have had many pleasant stories of the holiday experiences.

THE Governor advised us all to go to church, but the wheelmen did n't seem to hear him. They went to Wheeler's church, however.

THOMAS STEVENS has been elected an honorary member of the Massachusetts Club.

Bicycling News publishes a cartoon containing portraits of the American team.

THE Massachusetts Club talks of making a new departure and admitting associate members at half rates.

THE *Wheelmen's Record* of Indianapolis publishes a special supplement containing a very fine lithograph picture of Thomas Stevens.

W. H. WETMORE, the well-known fancy bicyclist, died at his home at Cuyahoga Falls, O., April 4, of consumption.

THE Elizabeth wheelmen of New Jersey claim more lady riders than any club in America. The name is appropriate after all. The ladies are ten in number.

THE latest birth in the cycle line is a Mail. It is of American parentage, but it is named for an English relative.

W. W. STALL represents the makers of the quadrant in Boston, having purchased the license held by J. A. R. Underwood.

BAXTER & SKINNER, of St. Louis, will issue the League programme this year. They expect to have it ready by May 1.

MR. HORACE B. WILBUR, the veteran tricycler of Boston, died last week at the age of seventy years. He was an enthusiastic wheelman, and spent a great deal of time riding.

IN spite of the rumors that the Massachusetts Club would have to go to pieces in consequence of a big debt, the club still lives. It did n't take long to raise the amount needed by subscription.

TREASURER LAWTON was in Boston on Fast Day, and spent the day with the secretary-editor discussing ways and means for running the machinery of the League.

BOSTON'S New Athletic Club is going ahead with a boom. Land has been purchased and plans made for the building. December is looked forward to for an opening date.

SAM GIDEON, brother of the champion Geo. D., has been engaged to conduct the cycling department of E. K. Tryon & Co., of Philadelphia. Sam has a host of friends who will be glad to see him in his new place. The firm will handle the New Mail and the Springfield Roadster.

THE Butcher cyclometer for this year has been radically changed. The hub cycle has been reconstructed inwardly, and now records with great accuracy. The spoke cycle is make to work by the dropping of a weight. which runs in a channel and cannot fail to drop.

BURLEY AYRES, Chairman of the Transportation Committee, was down from Chicago last Sunday. Plans for transportation of excursions to the League meet were mapped out, but everything is hung up and will be till the scope of the Interstate Commerce bill is defined.— *St Louis Post Dispatch.*

THE K. C. W. has broken ground for a new clubhouse at the corner of Bedford Avenue and Fulton Street, Brooklyn. There will be wheel, billiard, card, toilet, committee, and locker rooms, with parlors, etc. The building will be lighted throughout with incandescent lights. The cost will be about $16,000.

WOOD and James are finding some fast riders in Australia, and they have by no means had an unbroken succession of victories. Rolfe easily beats James, which is no great compliment to Rolfe, and Wood has found his match on one or two occasions.

R. H. ENGLISH, the ex-amateur, in his maiden effort as professional at Aberdeen, last Saturday, was beaten by over thirty yards in a twenty-five mile race with J. S. Lumsden, the Scotch professional.

AT one of the Massachusetts town meetings on Monday, an appropriation of $7.25 was made to pay a certain person "for services for several years in kicking small stones out of the road as he walked along."

HARRY D. HEDGER & Co. are making a new bicycle, called the Swiftsure. One has been built for R. A. Neilson, 52 inches, 41 pounds, including saddle and pedals, on which he intends to do road racing this year.

THE American professional team have obtained a special permit, whereby the amateurs of Ireland may run against them, during the Easter holiday meet, at Ballbridge race track, Dublin.

A. J. WILLIAMS, Princeton Depot, Mass., desires any member who may find a 54-inch Rudge wheel numbered 23,382 to notify him at once. It was stolen from a house in Vineland, N. J., last October. A liberal reward will be paid for the recovery of the wheel.

THE English Amateur Championship races this year will all be contested at the Aston Lower Grounds, Birmingham, as follows: May 30, one mile bicycle, twenty-five miles tricycle; July 2, five miles tricycle; July 4, one mile tricycle, twenty-five miles bicycle; July 23, five miles bicycle; August 1, fifty miles bicycle.

THE Secretary of the Erie, Pa., Cycling Club is in correspondence with wheelmen of New Castle, Greenville, Meadville, Edinboro, Mercer, Franklin, Warren, Corry, Union, Titusville, North East, and other northwestern towns with a view to the formation of a northwestern association.

EMERGENCY lectures are given weekly at the club room, Dorchester, on Friday evenings at 8 o'clock; the second one of the course was on April 8. These lectures, which are given by Dr. Greene, are very instructive, and the low cost places them within the reach of all. They are not restricted to members of the club. An opportunity is afforded at the close of the lecture for a social talk, etc.

MR. DUCKER, in America, is trying to abolish the amateur definition again. He will not succeed. He proposes placing all riders upon the same footing, and running races in classes according to quality as regards speed and increasing the number of handicap races. Whatever it may be in America, class racing will never take in England. We have tried them and they have failed. Handicaps, however, are such a success in this country that we think fuller attention should be given to this class of sport in the States, and if more of these events were given the new hands would have a fair chance, and racing clubs would be very much benefited thereby by the increase in the number of racing men, which naturally would follow. — *Cyclist.*

THE Manhattan Athletic Club has made a direct bid for L. A. W. athletes. For a short time, to all who can exhibit league tickets for 1886 and 1887, it will waive their initiation fee of $50. This will give league cyclists a chance to enjoy the use of the only athletic track actually within the city limits, of the boat houses on the Harlem river, and of the clubhouse on Fifth avenue, an idea of whose magnificence may be gained, when the fact is learned that the carpets alone on the parlors cost $2,500, being woven in one piece in Europe to fit the rooms.—*Ex.*

A MOTION for a peremptory injunction was entered by the Pope Manufacturing Company of Boston against R. Philip Gormully and the Gormully & Jeffery Manufacturing Company, *et al*, in two separate suits, before Judge Gresham, of the United States Circuit Court of the Northern District of Illinois, on Monday, April 4. The entire case was reviewed and occupied the entire day. Decision was reserved by the judge, and rendered Saturday, April 9, as follows: — "Motion for injunction denied in both cases without prejudice, with leave for either party to move to consolidate all cases."

NO. 12,678 sends the following for the benefit of the "Owl," but does not object to others reading it:

I passed by his garden and marked with one eye,
How the owl and the panther were sharing a pie;
The panther took piecrust and gravy and meat,
While the owl got the dish as his share of the treat.
When the pie was all finished, the owl, as a boon,
Was kindly permitted to pocket the spoon:
While the panther received knife and fork with a growl,
And concluded the banquet by eating the owl.

PHILADELPHIA in particular, while not possessing so many lady riders as some of the other cities, can count up a score or more who would not be likely to take much handicap on the road from the majority of the masculine pedallers. Two ladies of this city rode last season from Fifty-second street to Bryn Mawr without a dismount, and that, too, on their first trip out the pike. Bicyclers who recall their own early struggles with the "Three Sisters" Hills will appreciate the feminine effort, particularly when it is known that one of them was mounted on a machine which, though quite light (sixty-two pounds), was geared up to fifty-four inches. What will they do when they mount this year's machines, very few of which, for the sole use of ladies will, scale over forty pounds? — *Philadelphia Times.*

MR. HENRY W. WILLIAMS has resigned his membership in the Massachusetts Bicycle Club, and has accompanied his resignation with a check to be applied to the club debt. Mr. Williams was president of the club during the years 1883, 1884 and 1885, and declined a fourth term in February, 1886. At the time of his accession to the presidency, the club numbered about fifty members, but durieg his three years' service it grew constantly, until at the time he left the chair it numbered nearly two hundred and sixty. Mr. Williams has been an active and enthusiastic wheelman, and, although he has not ridden for nearly a year, he still holds the long-distance record of the club — 16,011 miles. He was a fine executive officer and an untiring worker, and the success of the club in years past has been largely due to his efforts.

A CLUB in the West of Scotland, met in committee, seriously and solemnly discussed the insertion of the following in its rules: — "No profane language will be allowed in the club at headquarters or on club runs." A heated discussion followed, when it was suggested by one of these sapient legislators that the words "except immediately after a spill," be added, and the proposal, which before this seemed in danger of being put aside, was carried with acclamation. When the punishment for the offence — drinks all round at the very nearest pub. — is made known, it almost seems a case of falling from the frying pan into the fire, and appears worthy of emanating from the "Tare an' Ouns Club." — *Scottish Umpire.*

THE newest thing in whistles is an invention of Mr. Peck, of this city, which is about ready to be put in the market, and of which Whitten & Godding are to have the control. The whistle is of the shape and about the size of an ordinary watch, and is hung from a chain and carried in the pocket as an ordinary bicycle whistle, or, too, a watch. The "blowing end" is at the watch stem, and the sound is like the ordinary duplex whistle, but of about double the strength. The whistle is nickel plated and has the figure of a rider and wheel neatly marked on one face, and its convenient shape for carrying in the pocket is one of its chief features. "Watch" and chain will retail for 40 cents it is understood.—*Providence Journal.*

WE have met her again, and once more it was at a cycling dance. She was a soulful-eyed maiden, and, as the young man gazed into her fair, young face, he asked her "If she had got a new tricycle?" and the ruby lips parted joyously as she eagerly replied, "Oh, yes, papa has just bought me a new autocratic steerer." And then a wild, weird young man, with thoughts of the Czar of Russia in his brain, and rumpled hair upon his head, fled to the refreshment bar. For a time all was chaos, but frequent cups brought back his memory, and as he thought of the times that he had seen her borne by her machine into a ditch against her will, he reflected that, perhaps, after all, she was right. — *Wheeling.*

THE trial of Jacob Miller, of Middlebranch, who drove into and ran over a Canton cyclist, was tried before Justice Braden last Thursday, and developed the suprising fact that in Ohio there is absolutely no law that compels a vehicle to turn out and give part of the road when passing another; and in case of an accident occurring, unless it can be clearly proven that one of the parties wilfully and intentionally ran into the other, so that the injured party can bring action for assault, there is absolutely no redress. The Ohio Division, L. A. W., will take immediate steps to have a bill into the legislature this fall, defining the laws of the road — such laws being now in force in nearly all of the States. Every horseman is also interested in being protected on the road, and a number have already signified their approval of the action of the wheelmen. — *Canton Rollers.*

A BICYCLE belonging to a European gentleman at a South Mahratta station has kindled such envious feelings in the breast of a native student in the local high school, that the latter has written the European the following imploring epistle: "Most respected Sir — I fall at your feet; if you please save my life and make me happy. I have the strongest desire to have the biscyle to ride on. Through the contemplation, I have no sleep either in the day or in the night. I have been reduced to half, and if I continue the same course I do not know what my fate will be; I have no money to buy it. Piety has never become fruitless, and so the generosity. Your honor should not think that you present me only a biscyle worth of nine rupes, but my life, which will perhaps serve your honor for your life. Now I have become like a helpless sick person and you a doctor. If you give me medicine I shall recover; otherwise, not. God will be pleased with you, which is necessary for a man to be happy. Let your great, kind, and noble mind order your generous hands to present this miserable man with your most beautiful biscyle. — *Wheeling.*

GENERAL BOULANGER has just been holding a cavalry review of a novel kind. A score of corporals from the Joinsville training school went through their evolutions before him, mounted on magnificent velocipedes. The composition of the little troop resembled that of the regular mounted force of the country, the bicycles representing the light, and the tricycles the heavy, cavalry. The minister has decided to have a certain proportion of the men in the infantry regiments trained to the use of the velocipede, the utility of these machines for the transmission of orders and the interchange of communications between the different divisions of the army having been satisfactorily established in practice.

SINGER'S new tandem is daily expected. The machine has been much improved over that of last year. Among other improvements, extra strength of axle and driving-gear has been secured in order to withstand the strain of two riders, and the brake-power is very effective. The rear rider has control of the steering, the front of the machine being clear of any obstruction which makes ingress or exit an operation of difficulty; the space between the riders is ample, and the balance of the tricycle can be adjusted at pleasure. The "S. S. S." tandem is a non-convertible, the makers apparently having greater confidence in a machine built complete in itself than when it is made up of parts, the perfect attachment of which being left to the judgment and skill of the user, not infrequently leads to repairs and consequent expense. As might be supposed the new tandem is finished in good style, and supplied with tires fitted with "Otto" corrugated wires.

THE season at Hyde Park, Mass., was opened by the Ramblers Fast Day. At 10.30 A. M. nearly all the members of the club assembled at the foot of Maple street, near the New York and New England depot, and eight of them took part in a hill-climbling contest. Maple street leads on to Mt. Neponset from Walnut street, and is very steep at this point. It was in poor condition on account of the loose gravel, making it impossible for any cyclist to reach the top. Those who rode up the farthest were W. S. Scott, firsr; H. S. Peare, second, and J. P. Bird, third. Delegations were present from Dorchester and Jamaica Plain with their machines, and the contest was witnessed by a large number of spectators. The latter, however, expressed a wish to see some racing soon. In the afternoon a club run was called to Dedham, and about 15 made the journey. The roads were found in good condition, except for a short distance at Readville. In the evening the club held an athletic entertainment at the headquarters.

AN English paper has hit upon a novel preventive of blistered hands, but since Bull & Bowen long since made a handle to fit this idea, the discovery is not so very remarkable.

"A novel cure for, — or rather preventive of, — blistered hands has been accidentally discovered by Mr. McDonald, of the Facile B. C. It happened that one of the horn handles of his bicycle came loose, so as to revolve on the bar, when he was on one of his first long-distance rides of this season; and, being unable to tighten it, he rode with it so, dicovering at the end of his journey that his right hand, which held the rigid handle, was badly blistered, whilst his left was quite free from that annoyance. He attributes the phenomenon to the absence of twisting-vibration in the loose handle; and intends to have his other handle made loose on purpose, The idea seems understandable, and it will be interesting to note whether the result of the experiment is satisfactory. Revolving — or rather, rotating — handle-grips will a novelty in anti-vibratory appliances, We always experience a feeling of annoyance if a handle gets ever so little loose, but it may turn out that this is one of those things which becomes familiarized by custom into a pleasure instead of the reverse."

THE Alumni Association of the University of Pennsylvania have offered a record medal to any student of the University who may beat a certainly very reasonable "standard time" in any branch of athletics. The time for the bicycle is given at 6.17 for two miles. Keene easily did much better time than this last year, and should do considerably inside six minutes now, so he is safe for the first medal. The object of the association has been to fix a standard which, while not out of the reach of any student who may go through an honest course of training, is yet too low to be reached without a fair amount of preparation.

THE road race of the University Bicycle Club will be run off on April 22, and will be a measured course on the Lancaster pike, probably from somewhere near Ardmore to Berwyn and return, twenty-five miles. The principal contestants will be Page and Whitaker, as Keene is not unlikely to spoil his track practise by indulging in a road ride at speed of such length. The general impression is that Page will win, as he has made some very creditable runs during his long summer tours. — *Philadelphia Times.*

ST. LOUIS NOTES.

I AM ordered to sling my pen once more, and will now do my utmost to keep you well informed on matters hereabouts, and especially the Meet. We want this to be the banner Meet, and those who come will note a few changes in the custom prevailing more or less in years past. The excellence of these changes you must judge for yourself.

All calculations are being based on at least a thousand visitors, and everything will therefore be so arranged that inconvenience will be suffered by none. The Meet committee, which holds one meeting each week and sometimes more, is pushing its work rapidly to completion, and fully expect to see the official programme in the printer's hands within a week and a half, and issued promptly on time, May 1, to all L. A. W. members. It is the intention to make this herald of the big event something beautiful and unique, and the shape will also be changed. Some of our local cycle artists are at work upon the pictorial work. Mr. Rogers having resigned the managership of the Meet, this office has been abolished and W. M. Brewster succeeds him, as chairman. The latter is to day on Chicago, in Meet business.

THE Clarkesville road race continues to increase in interest, and Mr. Ladish is elated over the prospect. Solid road riders all over the country are preparing to enter the race, and the West expects to trot out a strong array of raw, but muscular talent, to meet the Eastern teams. I look for some surprises in this direction, too. Cola Stone was not thought much of at first sight, but he got there just the same.

THERE has been a gradual, unnoticed changein Missouri wheeling affairs of late, reaching ahead about simultaneously with those of the League. The old Ramblers having let go their hold, the Missouri Club began to assume the position of King Solitary. Then the Enrota Club decided that its object of existence was cycling, pure and simple, and not work, The Meet Committee is also composed mostly of members of one club, and the State Division passes almost entirely into new hands. In the interior of the State, a similar evolution is noted.

THE Missouri club house, the fountain from which all plans and achievements flow nowadays, is enjoying a very prosperous existence. It is to be artistically decorated, so that it will look its prettiest on the occasion of the Meet. As has already been told, the club will keep open house and provide everything possible for the comfort and refreshment of guests. The wheel quarters have been enlarged, and the tennis park is in full blast. The members have a large diversity of tastes, divided between tennis, the gymnasium, and the festive camera, — Ed. Sells leading the latter. Then there are the road toughs, generally ex-Ramblers; and the pool fiends, firm and paying friends of the treasury.

THE last club run, that from DeSoto to the city, was practically the opening of the riding craze, and was attended by members and unattached equally. Nineteen riders made the trip, and were met down the road by a large crowd from the city. Prof. Stone conducted this interesting and somewhat dangerous run — just enough so to be fascinating, — and brought his men through in great shape. The old road was in very fair shape, and a kindly gale of wind killed the effects of heat and helped the toilers along. Greenwood, on a Star, distinguished himself, as usual, by his climbing feats, which are truly wonderful, considering that these hills baffled Cola Stone, and that each and every one is several times longer and much steeper than the famous Corey. Percy Stone climbed Roger's Hill, three miles long and very steep, and Hildebrand surprised them all by riding almost the entire distance minus a handle-bar.

A DELIGHTFUL moonlight spin was taken to Ballwin, out on the Manchester pike, last night, the riders scorching back this morning. An accident occurred which might have been serious. Bob Stubbs and Klipstein were coasting Solomon, brakes off, and had made the treacherous curve safely, and entered the last stretch, when Stubbs's back wheel parted company with the backbone, and rolled away to a hiding place. Stubbs fell on his side, and his companion went over him at full speed, squatting in the dust some distance ahead. No bones broken, and Bobby turned up in our bedroom early this morning, having enjoyed a soiree with a pack of dogs, and a few hours' rest in the hollow side of a haystack

MR. LADISH, of the *American Wheelman*, has started a twenty-five cent subscription fund to assist the League. Mr. Ladish has very few critics in his charitable undertaking, and a number of local wheelmen have already sent in their little quarter.

PHOENIX.

ST. LOUIS, April 10, 1887.

THE CLUB.

DORCHESTER. — A regular meeting of the Dorchester Bicycle Club was held last week. The committee on new rooms reported that it was desirable to obtain new quarters for the club, and recommended that rooms be procured in a new building to be erected on Adams street, near Parkman street. It was voted that the club uniform be dark gray, and the collar to be turn down. It was voted to join the team road-racing association now being formed, and President Haynes and Warner S. Doane were appointed a committee to attend the next meeting.

SACRAMENTO, CAL. — Officers of the Capital City Wheelmen: H. Bennett, president; C. H. Oatman, secretary-treasurer; Jno. Bremor, Jr., captain; Byron L. Ball, first lieutenant; Wm. Hevener, second lieutenant; H. Toll, bugler.

PITTSFIELD, MASS. — Officers elected of the Berkshire County Wheelmen: E. H. Kennedy, president; J. N. Robbins, vice-president; C. L. Barker, secretary; E. F. Hill, treasurer; C. C. Kennedy, captain; W. H. Sheridan, first lieutenant; C. L. Barker, second lieutenant; Geo. T. Bates, bugler.

TRENTON, N. Y. — Officers of the Trenton Bicycle Club, elected April 6: C. T. Sutphin, president; F. H. Robinson, vice-president; Robt V. Whitehead, secretary; Dr. Jesse Godley, treasurer; C. T. Sutphin (ex-officio), B. S. Rose, W. M. Crozer, trustees; W. M. Crozer, captain; F. H. Robinson, lieutenant; Robt. V. Whitehead, bugler; H. F Whitehead, color bearer.

BOSTON. — The Massachusetts Bicycle Club corporation met at the clubhouse on Newbury street last evening, president A. A. Pope in the chair. Col. Henry W. Higginson resigned as a member of the board of directors. Directors were elected as follows: A. A. Pope, A. F. Webster, E. W. Pope, A. S. Parsons, W. S. Slocum. C. F. Joy was elected treasurer, W. S. Slocum, clerk, and Col. A. A. Pope, president. The assets over liabilities were shown to be $107.66. It was stated that the club owed $560. The meeting of the club followed that of the corporation, and the attendance was unusually large. President Dodge occupied the chair. Thomas Stevens was elected an honorary member by acclamation. F. Alcott Pratt resigned from the club committee, and Louis Barta was elected in his place. There were three new members elected. The number of full rate members were shown to be 171, and the number of half-rate members was shown to be 31, making 202 members of all kinds. It was voted to levy an assessment of $5 per member, and to start a subscription paper. Over $300 has already been subscribed. Committees were appointed, one to raise subscriptions and the other to consider and report the question of associate membership.

DETROIT. — List of officers of Detroit Club for 1887: B. J. Holcombe, president; Chas. Alvord, vice-president; P. N. Jacobsen, secretary; Geo. O. Williams, treasurer; A. F. Peck, captain; A. D. Bowlby, first lieutenant; Geo. Lane, second lieutenant; J. H. Ames, bugler; president, secretary, treasurer, A. F. Peck, J. W. Kneeshaw, Jno. Hanley, A. D. Bowley, executive committee.

MORRISANIA. — At the annual election of the Morrisania Wheelmen, held Wednesday, the 6th inst., the following named gentlemen were elected for the ensuing year: J. Provost Mason, president; Geo. E. Faile, vice-president; F. W. Hanford, secretary; W. A. Carpenter, captain; Douglas Hamilton, lieutenant; Jason Rogers, color bearer; H. E. Hall, bugler; Paul Williams, Geo. E. Faile, F. W. Hanford, and F. W. Roe, board of trustees.

SPRINGFIELD. — The Springfield Bicycle Club voted last week to purchase the piano which it now rents, and to own and control the use of buttons for the new uniforms. The buttons are hard rubber and stamped "S. Bi. C." Members of the club can obtain them of Treasurer Jordan at a nominal cost. John B. Hawks and Charles K. Starr were voted in as members. A. C. Patterson, A. O. McGarrett and Louis J. Chandler were appointed a committee to make arrangements for and take charge of the anniversary supper, May 6. There had been some talk of adopting a new badge, but the club voted unanimously to retain the badge by which the Springfield Bicycle Club is so well known.

OMAHA — At a meeting of the Omaha Wheel Club held April 5th, the following officers were elected for 1887: President, C. M. Woodman; vice-president, Dr. G. W. Williams; secretary, F. N. Clarke; treasurer, G. F. Schwarz; captain, F. T. Mittauer; lieutenant, T. F. Blackmore; color-beaver, A. C. Jolliffe; Buglers, Perry Badollet and H. B. Mulford.

SPRINGFIELD, O. — Annual meeting of the Springfield Wheelmen. Officers elected: President, Roscoe Bean; secretary, C. E. Maxwell; treasurer, Frank Harford; captain, T. J. Kirkpatrick; first lieutenant, Will J. Hall; second lieutenant, Ed. Cook; board of directors, Messrs. Bean, Kirkpatrick, Harford, Kepsay and Nagle.

The committee which had been appointed the week before to look up a suitable club room, reported that they had found a couple of rooms and they are to be secured at once, and the Board of Directors were instructed to proceed to fit them up for occupancy.

The club was organized as a stock concern, with a limit of fifty shares, and, to become a member, stock has to be purchased. Forty-one shares have been subscribed, and no doubt the remaining nine shares will be subscribed within a short time.

SECRETARY A. B. Post, of the Ottumwa Club, has resigned and taken up his residence at Canton, Ohio.

TROY BICYCLE CLUB, New York. — Officers elected March 14: President, R. D. Cook*; vice-president, T. W. Hislop; recording secretary, H. A. Everett*; corresponding secretary, G. B. Fales; financial secretary, H. R. Church*; treasurer, F. H. Norris*; captain, W. M. Thiessen; first lieutenant, A. F. Edmans*; second lieutenant, H. P. Cole*; first bugler, F. H. Norris*; color bearer, H. R. Church; surgeon, Dr. J. W. Morris; trustees, J. W. Hislop, chairman; F. P. Edmans,* J. V. Wilson,* C. H. Gabeler, J. R. Mulliken; house committee, J. E. Miller*, chairman; C. H. Wall, W. M. Taylor. *Re-elected.

ROXBURY BICYCLE CLUB. — The annual meeting of the Roxbury Bicycle Club was held on Friday evening, April 1st. Officers were elected as follows: President, Wm. H. Emery, M.D.; vice-president, I. E. Moultrop; secretary, B. W. Potts; treasurer, Wm. T. Johnson; captain, John S. Lowell; first lieutenant, Geo. E. Marsters; second lieutenant, Geo. A. Titcomb. Lieutenant Erie E. Rasling was compelled to decline a re-election on account of business engagements, but will retain his interest in the Club. Four new members were admitted. The adoption of a new uniform was laid over until the next meeting; the sample of new League cloth shown was thought favorably of. Runs were laid out for the present month. This Club is composed entirely of active wheelmen and the interest manifested in the coming season by its members predicts success.

BINGHAMTON BICYCLE CLUB, Binghamton, N. Y. — Elected the following officers for 1887: President, C. E. Titchener; vice-president, W. W. Sisson; treasurer, W. F. Sherwood; secretary, L. J. Kingsley; captain, W. H. Hecox; lieutenant, M. J. Corbett; bugler, W. H. Stone; color bearer, A. M. Durkee; trustees, A. S. Bump, C. M. Bloomer, W. R. G. Downs.

GREENWICH WHEEL CLUB, Greenwich, Conn. — The wheelmen of Greenwich have organized, and are known as the Greenwich Wheel Club. President, Nelson B. Mead; captain, E. W. Reynolds; treasurer, Dr. E. N. Judd; secretary, James F. Walsh; they, with George A. Slater, form the executive committee. They have adopted suits made of dark green, with gray shirts, black stockings and dark shoes. The colors are blue with red stripes, with word "Greenwich" embroidered on it. They have a membership of twenty, and it is a League Club.

CHELSEA CYCLE CLUB, Chelsea. — Officers elected as follows on Friday, April 1: President, Abbot Bassett; vice-president, John B. Seward; secretary-treasurer, C. E. Walker; captain, L. H. Frost; first lieutentant, F. A. Woodman; second lieutenant, P. Eustis Pratt. Delegates were appointed to the meeting of the Team Road Racing Association. The annual dinner of the Club followed the meeting, and at this Mr. Seward was orator, and Abbot Bassett the poet.

OFFICIAL ANNOUNCEMENTS.

ANNUAL MEETING INDIANA DIVISION.

THE annual meeting of the Indiana division for the election of a secretary, treasurer, and the transaction of such other business as may come before the meeting will be held at the Bates House, Indianapolis, at 2 P. M., Thursday, May 19. The meeting is called for this date to save expense to those who attend the St. Louis meet, and I hope for a large attendance at both meetings.

A. B. IRVIN, C. C.

TRANSPORTATION.

THE Chicago & Northwestern Railway has issued instructions for free carriage of bicycles when accompanied by owner holding first class ticket. The bicycles will be checked same as baggage. This fact is published in the official time table.

B. B. AVERS.

HOTELS AT ST. LOUIS.

EDITOR BULLETIN: — Will you please announce through the League BULLETIN that arrangements have been made with the Lindell Hotel and Hotel Barnum, to take care of League members during the meet May 20–21, at following rates:

Lindell Hotel, 6th and Washington Avenue — regular rates, $4.00 per day; to wheelmen, $2.50 per day.

Hotel Barnum, directly opposite the Lindell, will accommodate wheelmen with rooms, two in room, single beds, at seventy-five cents per day.

Good restaurant in the hotel, where meals can be obtained from thirty-five cents upward.

Both hotels are first class, located in the heart of the city, and in the centre of our magnificent system of granite paved streets.

The parlors of the League Officers, State Division, and the leading wheel manufacturers will be at the Lindell Hotel.

Hotel accommodations of our city are ample, and clubs, divisions, and individuals desirous of securing apartments, can obtain all necessary information by applying to the Reception Committee.

EDWARD SELLS,
Chairman.

Mr. AARON RESIGNS.

EDITOR BULLETIN: — Please publish the following copy of a letter mailed with this: —

PHILADELPHIA, April 9th, 1887.

MR. E. F. HILL, Chairman Membership Committee L. A. W.

Sir, — I hereby resign my membership in the League of American Wheelmen. Yours, etc.,
E. M. AARON.

LEAGUE PARADE.

LEAGUE clubs intending to take part in the L. A. W. parade, May 21st, at St. Louis, are requested to give notice to the chairman of the Parade Committee forthwith.

Give name of club; give number of men; give date of joining league; give name of commissioned officer.

C. H. STONE,
Chairman Parade Committee.

WHERE TO LOCATE A MEMBER.

THE following decisions of the Executive Committee will be of interest to many members who are now uncertain regarding the State division they belong to, and it will be of value to secretary-treasurers who have heretofore been uncertain as to their claim upon a man who has had his dues paid by a club in another State.

NEW YORK, April 4, 1887.

ABBOT BASSETT, Esq., *Sec'y L. A. W.*

Dear Sir, — The Executive Committee have received your request for their opinion and instructions in certain cases to which you have called its attention, namely,

First. In the case of a member residing in one State belonging to a club in another State, which club pays the dues of such member to the League, is such member to be located in the State where he actually resides, or in that of the club which has paid his dues?

Answer. The Constitution, Art. IV, par. 1, says, "Each State shall be entitled to one representative for every fifty members."

Same article, par. 2 says, "Each State in which are twenty-five or more members may organize a State division," etc.

The By-Laws, Article IV, sect. 2, says, "Each member . . . shall be entitled to one vote for chief consul for the State in which he resides, and one vote for each representative that his State is entitled to under these rules," etc.

We gather from these quotations and other portions of the by-laws that the spirit and intent of the law is that the member be credited to the State in which he *actually* resides, or in which, politically, he has a place of residence and votes for officers of city, town, State, or general government. Any other construction would result in an absurd and purely fictitious interpretation of the rules.

Second. Can you locate the member under the division in which he resides, and return the fifty cents to the division which has paid his fee?

Answer. You can so locate him under the division in which he resides, according to the above construction, but the fifty cents must go to the same division. Under the assumed facts, a body in another State pays the fee, not the division of that other State. A member in New York or Rhode Island, for example, has his dues paid voluntarily by a Massachusetts Club, the New York or Rhode Island division is entitled to the quota of dues of all its members, no matter from what source payment comes. The fact that a Massachusetts body pays voluntarily the dues of members of other States does not entitle Massachusetts to such members, or deprive those other States of their lawful rights. Otherwise a single division might, by its members or clubs paying the dues of members of other divisions, obtain an influence and majority to which it is not legitimately entitled. As between a division and its members, a club in another State is a stranger. When a stranger voluntarily pays the debt of another he cannot deprive the creditor (the division) of his lawful right to the money, or any part thereof, so paid. The question should be adjusted between the member whose debt or due is paid and the stranger body, and if the latter demands it he should reimburse it for the outlay for his benefit. The matter should especially be thus left for adjustment in the case of clubs which pay such dues out of their treasury, and whose individual members thereof do not severally pay.

Third. Can a man elect under which Division he will be placed?

Answer. — No. He must be located where, according to our ruling above, he actually resides.

In regard to the subsidiary questions, we say,

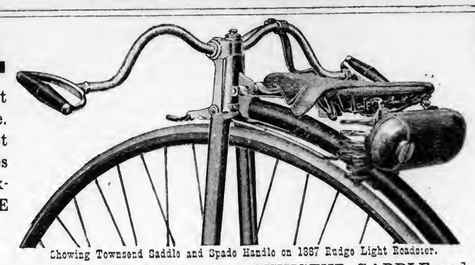
1st. Men living in New Jersey, but doing business in New York, are residents of New Jersey, and of the New Jersey Division, according to the foregoing rulings.

2d. Mr. Day and Mr. Pool are both members of the Division within which they reside, and your books should be corrected accordingly. Mr. Day is lawfully running as Representative for Rhode Island.

Townsend * Saddle.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, $6.00.



Showing Townsend Saddle and Spade Handle on 1887 Rudge Light Roadster.

SPADE * HANDLES.

More comfortable. Great power in hill climbing. Perfectly adjustable and detachable.

You are behind the times if you don't have them.

PRICE, $5.00.

To be happy, you must have your bicycle fitted with the TOWNSEND SADDLE and ADJUSTABLE SPADE HANDLES. To be obtained or fitted by any of our agents. ☞ See *inside* of *front cover*.

STODDARD, LOVERING & CO., 152 Congress Street, Boston, Mass.

3d. Pennsylvania men at college in Ohio, if still retaining their residence with their families in, or whose homes are in Pennsylvania, we think are properly credited to the latter State.

4th. The question in Mr. Wood's case is whether he resides in Ohio or Pennsylvania. The facts in his case show that he lives in and is doing business in Ohio, and it appears in the BULLETIN, April 1, 1887, p. 266, 3d column, that he desires to be considered a member of that Division. This, it seems to us, *unless other facts* are produced, settles the question in favor of Ohio, and his half dues should go to that State, notwithstanding payment by the Pennsylvania Club.

We believe the foregoing covers the questions which require specifically an answer, according to your request. Fraternally yours,

N. MALON BECKWITH,
JOHN C. GULICK,
T. J. KIRKPATRICK,
Ex-Com. L. A. W.

NOTES AND QUERIES.

(11) I SHOULD like to know if a Hub lantern and cyclometer can be used at the same time? — 12,311. Certainly, the lantern is made to take the place of a weight.

(12) WILL any one tell me what improvement a ball bearing is over a well-oiled parallel bearing, except that wear can be taken up. Will not the parallel bearing run as well. B.

(13) THE query which our friend, No. 2545, gives to solve, is a conundrum indeed, and especially so to me, after having the experience of riding a season on a tandem, am at a loss to know why it is not a more popular machine. To take a practical view of it, it takes two cyclers that are perfectly agreeable to each other, as experience teaches, that, if any dissensions arise, it will put the machine in a very awkward position and making it somewhat unridable. There is an objection which might have some weight, when it has to be said, that coasting is unsafe — not to say that coasting is safe on any bike — but it has been fully demonstrated that it is somewhat dangerous, as the momentum acquired is something wonderful, and as the wheels act independent of each other, it requires very careful handling going at such a high rate of speed. To over-balance that objection, which is the only one of any importance, as it ought to be understood, that it takes experienced riders for this style of machine, the delights of this kind of cycling are to a certian extent indescribable, as you have the sensation of floating in the air, being free from all the annoying little jolts; the ease of propulsion, which readily shows itself when out with a crowd of cyclers, and the sociability of the machine are other commendable features, also the advantages as a touring machine are obvious, on account of the luggage that can be carried, the speed attained, the safety being entirely free from all headers, bringing into full use the brakes. It is with great regret to think, for a time, my pleasures in this line will be stopped, as my brother tandemite has gone to a "merryland" [Maryland] and the writer finds himself in a strange city. X.

(14) IN answer to 2545, let me say that the tandem bicycle has gone out because something better has come in. The tandem tricycle has all the advantages of the two wheeler with the additional advantages of safety, comfort, and adjustability to all lengths of leg.

(15) IN answer to several queries, we give the Massachusetts law relating to guideboards: —

COMMONWEALTH OF MASSACHUSETTS.

In the Year One Thousand Eight Hundred and Eighty-seven.

AN ACT

In relation to the Erection and Maintenance of Guide-Posts at Crossings and Forks of Highways.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows: —

Section 1 of Chapter 53 of the Public Statutes is hereby amended so as to read as follows: —

"Every town shall, in the manner provided in this chapter, erect and maintain guide-posts on the highways and other ways within the town at such places as are necessary or convenient for the direction of travellers, and shall erect and maintain such guide-posts at such forks or intersections of such highways and other ways as lead to adjoining towns or cities."

(16) WILL you or some of your readers say what, if anything, can be done to cure or prevent a very profuse perspiration when riding the bicycle, which seriously affects my comfort and pleasure. I have been riding for the past three or four years, and can hold my own with the average rider on Club runs, but while others who ride no better or more easily than I are cool and apparently comfortable, in standing collar and cuffs, it may be; I am reeking with sweat, spoiling the pleasures of the ride, and am also obliged to exercise extreme care when resting en route or after the run is over. My weight is about 165 pounds, but heavier men than I are not all so affected. No. 9392.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicant will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their ticket to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication you may look for your ticket.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 82 — Total 80.

BOSTON, April 11, 1887.

CALIFORNIA DIVISION — 1.

Oakland Ramblers.
14163 Remillard, Philip H., 654 13th St., Oakland.

CONNECTICUT DIVISION — 7.

Middletown Wheel Club.
14121 Calef, Samuel P., Middletown.
New Haven Bi. Club.
14164 Fray, John H., 171 Franklin Street, New Haven.
14165 Lockyer, Geo. H., 177 Rosette " "
14166 Norton, E. L., 26 Linwood " "
14167 Pickett, G. A., 68 George " "
14168 Redfield, W. G., 18 Edd " "
14169 Shepard, C. H., 30 Henry " "

DISTRICT OF COLUMBIA DIVISION — 1.

District Wheelmen.
14122 Walker, E. T., 416 10th St., Washington.

ILLINOIS DIVISION — 2.

Unattached.
14177 Fergunson, Jas. B., Princeville.
14188 Perry, N. M., Carrollton.

INDIANA DIVISION — 1.

La Porte Wheelmen.
14123 Day, Arthur, La Porte.

IOWA DIVISION — 4.

Ottumwa Bi. Club.
14189 Duke, Wesley I., Ottumwa.
14190 Edgerly, J. W., Jr., "
14191 Pallister, Tom, "
14192 Pyle, Norris H., "

KANSAS DIVISION — 1.

Unattached.
8437 Lander, Chas., Lindsborg.

MAINE DIVISION — 2.

Portland Wheel Club.
14125 Wells, Chas. C., 94 Park St., Portland.
Unattached.
14172 Tuttle, Adrian, Belfast.

MASSACHUSETTS DIVISION — 8.

Cambridgeport Bi. Club.
14139 White, F. H., 59 Harvard St., Cambridgeport.
Columbia Bi. Club.
14141 Whitmarsh, Chas., No. Attleboro.
Leominster Bi. Club.
14142 Cozzens, W. C., Leominster.
Unattached.
14124 Austin, J. E., 37 Stebbins St., Springfield.
14143 Cobb, Fred C., Dedham.
14144 Ely, F. D., Jr., "
14126 Hoskin, Edmund F., Ayer.
14140 Kerr, Robert, 59 Howard St., Cambridgeport.

MICHIGAN DIVISION — 2.

Unattached.
14173 Colwell, Elmer B., 183 Selden Ave., Detroit.
14193 Orrell, Will C., Flint.

MISSOURI DIVISION — 1.

St. Louis Wanderers.
14174 Lewis, F. E., Jefferson Barracks.

NEBRASKA DIVISION — 1.

Omaha Wheel Club.
14194 Moulton, C. W., Box 533, Omaha.

NEW HAMPSHIRE DIVISION — 2.

Exeter Bi. Club.
14195 Clark, Walter S., Exeter.
Manchester Bi. Club.
14127 Johnston, Sidney J., Locomotive Works, Manchester.

NEW JERSEY DIVISION — 7.

Elizabeth Wheelmen.
14130 Hawthorne, Bayard, 582 Penna. Ave., Elizabeth.
14129 Seamen, Benj. R., 1028 E. Jersey St., "
14128 Sylvester, W. W., 147 W. " "
Rutherford Wheelmen.
14196 Burgess, Robert A., Rutherford.
Unattached.
14145 Bodine, F. J., Flemington.
14175 Carter, John E., 807 Market St., Camden.
14176 Richer, Frank, 827 " "

NEW YORK DIVISION — 29.

Huntington Bi. Club.
14131 Barr, George F., Huntington, L. I.
14132 Conklin, Douglas, " "
14133 Grumman, Edw. C., " "
14134 Jennings, C. J., " "
14135 Lockwood, C. Wesley. " "
14136 Rogers, H. F., " "
14137 Scudder, Chas. B., " "
Long-Island Wheelmen.
14177 Carmiconi, P., Jr., 224 Sanford St., Brooklyn.
14146 Hoole, Wm. H., 77 A. Monroe St., "
New York Bi. Club.
14147 Dunning, Chas. A., care Ninth National Bank, New York.
14148 Taylor, Dr. Henry L., 201 W. 54th St., New York.
Unattached.
14149 Adams, T. A., Elmira.
14150 Campbell, W. T., "
14155 Stevens, Chas. F., "
14151 Weaver, Chas. G., "
14157 Weaver, F. B., "
14153 Lee, Page, Oswego.
14159 Wilson, F. L., Oswego.
14178 Cone, Edward K., 52 W. 49th St., New York.
14154 Merrall, W. B., P. O. Box 1202, "
14158 White, F. N., 241 Broadway, "
14151 Clapp, J. Howard, 65 Buena Vista, Ave., Yonkers.
14152 Corwin, David J., Matteawan.
14179 Dockstader, E. A., Little Falls.
14181 Gamby, James H., Branchport.
14160 Johnson, H. Seymour, Suffern.
14182 Longyear, H. C., Jr., Roxbury.
14180 Olmstead, N. D., Little Falls.
14161 Reynolds, G. Osmar, Pelham Manor.

OHIO DIVISION — 4.

Toledo Cycling Club.
14183 Vanderbeck, G. A., care A. A. Geroe & Son, Toledo.
Unattached.
14197 Hartman, F. B., care R. H. Lane & Co., Toledo.
14184 Hurlburt, Willie H., 61 Arcade Building, Cleveland.
14198 Pratt, Chas. A., 482 Huron St., Toledo.

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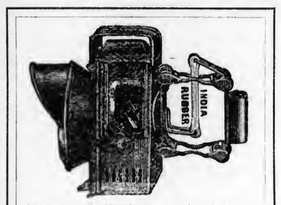
13,498 MILES ON A "VICTOR" IN ONE YEAR

Ridden by G. J. LOOMIS.

If you want a machine to get about on, and can't use wings, buy the next best thing,—a VICTOR. They do seem to get there. BICYCLES, TRICYCLES, SAFETIES. Catalog Free.

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CUNARD CYCLES.



"Monarch" Head Lamp, for Cripper Pattern Tricycles, or Safety Bicycles.

Bicycles, Tricycles, Tandems, Safeties.

Vice-Pres. T. J. Kirkpatrick says of the Tandem:

"It is the Only Machine Worth House-room as a Convertible Tandem."

The same is said, in fact, of all the Cunard Cycles. Send for Catalogue and Testimonials, now in the Press.

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Sole Importers

75 Clinton Avenue - - - NEWARK, N. J.



CUNARD SAFETY.

Sole U. S. Agents for the Renowned "MONARCH" Lamps. Machines of any make taken in part payment for Cunards.

PENNSYLVANIA DIVISION — 5.

Pottstown Bi. Club.
14184 Grubb, W. I., Pottstown.
Williamsport Wheel Club.
14170 DuFaur, Wm. F., Williamsport.
Unattached.
14186 Scherer, A., Marine Bank, Erie.
14187 Stauffer, Chas., Honey Brook.
14138 Sutton, Geo. W., So. Bethlehem.

RHODE ISLAND DIVISION — 1.

Unattached.
14199 Sweet, Mary E., 118 Potters Ave., Providence.

VERMONT DIVISION — 1.

Unattached.
14162 Uphain, J. Duncan, Brandon.

IMPORTANT.

The ***Grand Union Hotel***, opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

Advertisements will be inserted in this column as follows: $1.00 for four lines, first insertion; 50 cts. for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

$110. New Expert Columbia, latest pattern, any size or finish. Don't write unless you mean business. C. A. UNDERWOOD, 386 Tremont Street, Boston, Mass. L. A. W. No. 12,632.

FOR SALE.—A Standard Columbia, 50-inch; ball-bearings, on front wheel; B finish; all good but nickel, improved tool bag. Will be sent to any address C. O. D. for $80.00. Address, Rectory, 1334 New York Ave.

FOR SALE.—Standard Columbia, 1884 pattern, 46-inch; balls to front wheel. Almost new. Price $40. W. F. WALL, Ixion Bi. Club, 351 W. 59th St., New York.

FOR SALE.—A Rudge Humber tandem, almost new, balls all around, 52-inch, rear seats. Convertible. No reasonable offer refused. Address, A. AMOS, No. 26 W. 47th St., New York City.

FOR SALE.—51-inch Special Star, 1886 pattern, balls to front wheel, hollow-coned levers, power-traps, enamelled. First-class condition. Cost $130. Price $90. H. C. SPAULDING, Jr., Elmira, N. Y.

WANTED.—Second-hand 52-inch ordinary or corresponding size safety Bicycle, safety preferred. Give description and exact condition. Must be cheap. T. J. BRANSON, Peoria, Ills.

"DID YOU NOTICE IT?"

Rubber Tires way down; 3-4 inch 18 inch wheel, $1.35; 7-8 inch 50 inch, $5.00; other sizes at corresponding rates. Lowe Bicycle Co., Fitchburg, Mass.

TANDEM TRICYCLE.—Humber Tandem, in excellent order, cheap for cash, or would take good bicycle in part payment. C. HERBERT DIAMOND, P. O. Box 2434, New York.

FOR SALE.—48-inch Special Star, enamel finished, hollow levers, cones to front wheel, cowhorn bars, cricket saddle. Used three months. Tires excellent. Price $80. Lakin's cyclometer, $8. A. B. SCHNEIDER, Thomaston, Conn.

BICYCLERS ATTENTION! Don't fail to buy the Buffalo Bicycle Lock and wrench combined, locks automatically. Send for circular. Liberal discount to dealers. Price $1.00. C. G. WANENMACHER, Buffalo, N. Y.

WANTED.—New or second-hand tricycle, sociable or tandem. Don't mind the condition only so it is cheap. State make, condition, age and lowest cash price. F. O. B., The Cycleries, 1406 New York Ave.

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SPECIAL BARGAINS in New and Second-Hand Machines, prior to removal April 1st to more central location in Orange. Bicycles, Tricycles, Tandems, and Safeties. Send for list. Write to us what you want, *it will pay you.*
L. H. JOHNSON, East Orange, N. J.

SECOND-HAND BICYCLES WANTED for cash or in trade. Highest price paid. Give full particulars with your prices. Catalog free. GEO. W. ROUSE & SON, 25 G. St., Peoria, Ill.

BARGAINS IN SECOND-HAND BICYCLES.—48, 50, 52, 54 and 58-inch EXPERTS; 50, 52 and 54-inch STANDARDS, etc. Also, 36 x 54-inch KANGAROO; excellent condition; $65.00. Second-hand sundries at less than half price. JAMES A. SPEAD, So. Newmarket, N. H.

BICYCLES FOR SALE.—Bicycles and Tricyles—all kinds, descriptions, and prices—from $35.00 upwards. Call and examine, or send for list to RUDGE AGENCY, 152 Congress St., Boston, Mass.

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Is the name of a neat Log Book, in which to keep a memorandum of the number of miles travelled, with notes of roads, routes, occasion and incidents on the way, for reference in the future. Is bound in imitation of morocco, 8x5 in., it contains 100 pages, nicely and conveniently ruled. This book, formerly sold for $1.25, will be sent to any address on receipt of 75 cents; clubs of fifteen, 65 cents. Address, C. A. Underwood, 386 Tremont St., Boston, Mass.

THE CYCLE BRUSH TOOL

THE ONLY MEANS OF KEEPING YOUR BEARINGS FREE FROM GRIT.



WILL ADJUST BEARING BOXES. TIGHTEN SCREWS AND REMOVE HARD DIRT WITHOUT WASHING THE WHEEL

SCREW DRIVER SPANNER OILCUP

STIFFEST UNBLEACHED BRISTLES, FOR POCKET OR TOOL BAG. BY MAIL, 75 CTS.

P.H. BERNAYS, LITTLE ROCK, ARK.

FLORENCE MFG. CO. FLORENCE, MASS.

FOR SALE BY THE TRADE.

$5.00 IS all it requires to secure a SYMRNA RUG, 2½ ft. x 5 ft., with the L. A. W. BADGE woven in it nineteen inches in diameter. The *handsomest, cheapest, and most novel and useful ornament* to house, office or parlor ever seen.
WILL R. PITMAN,
351 W. 59th Street,
NEW YORK.

JOHN HARRIOTT.

MEDALS AND BADGES,

—ALSO—

Bicycle Club Pins of Every Description.

Designs on application.

3 Winter Street - - BOSTON, MASS.

"In a word, a cycle bearing must be in that apparently paradoxical condition, at the same time *very tight* and *very loose*: that is, perfectly free to spin, and entirely rigid, allowing no shake in the parts."—*Victor Catalog.*

IT BEATS THE WORLD!

AND THE WORLD IS HARD TO BEAT.

1405 MILES IN 142 HOURS!!

Ridden by ALBERT SCHOCK, at Minneapolis, in competition with most of the great American professionals.

Mr. Schock writes:—"I am pleased with the Victor in every respect. I soon found it a vast improvement on all other wheels ridden by me."

Victor Wheels are built to ride. Bicycles, Tricycles, Safeties. Catalog free.

OVERMAN WHEEL CO. - - - 182 Columbus Avenue, Boston.

SEE HERE, GENTLEMEN!

THE RECORD CLAIMED BY THE ABOVE COMPANY REALLY BELONGS TO

THE AMERICAN CHAMPION.

It is true that SCHOCK started on their wheel, but it **BROKE DOWN,** and he rode two thirds of the distance on the CHAMPION.

How the above Company can claim that Minneapolis record of 1,405 miles, when they are well aware it is a **FALSE** claim, and mean fair, is beyond our comprehension.

Respectfully and sincerely,

GORMULLY & JEFFERY MFG. CO.

We make a specialty in

SECOND-HAND BI TRI CYCLES.

Have large stock, many as good as new. Enclose stamp for List.

PRICES LOW.

SOLE AGENTS

For New York for the celebrated New Rapids, Quadrant, Sparkbrook, and New Mail.

New York Bicycle Co,

38 PARK PLACE, NEW YORK.

Send for Circulars.

SPECIALTY IN COLUMBIAS.

Second-Hand Machines

TAKEN IN EXCHANGE

For **COLUMBIA**, New Rapid, Quadrant, Sparkbrook, Star, New Mail, Facile, Rover, Humbers, or any other machines made

CORRESPONDENCE SOLICITED.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

(YOST & McCUNE PATENTS),

19 PEARL STREET - - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.

THE "NEW AMERICAN" TRICYCLE,

639 ARCH STREET, PHILADELPHIA.

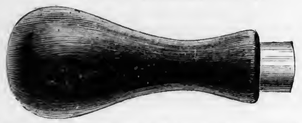
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NO DEAD CENTRES. FULL POWER UTILIZED. CLIMBS ANY HILL.

The best machine for ladies, as there are no revolving pedals to catch the skirts. The only Tricycle that can be ridden equally well by lady or gentleman, grown person or child.

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OF EVERY DESCRIPTION.



ADJUSTABLE SPADE HANDLES.

With improved check-nut to fit any machine, $2.50 per pair. Dropped forged steel spade handles, unfinished for brazing, $2.00 per pair. A liberal discount to agents. Agents wanted.

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Large stock constantly on hand to select from. Repair parts and sundries supplied.

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The Keystone Bicycle Saddle!

Improved for '87; fits any Bicycle. Price, $5.00.

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Nickelling, enamelling, and repairing done in the best possible manner. Send in your wheels for repairs.

A full line of second-hand wheel, in stock. Send size and description of what you want, as our list is changing all the time. Parts and sundries for all machine.

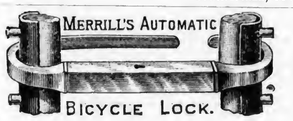
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25c. This Certificate 25c.

And 25 cents will entitle the sender to one copy of The Wheelmen's Reference Book (price 50 cents). Mailed postpaid. Address

THE WHEELMEN'S GAZETTE,
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For locking Bicycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neat, compact and cheap. Weighs only 2½ ounces, and length only 4 inches.

Dr. W. D. Ball, of Boston, writes: "I bought one of your locks the first of the season, and can say it is really the only lock on the market good for anything. I leave my bicycle anywhere and have never had it tampered with, and yet two bicycles have been stolen within a stone's throw of my office."

Can be had of any dealer in bicycles, or sent post-paid on receipt of $1.00.

MARLIN FIRE ARMS CO., New Haven, Ct.

SPADE HANDLES!

Handsomest, Strongest, and best Handles in the Market.

Only $2.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.

C. W. SPINNEY - - Fitchburg, Mass.

ST. LOUIS WHEEL CO.

Difficult Repairing a Specialty.

Enamelling, Nickelling, Etc. at Lowest Prices

LARGEST STOCK OF SECOND-HAND BICYCLES in the WEST. WRITE FOR LIST.

Patented 1881. **L. A. W. BADGES.**



For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON
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The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges**, $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.

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New Style H.

SINGER CYCLES.

BUY THE BEST!

The APOLLO LIGHT ROADSTER

Has a Ball-Bearing Head, Spade Handles, Detachable Bar, and Double Ball Bearings.

THE EASIEST RUNNING AND FASTEST COASTING MACHINE ON THE MARKET.

1887 CATALOGUES
NOW READY.



APOLLO SAFETY. FAST AND LIGHT.

BUY THE BEST!

SINGER'S CHALLENGE

Is the Best Wheel ever put out at the price,

$105.00.

Balls to Both Wheels, Detachable Bar, Spade Handles. Weight of 50-inch, 40 pounds.

A Well-Built, Durable Machine. All Steel.

W. B. EVERETT & CO.,
Sole U. S. Agents,
6 and 8 BERKELEY ST. - - BOSTON.

PATENTED FEB. 15, 1887.



FOR THE NEW FOR

1887.—PATTERN— 1887.

Butcher Cyclometer

NOW READY.

The Most Accurate, The Easiest to Read from the Saddle, and the BEST WORKMANSHIP ever put into a Cyclometer. Send for Circular to the

BUTCHER CYCLOMETER CO.
6 and 8 Berkeley Street, Boston, Mass.

Sent Postage Paid
On Receipt of Price,
TEN DOLLARS

PATENTED NOV. 30, 1886.



Our New Spoke Cyclometer

SUITABLE FOR

Bicycles, Tricycles and Carriages,

Sent Post-Paid on receipt of Price,

FIVE DOLLARS.

Jersey-Fitting Underwear Company.

We Call Special Attention to our



BICYCLE JERSEYS.

Long sleeves, standing collar. Laced front, long sleeves.

LAWN TENNIS.

Plain Colors or Stripped.

Long sleeves, standing collar. Laced front, long sleeves. Jersey jacket, a new thing.

YACHTING.

Long sleeves, low neck. Long sleeves, half high collar.

ROWING JERSEYS.

Low neck, sleeveless Low neck, long sleeves.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders, Arm Holes and Neck**, as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.

OUR BICYCLE FULL TIGHTS

Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.





BICYCLE KNEE TIGHTS.

Made same as full tights, to three inches below the knee.

TRUNKS

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.



JERSEY FITTING KNEE PANTS,



Buttoned in Front, same as Pantaloons, without Certain Objections.

We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

LADIES' JERSEY FITTING TRICYCLE PANTS.

A NEW THING

These Pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.



Patented April 7, 1885.



LADIES' UNION UNDER GARMENT.

We make the same thing for men, suited to outside wear, and of the same worsted as we use for Jersies and Tights.



Would like to have every Wheelman see these

JERSEY-FITTING STOCKINGS,

TRADE MARK. As we believe there is nothing better.

Send us your order for any of these garments, with your measure and a Post-office order for the same, and we will send by mail or express the garment ordered; and if you do not find them satisfactory, you can return them, and we will return the amount paid for them, or we will send them C. O. D., with the privilege of trying them on. Address,

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OF BEST CAST-STEEL.
HARDENED, GROUND, AND BURNISHED.
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SIMPLEST, MOST RELIABLE AND BEST.

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THE KINGSTON KNITTING CO.

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Manufacture from the Finest Worsted Stock all of the latest novelties in Jerseys, Gernseys, Knee Tights, Full Bodied Tights, Hosiery, etc., and in all the Popular Colors—in Plain, Striped Trimmed.

We make a specialty in these **Garments**, and our prices are very reasonable. We refer to a large number of wheelmen, and who use our goods.

ORDERS SOLICITED.

L. A. W. TABLE.

Made of Georgia Mahogany.

Presenting the brightest and most attractive finish of any of the native American woods. No pains or money has been spared to make these tables the most attractive piece of furniture ever offered.

L. A. W. SYMBOL.

Finely painted, ten inches in diameter, making the handsomest Card Receiver ever offered. Read what they say of it:

The beautiful finish and fine appearance of these Tables render them so attractive that L. A. W. members must prize them, as both ornamental and useful.
(Sgd) AUG. H. HANSELL, Judge Superior Court.

The Georgia Mahogany works beautifully in all finishing work, and we should think that this Table would be very attractive for the L. A. W. members for whom it is designed.
(Sgd) A. P. WRIGHT & CO., Bankers.

Mr. W. F. Moss: It affords me pleasure to commend the beauty and strength of the L. A. W. Card Receiver manufactured by you. The bright and pleasing color will make it attractive to Wheelmen or any one else. Yours,
(Sgd) S. G. McLENDON, Rep. Thomas Co.

There seems to linger in the delicate and peculiar shade of Georgia Mahogany lumber, something of the rich sunlight that has fed it and nourished its sturdy growth. It would strike the eye of an artist anywhere, and it exquisite finish would rival the famed hard woods of the world Mr. Moss deserves and should receive encouragement, he is taking the crude elements of our wealth and turning them into money.—*Thomasville Enterprise.*

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PRICE $2.50. When five or more are shipped to one address, the freight will be just one-fifth of what it would be on shipment of one. Address

W. F. MOSS,
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Is made of the Finest Kangaroo or Dongola, in any size or width

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Price, per pair, **$3.00.**

These shoes being laced to the toe, afford comfort to the wearer, in whatever position the foot is placed; and, also, are the most durable shoe made.

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Ordering six or more pairs. Sent by express on receipt of $3.00, or by mail for $3.30. Send for circular containing prices of other shoes, and directions for self-measurement. Address,

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LEAGUE ✻ UNIFORM.

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Plaited Blouse, $9.50; Knee Breeches, $6.00; Suit, $15.50. Regulation League Cloth, made by the Middlesex Mills, cost $2.00 per yard. League Buttons, large size, 5 cents each; small size, 2 1-2 cents each. Full set for suit, 55 cents.

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All uniforms or parts of uniforms sent C. O. D., with privilege of examination. All orders for cloth or buttons must be accompanied by Money Order. Blank forms for self-measurement furnished on Application. Orders for L. A. W. Goods will be received at any of our branch stores, as follows:

136 and 138 Madison St., 144 to 148 Clark Street, 76 and 78 West Fourth St., CHICAGO, ILL. Cincinnati, Ohio.
210 and 212 N. Broadway, St. Louis, Mo. Wisconsin and E. Water St., Milwaukee, Wis. 910 and 912 Chestnut St., Phila., Pa.

All orders must be accompanied by League number.

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N. P. Tyler, M. D., New Rochelle, N. Y.

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St. Louis, May 20 and 21.

FRIDAY, MAY 20. — Board of Officers and general meeting.
SATURDAY, MAY 21. — Parade and Banquet.

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The following works are officially recommended by the L. A. W. Bureau of Information.

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, advertisements. Price, 15 cents. Address Pope Manufacturing Company, 79 Franklin Street, Boston, Mass.

L. A. W. ROAD AND HAND-BOOK OF CALIFORNIA (Official): — Officers, Consuls, hotels, and By-Laws of California Division. California bicycle clubs and officers. Issued in monthly parts. Part I now ready, bound in flexible cloth, 25 cents. Address J. W. Gibson, No. 612 Hyde Street, San Francisco, Cal.

L. A. W. ROAD-BOOK OF CONNECTICUT (Official): — In progress. Address Charles G. Huntington, Hartford, Conn.

L. A. W. ROAD-BOOK OF LONG ISLAND, with the best riding within fifty miles of New York City — very thorough. Three fine maps on one sheet folded in the book style of tabular form, same as *Pa.-N. J.-Md. Book*, bound in flexible cloth. Price, $1.00. Address A. B. Barkman, 608 Fourth Ave., Brooklyn, N. Y. For sale with Brooklyn and New York bicycle dealers.

L. A. W. HAND-BOOK OF MASSACHUSETTS (Official, 1884): — Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address H. W. Hayes, Cambridge, Mass.

L. A. W. ROAD-BOOK OF MICHIGAN (Official); with best roads of Ontario and through route from Chicago to Buffalo. Sectional and general maps; complete lists of Consuls, hotels, repair shops, and points of interest. Flexible leather cover. Free to Division members joining before April 1st. Price to L. A. W. members of other States, $1.00. For further information, address J. H. Johnson, 107 Spruce Street, Detriot, Mich. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

L. A. W. HAND AND ROAD BOOK OF NEW YORK (Official): — Two hundred pages, numerous maps, lists of Consuls, hotels, and repair shops, general information about the L. A. W. and N. Y. Division, etc., with complete indexes. Tabulated reports of 10,000 miles of roadway, extending east to Mt. Desert, Maine; west to Cleveland, Ohio; north to Quebec, P. Q., and south to the Natural Bridge, Virginia, and Washington, D. C. General description of local riding districts, and much other information of value to cyclers, bound in flexible leather. Free to members of the Division joining in the first quarter, charge 13 cents to those joining in the second quarter, charge 25 cents to those joining in the third quarter, charge 38 cents to those joining in the fourth quarter. Price to League members of other States $1.00 per copy. Ready for delivery in April, 1887. Address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

L. A. W. ROAD AND HAND-BOOK OF PA., N. J., AND MD. (Official): — Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, bound in flexible leather. A copy of the revised and enlarged 1886 edition was furnished *free* last year to every League member in Pennsylvania, New Jersey, and Maryland, who joined before April 1st. [This book is now out of print.]

L. A. W. HAND-BOOK OF OHIO (Official): — Complete official lists of officers, Consuls, hotels, etc. General description of riding districts, fine large folding road-map of the State. Price, $1.00. Address Geo. S. Atwater, Massillon, Ohio.

ROAD-MAP OF CENTRAL INDIANA (L. A. W. Official), covering an area of 90 miles north and south, and 153 miles east and west, and showing the roads of the famous Crawfordsville record-breaking district. Contains list of Consuls and hotels, and shows location of all towns, railroads, etc. To be distributed to members of the Indiana Division on the same basis as the New York Road-Book is given to New York members, see above. Price, to other League members, 75 cents. Scale of nine miles to one inch. Address Josh. Zimmerman, Secretary-Treasurer, 37 So. Alabama Street, Indianapolis, Ind.

ROAD-MAP OF NEW JERSEY (L. A. W. Official): — Three parts, Northern, Central, and Southern, folded in stiff covers. Price, 50 cents each, or $1.50 for the set. Address E. W. Johnson, 212 Broadway, New York City.

ROAD-MAP OF OHIO (L. A. W.). See *Ohio Hand-Book*.

ROAD MAP OF BOSTON AND VICINITY (Warren's).

MARTINET'S ROAD-MAP OF MARYLAND: — Splendid work. Price, $10.00. J. L. Smith, as below.

COLTON'S ROAD-MAP OF PENNSYLVANIA: — Three parts, Eastern, Central, Western. Price, $2.00 per section. J. L. Smith, Map Publisher, Sixth Street, above Chestnut, Philadelphia, Pa.

ROAD-MAP (WHEELING CHART) OF SPRINGFIELD AND VICINITY. Address Henry E. Ducker, Springfield Mass.

IN AND AROUND CAPE ANN, bound in cloth; finely illustrated. The wheelmen's hand-book of Gloucester, Mass., and vicinity. Price, 75 cents. Address John S. Webber, Jr., Gloucester, Mass.

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS. — Sketches of cities towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. Address George Chinn. Beverly, Mass., price 20 cents.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$1.75,** send it to the Secretary of the League,

ABBOT BASSETT,
22 School Street, Boston, Mass.
P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training, or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, roller, and ice skating."

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,
22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find **$1.75** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed,

Club, ... *Residence,*

City and State, *Date.*

REFERENCES: .....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

The Sensation of 1887!

ABSOLUTE PERFECTION!!

The Latest American High Grade Wheel,

THE NEW MAIL.

A Perfectly Made Light Roadster.

OUR SPECIALTY,

Perfection Strengthened Backbone and Forks.

BACKBONE. — Warwick's pattern, new this year. It is well known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is handsomer and stiffer than the round.

FORKS. — Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives a very strong rigid fork.

A SUPERB LIGHT ROADSTER.

At least, Examine one before purchasing your mount, or get a Circular!



With Our Specialty, Trigwell's Ball Head.

Extract from a London letter to the L. A. W. Bulletin January 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

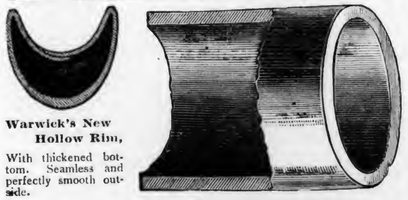
What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it, — but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that is a vast improvement over the Stanley head, with cone or hemispherical centres, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

AGENTS WANTED EVERYWHERE.

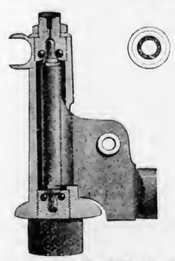
SEE THIS WHEEL BEFORE PURCHASING.

ASK YOUR DEALER FOR IT.

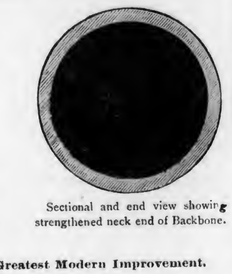


Warwick's New Hollow Rim,

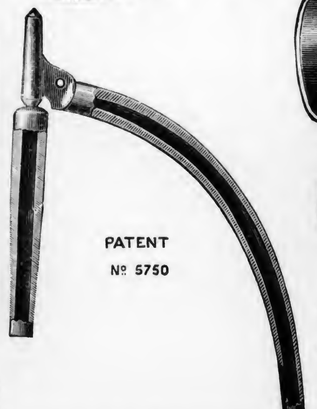
With thickened bottom. Seamless and perfectly smooth outside.



Trigwell's Ball Head. Greatest Modern Improvement.

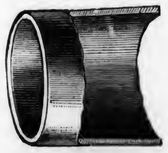


Sectional and end view showing strengthened neck end of Backbone.



PATENT Nº 5750

Sectional view showing Backbone and Forks when made up. A Splendid Improvement.





Sectional and end view of back fork end of Backbone.

Handsome Photograph OF THE **NEW MAIL** Sent for *14 Cents in STAMPS.*

CEMENTED TIRE.

Good Agents Wanted in Every Town.

SEND STAMP for Fully Illustrated Circular of this Perfect WHEEL, with Full Representation of All Parts.

WM. READ & SONS, Manufacturers - - 107 Washington St., Boston, Mass.



We didn't have as long a line of wheels last year as we have this, but we received the

FIRST AWARD

AT THE

NEW ORLEANS EXPOSITION

just the same, and all the well-known makers were represented there, too.

There is no getting away from the fact that our machines, both in material and finish, take the lead, and it doesn't stretch the buyer's pocket-book all out of shape to get one.

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MANUFACTURERS OF THE

American * * * Cycles,



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THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN: PUBLISHED WEEKLY: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, APRIL 22, 1887. | VOL. IV. No. 16. WHOLE NUMBER, 95.

Some Records on Columbia Bicycles

CHAMPIONS OF THE WORLD.

AROUND THE WORLD, = = THOMAS STEVENS.

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22 MILES, 150 YARDS, BY ROWE, AT SPRINGFIELD, OCTOBER 25, 1886.

ACROSS THE CONTINENT, - - - F. E. VAN MEERBEKE.
ACROSS THE CONTINENT, - - GEORGE B. THAYER.
PENNSYLVANIA TO NEBRASKA AND RETURN, HUGH J. HIGH.

GREATEST DISTANCE EVER MADE WITHOUT A DISMOUNT,
235 MILES, BY MORGAN, AT MINNEAPOLIS,
DECEMBER 20, 1886.

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WORLD'S RECORD, - -	1-4	35 1-5	WORLD'S RECORD, - -	12	32.35
WORLD'S RECORD, -	1-2	1.12 4-5	WORLD'S RECORD, -	13	35.18 2-5
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POPE MFG. CO.

BOSTON. NEW YORK. CHICAGO. HARTFORD.

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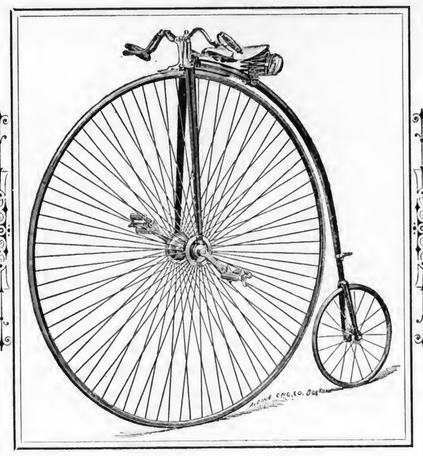
RUDGE TELEPHONE MAN.

JUST TAKE A LOOK AT THE

Rudge * Roadster,

ONE OF OUR SPECIALTIES FOR

1887.



Price, 50-Inch - - - - - - - - - - $105.00

Complete, with SPADE HANDLES and TOWNSEND SADDLE.

Reasons WHY you should buy this Wheel:

First. **It contains more valuable features than many wheels that sell for $15 higher.**

Second. **It is fitted with RUDGE BALL BEARINGS to both wheels, ADJUSTABLE SPADE HANDLES, and TOWNSEND SADDLE.**

Third. **It differs only from the Rudge Light Roadster in the construction of the wheels.**

Fourth. **At the price, — $105, — it is better than any second-hand wheel on the market.**

Fifth. **To see it is to try it, and to try it is to buy it.**

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152 CONGRESS STREET, BOSTON.

New York Headquarters, GEO. R. BIDWELL, 313 West 58th Street.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN — PUBLISHED WEEKLY — A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

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All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR's hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

THERE has been some question in the minds of League officials regarding the date when the newly elected board of officers must enter upon the duties of office. It has been held by many that the old board goes out, and the new board goes in, at the time of the annual meet; and others have claimed that the chief consuls and representatives take their seats at once. We are able, this week, to place all doubts at rest, and, on the authority of President Beckwith, to say that the president's declaration of election seats the new board and unseats the old. The newly elected officers take office immediately, and the new chief consuls may fill up the quotas of their respective States by appointing representatives, who will be able to vote at the St. Louis meet.

THE Racing Board is out with new rules for 1887. They have simplified the lap and team races so that they will no longer be a puzzle to riders, officials, and audience, and we believe they will be taken more kindly to in future. It was a mistake made by many, last year, in giving long distances to the lap races. We do not believe that they should ever exceed five miles, and, on a quarter-mile track, even that distance is calculated to make the race a tedious one.

LONG races are not popular with our American audiences. Englishmen will sit through a cricket match that lasts the entire day, but America adopts base-ball as its national sport, for the very reason that a game can be played in two hours. Long races may do for England, but they will never be popular in America.

IN giving the right to clubs to pay entrance fees and travelling expenses of members, the Board yields to what it recognizes as a popular demand, but it retains a control of the prerogative which will prevent an abuse of it. Under the rule which has been made, it will be impossible for manufacturers or sporting men to organize special clubs to take advantage of this rule, for the Board will be watchful and guard against such proceedings.

IN another column, we have asked for certificates from League clubs and Division secretaries. We believe it to be important for this office to have, easily at hand, statistics like those we have called for, and we hope to get full returns. We shall number the clubs in the order they came to us, and it will be annoying to get the new system in full operation, and then have some careless secretary send in a claim for a position which will necessitate changing the numbers of many clubs that have to move backward numerically. We desire full returns in this case, and we hereby nominate every member of a League club a special committee to urge his secretary to send on a certificate. The committee will please go to work.

IN collecting statistics of the divisions, we have asked for the co-operation of secretary-treasurers. We are well aware that the BULLETIN and the *Cyclist and Athlete* have all the items we have called for spread upon their pages, but to gather them together would be a tedious task, and not so satisfactory as the method we have suggested. Please give us a start, and we will keep the books along.

THE new chief consuls will assist us, if they will furnish full and complete lists of League hotels and repair shops. All consuls are retired from office by the rules on March 1, and we shall make it our business to record the newly-appointed consuls; but the hotels "go on forever," and we have no way of getting the record, save by favor of chief consuls.

THE Indiana Division has issued a very fine road map of the State, which contains a great deal of information in a compact shape. It is carried in a waterproof folder, and contains, besides the map, a list of officers, consuls, and hotels. The map shows the turnpikes and best roads, and is drawn on a scale of nine miles to the inch. The Indiana Division has done a good thing for wheelmen, and "What is the League doing?" will be a question easily answered in that State.

WE do not suppose we have any right to demand anything of the League Racing Board. So it please you, Mr. Bassett, we would ask you to state plainly and decidedly what the policy of the Racing Board is to be during the coming season. We are not going to become proamateurs, nor anything of that sort, but we think that, in justice to all persons interested in racing, it should be stated at once whether the League intends to continue to chop off the amateur heads of suspected promateurs or not. Please, Mr. Chairman, we prithee, tell us. — *Bicycling World.*

THE Racing Board has always been the servant of the League. It has never had a policy of its own, but has acted under rules made by and repeatedly reaffirmed by the Board of Officers. The Chairman of the Racing Board has seen no evidence of a departure from the ideas held by the Board of Officers last year, and he cannot well see how the action of the Racing Board can in any way be different from what it has been in the past. Since a new Racing Board will be in power after the St. Louis Meet, perhaps it would be better for our contemporary to get his answer elsewhere.

THE OWL.

Oh, the rider did gently grin
As he handed in his "tin,"
And his "uncle" passed him out his
Bicyclette — ette — ette.
For now, when Winter's past,
And Spring is here at last,
He'll not run it in again,
You can just bet, bet, bet.

THE foregoing beautiful lines are one of the choicest specimens of the handiwork of one of the mosverdant vernal poets, and after his funeral, which resulted from an over payment with a club, I have concluded to give him fame by putting the "pome" at the head of this column.

It is a paradox, that of all riding shoes I have ever worn, a felt shoe is the least felt.

The economy of nature made a bad break when it burdened the world with its present over-abundance of "road hog," who certainly is of no more use thereto than the letter "p" is to pneumonia.

"WHAT are yez doing there?" yelled a gray-coated park policeman, at a cyclist who was trying to extricate himself and wheel from beneath the hoofs of a terrified horse, upon the Riverside Drive. "Why, Mr. Officer," answered the wheelman, as he gained his breath, "that man has deliberately run me down, destroyed my wheel, and endangered my life, and I want him ar ——" Policeman, noticing a scratch upon horse's fore foot, interrupts the cyclist with, "Young feller, yez have hurted this horse, and I'll have to run yer in for cruelty to animals," and he did. Result, officer prefers charges, and cyclist pays them. Cost, $10; repairs, $46. Total, for "road hog's" amusement, 556.

WHAT innocent compositors Boston must have! In my notes, two weeks ago, I wrote "busted flush," and it came back printed "*nested* flush." Messrs. Mott & Co. have a great field for their treatise on poker in the "bean city," if the above is a sample. You couldn't hire a printer in this city to put into type, in connection with a poker treatise, any such term as "nested flush," and if all Boston compositors are as ignorant of the flushness of the flush, or the fullness of the full as the one who set up my note last week seems to have been, I dread to think of the influx of New York compositors that you are threatened with, who will make it their pleasant and profitable duty to instruct their brethren of the "case."

THE Kangaroo was the first of that type of wheels that sacrificed height and appearances to gain safety and confort. I have long wondered why the makers chose this name, and can find no other reason than that they, like the *kangaroo, stooped* to conquer. The glittering possibilities of the new Singer four-in-hand and its capability to an almost unlimited extension in the way of accomodating a great number of riders, opens many new possibilities in cycling. With this machine, it will be possible, for instance for the Sultan of Turkey to take out the 264 Mrs. Sultans on a tandem ride. For the same reason, I expect a large sale for them in Utah among the Mormons. Col. Pope's projected cycling path from New York to Philadelphia now receives a new impetus. Think of a cycling train, starting every hour. Victorias, conveying a dozen riders, start in a straight, smooth path for a 90 mile run, and passengers literally work their way and earn their passage by the sweat of their brow.

FRANK N. WHITE, of Spaulding's whose genial ways have made him hosts of friends among cyclers, lies dangerously ill at his home in Orange. If wishes count for anything he would be as good as cured now; but as they do not, his friends seek solace in the hope that Frank's good luck will not forsake him in his present strait.

IN the days gone by, it was always our boast that the strongest point in favor of cycling was that its followers were always gentlemanly, and that there was a desirable absence of anything congenial to the genus "tough"; and in consequence thereof, that this element was conspicuous by its absence. Of late there seems to be an effort on the part of certain cycling papers in the West, and of a few cycling scribblers, both in their home papers and in others in the East, to foster and introduce the "tough" into cycling, even glorifying this undesirable addition to cycling by referring to him constantly in print as a "tough," as though such a title could be a credit to

the rider or a desirable acquisition to the sport. To such of us, — and there are yet, I hope, many, — who are old-fashioned enough to prefer cyclists always referred to as gentlemen, and this innovation is not looked upon kindly. When we call ourselves in our own journals "toughs," what can we expect our enemies to call us when it is a flattery to call us "toughs"? I know that the effete East no longer knows what is best for cycling, and that it looks only to the West for innovation and instruction therein; but please, Messrs. Instructors, can't you lead us up to such a change gradually, and perhaps in time we may see the error of our ways, and be able to think it better for the cause, and more complimentary to the individuals, to be called a "tough" than a gentleman. One cannot be both, and it takes us some time here to make so radical a change.

STEVEN'S lecture on Saturday eve at the Brooklyn Academy of Music, brought together the largest gathering of cyclists I have seen here since the League parade. As a lecturer Mr. Stevens is not a success. His delivery is bad, and he seems to lack that indescribable something that in a lecturer is indispensable to establish a feeling of interest in the speaker by the audience. Before a crowded house, almost entirely cyclists and their friends, he evoked but faint applause, and that but upon one or two occasions. I am sorry, but perhaps from his writings and the almost inexaustible field that he possessed, perhaps I was led to expect too expect too much.

MR. WM. H VEYSEY, sixty-five years of age, and the head of the firm of Veysey & Veysey, whose names as expert accountants have been frequently before the members of the League in the late unpleasantness, intends taking a bicycle tour through Europe the coming season. Despite his years, Mr. Veysey, mounted upon a Rudge Safety, goes as far and as often in his rides as does any other member of the Harlem Wheelmen, of which club he is a member. It is such an example of the delights and possibilities of the wheel, that is worth a ton of advertising puffs towards the increased use of the wheel. Few, indeed, after such an example, can say they are too old to learn and use a bicycle.

MR. W. C. HERRING has decided to abandon his trip-a-wheel to Japan, and will satisfy himself with a knowledge of that country gained from tea labels and an old Mikado libretto. He says this is easier and he is sure it 's authentic, and of course it is.

THE OWL.

NEW ORLEANS.

IT is something of a drawback to a correspondent in this spoke of cycledom to be unable, at this time of the year, to chronicle the opening of the riding season, but facts are facts and the fact is that the season here is like unto the bicycle tire, i. e., without end (chestn — ting-a-tang); consequently, we ride whenever our fancy dictates during the entire twelve months of the year; so, while regretting my inability to make an item of the welcome news that once more the riding season is upon us, as most of the cycle correspondents in the "frozen North" are now doing, I'll wager green persimmons for the crowd that nine out of every ten of them will willingly forego the item for the pleasure of a southern midwinter ride. Hey boys?

There is, or should be, joy in the hearts of the cyclers of this community. Our four-and-a-half miles stretch of asphalt pavement is to be extended to Canal street, (fully another mile) which will inable the wheelmen who ride their steeds to and from their business, to wheel almost to their very doors, thus doing away with the trundling which is at present necessary. Gradually, the paving of this city is extending until now nearly all of our principal streets are either being asphalted, or the contract for the work has been let. In a great measure, this good work has been brought about by repeated and stirring editorials in one of our morning dailies, the *Times-Democrat*, whose editor, while not a wheelman, uses other vehicles enough to understand and appreciate the value of good paving. This is but an example of what a live newspaper can do, and now if the country press would but commence a general agitation for better roads, our cup of joy would indeed be brimming over.

The daily press of this city, as a general thing, have but little news of interest to wheelmen. The morning papers, the *Times-Democrat* and *Picayune* once in a great while have a paragraph or two of wheel literature, but this is very seldom; yet we hope to see the day when the manly and invigorating sport of bicycling, will supersede the long accounts of disgusting and brutal prize fights, etc. Of all our papers, the *Item*, an evening daily, takes the lead in the line of cycling news, Harry Fairfax of the N. O. B. C. being on the staff of that paper and in direct charge of the sporting column; hence, a batch of interesting wheel items comprise a portion of Harry's daily report, which fact maketh the cycling heart glad. The *Chronicle*, another afternoon journal, once or twice each week also publishes a bit of wheel gossip.

Pelican is quite a rare bird nowadays, but a certain sprightly western cycling weekly has, walking about this city, one of the rarest of the species whose duty it is to keep the readers of that particular journal posted on matters transpiring hereabouts. As general thing his pelicanship (when!) does his work in proper shape, but every once in a while he does — to use his own expressive language — "fake up," some very queer and slangy statements. Recently, Pelican came to the conclusion that Daisy's efforts in the cause of *wheelwomen* were not to his liking so he straightaway suggests that Daisy be eliminated, and couches his language is such terms as to belittle that lady's work in behalf of her sex. Everywhere, and in every mode of life is the ennobling, refining and persuasive influence of women been recognized and attested to, and especially is this true of the South; and such a cool suggestion that a lady correspondent who is doing much good in her way be ousted, coming from a Southern man, deserves prompt and hearty rebuke. Friend Pelican, remember that you are not a lady, therefore it is not to be supposed that the ladies' column has any special charm for *you*, but also remember that you are but one bird of a very large flock and I do not think a dozen men of the nine thousand League members begrudge the ladies four or five columns per month of special matter in the official journal. The men have their share. What more can they ask? Fie! you bird, fie! Sh-sh-sh-sh!!!! Bang! Ah-h-h!!! Now look out for the stick.

Last night (April 13th) occurred the regular monthly meeting of the New Orleans Bicycle Club, which proved the most exciting in the history of the club and whether or not to remain a League club was the cause of it all. It takes a two-thirds vote to carry such motions, and as, of the thirteen voting members present last night, nine voted for and against leaving the L. A. W., there was any number of lively tilts as to whether or no nine composed two thirds of the meeting. Motion followed motion, appeal after appeal went up to the chair, every one became excited, the chairman included, and for half-an-hour there was a "regular picnic," which was finally ended by a motion to lay over, and so the matters goes over for a month. After last night, however, there is not the slightest doubt, but that the New Orleans Bicycle Club will take its place in the line of non-League clubs. 'Tis pity, 'tis true, but 'tis so, just the same.

BI.

SCRANTON, PA.

THE STEVENS RECEPTION BY THE SCRANTON BICYCLE CLUB, AND HIS FIRST LECTURE.

ACCORDING to our promise, we will attempt to report Thomas Stevens' first lecture, his reception by the Scranton Bicycle Club, and Scrantonians in general.

So as to do this properly, we have been "keeping company" with members of the club, and tried to be on hand as the events passed off, one after the other.

April 12 dawned somewhat hazy, and it was with difficulty that the sun was able to show his face until the morning was well on; but by noon everything was bright and the day was perfect. 1.30 P. M. found a committee of five of the club upon the depot platform, while outside on the avenue awaited the mounted committee of twenty-four, who were to act as escort, while the balance of the club, together with the citizens' committee, were awaiting the arrival at the Wyoming. Promptly on time (the D. L. and W. is always prompt) the train steamed into the depot. Mr. Stevens, accompanied by three of the club, who had gone to the city to come up with him, stepped from the train. He was quietly introduced to the committee of five, who led the way to the avenue, when he mounted a tandem with President Jessup, and, with a guard of twelve wheelmen in front and twelve in the rear, he was thus conveyed to his hotel, the Wyoming. Having gained the parlors, the mayor of the city stepped forward, and in a short speech extended to Mr. Stevens the freedom of the city, and then turned him over to the gentlemen of the bicycle club. Mr. Stevens seemed quite overcome by the welcome; but after a moment's hesitation answered in a very happy strain. After being introduced to all present, he was taken to dinner, after which the afternoon was spent in exploring a coal mine, testing the electric railroad, and driving about the city. From five to six he was introduced to, and shook hands with many at the club rooms, which were thrown open to the public.

At eight o'clock he stepped upon the stage of the Academy of Music, accompanied by the committee, who remained on the stage throughout the lecture. His audience was as large as any audience that has greeted a lecturer this season in our city, with the exception of Henry M. Stanley. As George A. Jessup briefly introduced him, he at once commenced his lecture, and related his experiences; or rather, a few of them. He held his audience enrapt for over one hour and a half, when he closed rather suddenly. In fact, we have three criticisms to make. First, he is too modest, and in describing country, people, and adventures, he leaves himself out too often. He should take in a little more of the spirit of the man who exclaimed, "Pat and I killed the bar." Second, while his lecture is replete with humor and fine points, he fails to bring some of them out from lack of expression and gesture, but a man of his will and perseverance can overcome this in a short time by taking a little elocutionary training. Third, he left his audience unexpectedly in the midst of Japan. This is a mistake that he evidently noticed himself, and will correct in his second lecture. As a whole, his lecture was more entertaining than Stanley's, and as a lecturer he is superior to Stanley in many respects.

The banquet at the Wyoming was a grand wind up of the day, about one hundred and twenty-five taking part. The tables in the large dining-room were arranged like the spokes of a wheel, around a centre table of fruit and flowers, which took the place of the hub. The orchestra was conveniently placed at one side of the room. Chief Consul George A. Jessup (I came near forgetting that title), with Mr. Stevens on his right and the toastmaster, E. B. Sturges, on his left, presided at the head of the room, and the gentlemen, who were to respond to toasts were each seated at the head of a table. After mine host Allen had served the *menu* in the most approved style, Mr. Sturges took charge, and proved himself to be a toastmaster worthy of the occasion.

Opening with a witty speech, he called upon Club Surgeon Dr. J. E. O'Brien, "Our Honored Guest." The Doctor replied in a poem which will probably see light in several wheel papers. Mr. Stevens's response was couched in well-deserved flattery of the reception he had received. Coming to Scranton to practise or rehearse his lecture, he was surprised with the size and enterprise of the city; was surprised at the reception accorded him. He spoke of the letter received from the Scranton Club shortly after landing; its request that he should visit the city as their guest, and, if he was to take the lecture platform, to deliver his first lecture before them. He compared Scranton with London, much to the detriment of the latter. His remarks were often greeted with applause.

Mr. Gerry Jones, of Binghamton, responded to the toast, "Our Visiting Wheelmen." He paid a tribute to the Scranton Club, and referred to the city as the wheelman's Mecca. His reference to Chief Consul Jessup and Pennsylvania Division was received with tremendous applause.

Rev. Dr. Logan spoke on "Bicycles as a Means of Grace." He, under the guise of witticisms, which kept the party continually laughing, gave wheelmen a lecture on Sabbath breaking.

Judge W. H. Jessup, on "The Bar," "The Law," "Wheelmen's Rights," handled his subject from a legal standpoint.

Col. George Sanderson responded to "The L. A. W.," describing its growth from its organization, when he and two or three others were the only members from this section. He thought the League too old and well founded to be broken by dissension, and predicted that all discord would soon be done away.

Rev. David Spencer, D. D., spoke of "The Wheel and Its Pleasures." He said the ministers delighted to see people go tandem, and trusted when Mr. Stevens repeated his trip, it would be on a tandem. When he suggested that the League could not do better than to select Mr. George A. Jessup as their next president at the St. Louis meeting, the applause was long continued.

Col. J. A. Price spoke on "Our City." "Some cities have their future behind them, ours is before us."

The chairman then suggested that before good night was said, or good morning, it would be in order to elect Mr. Stevens honorary member of the club. Col. Sanderson nominated him in a neat speech, which was seconded by Dr. O'Brien, and he was duly elected; and after a good night from the chair, the banquet was at an end.

The *menu* cards were something fine. Designed and engraved especially for the occasion, was a vignette representing a lone wheelman climbing a mountain side, while the valley stretched below. On the inside was a picture of Stevens, under which was placed his autograph signature before the evening was over.

The whole affair was a credit to the Scranton Club, and shows that in anything they undertake they take no second place; and the two and three column reports in our local papers show the interest taken in the affair by our citizens.

The reception cost the club about $450, and we hear the committee reported a deficit of about one fourth of that sum, which will be paid from "an overflowing treasury," and not, as we, an "outsider," thought in our last, by an assessment.

LACKAWANNA.

A WORD TO "DOWN EAST" TOURISTS.

I HAVE been urged by some members of my various Down East tours to arrange for a similar trip the coming summer. After giving considerable thought to the matter I have sketched out a tour that I am confident will far exceed any of our previous excursions, both in extent of territory to be covered, natural scenery, places of historical interest to be visited, and quality of roads to be traversed. The route of the tour is as follows: — Rail to Edmundston, New Brunswick; wheel to Riviere De Loup, on the St. Lawrence; two days on the Saguenay and St. Lawrence rivers; two days at old and historical city of Quebec, visiting the Falls of Montmorency, reached by one of the best roads in North America. From Quebec we wheel through the French settlements of the Province of Quebec, and down the Kennebec valley, over a portion of the route of the Kennebec tour of 1884, to North Anson, Me., where train will be taken for Boston and way stations. We shall wheel on an average about thirty miles a day, covering in all nearly three hundred miles on the wheel. A glance at the map will show that the trip is a complete circle of the larger part of the State of Maine. The time occupied will be fourteen days, and the cost will not exceed $50, reckoning from Boston. The party cannot well exceed thirty on account of limited hotel accommodation at some places on the route, and I would esteem it a favor if those members of my previous tours who care to once more join their fortunes with mine in search of a pleasant tour a-wheel this summer would communicate with me at their earliest possible convenience. The quicker I can make up the party, the easier my labor in working up the tour will be, and I hope that all wheelmen who read this, and who would like to take the trip as planned above, whether a member of my previous tour or not, will let me know the fact as quickly as possible. A circular, giving a complete description of the tour, will be ready for distribution about the first of May. Kennebeckers, Mooseheaders, and Bluenoses let me hear from you.

Fraternally yours,

F. A. ELWELL.

PORTLAND, ME.

WOODSIDE IN IRELAND.

WOODSIDE is going splendidly, and, with favorable weather at Easter, he should really do some phenomenal times. On Tuesday evening, 29th March, he started to beat the Irish Amateur Record of 2.47 1-5th, for the mile. His first lap was slow (51 secs.), but he quickened afterwards, and his full time was 2.44 3-5th. On the same evening Mecredy rode a mile on his tricycle with a flying start, within 3 min., the first lap only occupying 50 secs., which represents a gait of 2.44 for the mile. On Tuesday, with Woodside as pace-maker, he rode the mile in 2.58 1-5th, beating his previous best of 2.59 3-5th.

* * * * * * *

A high wind prevailed for the rest of the week, but, notwithstanding, on Saturday, April 2d, Woodside determined to see what he could do the five miles in. Quite a crowd of pace-makers and others were in attendance, and, at the start, the grounds presented a lively scene. R. J. Mecredy and G. Stoney, and E. J. O'Reilly clocked. Temple, Morgan, Clifton, Robertson, and Lewis made pace alternately. The first mile (2 47 1-5th) was the quickest, and the fourth (3.3 3-5th), the slowest. During the third mile a lap was covered in 48 secs., which represents a gait equivalent to a mile in 2 min. 38 secs. The following table shows the times and previous bests accomplished on the track: —

Miles.	Woodside's Time.	Previous Best.	Name.
1	2.51 2-5th	2.44 3-5th	W. Woodside.
2	5.40	5.54	R. J. Mecredy.
3	8.46 2-5th	8.54 4-5th	S. Stedman.
4	11.50	11.54 2-5th	R. J. Mecredy.
5	14.47 1-5th	15. 7.4 5th	S. Stedman.

Various circumstances militated against the time. The wind was very strong, the track had not been brushed, some of the pacemakers were inexperienced, and made the pace irregular. Entering the last lap, Woodside bungled the corner and lost some two or three seconds, and he rode over the old portion of the track at the Simmons' Court Road corner which represents nine yards in each mile, or a period of 4 1-5 seconds. Given a calmer evening, the track in good order, and good pacemaking, we consider he could do the five miles under 14.15.

Irish Cyclist.

READING PA., NOTES.

THE riding season is now upon us, — likewise the new League suit. That is to say, the description of the latter is. When we will get the suits themselves, no one knows but the contracting tailors, and let him who depends upon a tailor's promises prepare to exercise his soul in patience. The weather, we undoubtedly have, and we are trying to make the most of it. Last Sunday found a majority of the Ariel Wheel Club in their saddles, wheeling down the Oley Pike. The weather was all that could be desired, and we enjoyed it to the utmost, after our long deprivation, but the roads were dreadfully dusty. We have had very little rain throughout this section for some weeks, and the roads show the effects of it. Very little good riding can be looked for until the sweeping Spring rains clean up the surface. We were not over particular about the roads, however, on our first ride, and had but one real drawback — the absence of the two "D's." The club has lost two of its best riders, the Dotter brothers, one of whom, Mr. John C. Dotter, was the club captain. He has gone to Philadelphia, where he slings the agile typewriter, while his brother Mr. Wm. H. Dotter has located in Hagerstown, where he proposes to tinker up the timepieces of those benighted Marylanders who don't know a chronograph from an eight-day-clock. They tell me they have two good things down that way — an enterprising club, and sand-papered roads. The latter, we all know Will is going to enjoy greatly, after our bone-shakers, and the former, if they know a good fellow, and a gentlemanly wheelman when they see him, won't rest until Mr. D. is down on their club list. I can give them a pointer, by the way: — The full nickeled wheel of the new-comer won't bring up the rear-guard on their club runs. Our good wishes go with you, Will and John!

HAGERSTOWN and the Shenandoah Valley roads! We have long been hoping to try them, but so far it has gone no farther than hope. The Ariel Wheel Club had given some intimation of joining the Southern tour, but I believe it is a little too early in the season. I have no doubt it would be a most enjoyable trip, and made in pleasant company, but it is now definitely "off" so far as they are concerned. They propose, instead, to tour during June, by way of Harrisburg, Carlisle, Chambersburg, etc, to Hagerstown and Harper's Ferry; thence by train to Washington and Baltimore, and home *via* Philadelphia. Can any of our readers give me an idea of the roads and general route details from Harrisburg to Hagerstown? We would esteem it a favor.

SPEAKING of the Southern Tour brings up the League Meet at St. Louis, to which said tour is to form a prologue. How are things generally going to go out there? Will everything be peaceful as a gliding stream, or are they going to have a "monkey and parrot" kind of a time? The road race at Clarksville, is what we would give our chances at half a-dozen League Meets to see. What do you say to a first prize of a silver cup at $300, and a light roadster bicycle at $140? Total $440, with the rest of the prizes in proportion. There 'll be something worth racing for besides glory. Ladish is a whooper, and deserves success, which we hope he may get. The March number of *The American Wheelman* was alone worth the price of Subscription.

QUITE a number of our local wheelmen have the racing fever, and propose going on the path. Several new light roadster wheels have been ordered in anticipation of the time when their owners see themselves, in imagination, crossing the tape at the head of the procession, amid the applause of the on-looking thousands, and their best girl. Only in imagination, alas! I fear. About one rider in fifty is cut out for a racing man. The other forty-nine have usually neither the nerve nor the physical stamina necessary to make a success of it. And, after all, the greatest enjoyment of cycling comes from road-riding and touring. "You are not obliged to go fast, merely because you can" is an aphorism all wheelmen, but particularly the younger blood and the new accessions, would do well to heed.

THERE is more of a boom in the cycling trade than in any season heretofore, and the demand seems to be almost exclusively for the high grade light roadsters, the very natural result of a rider's finding out that cycling is much more pleasurable when not handicapped by an extra ten or fifteen pounds.

I NEVER would have imagined that the "Owl" knew anything of the mysteries of a jack-pot or a straight flush had I not seen last week's BULLETIN myself. I would recommend to his consideration the following little incident, which occurred in a Western city, which shall be nameless: —

The other morning as the janitor of a bank not very far from the palace opened the door, he was surprised to observe three rather tired-looking citizens seated on the steps, the centre one of whom held a sealed envelope carefully in sight of his companions.

"Want to make a deposit, gentlemen?" asked the cashier, who shortly arrived. "Step inside."

"No, I want to negotiate a loan," said the man with the envelope, "and there ain't a minute to lose, I want $5,000 quicker 'n hades."

"What collaterals have you — Government?" inquired the bank official.

"Government nothin'. I've got something that beats four per cents all hollow. You see, I've been sitting in a poker game across the street, and there 's over $4,000 in the pot. There are three or four pretty strong hands out, and as I've every cent in the centre, the boys have given me thirty minutes to raise a stake on my hand. It 's in this envelope. Just look at it, but don't give it away to these gentlemen. They're in the game, and came along to see that I don't monkey with the cards."

"But my dear sir," said the cashier, who had quietly opened the envelope, and found it to contain four kings and an ace, "this is entirely irregular; we don't lend money on cards."

"But you ain't going to see me raised out on a hand like this?" whispered the pokerist. "These fellows think I'm bluffing, but I can just clean out the whole gang. You see we ain't playing flushes, so I've got 'em right in the door."

"Can't help it, sir. Never heard of such a thing," said the cashier, and the disappointed applicant and friends drifted sadly out. On the corner they met the bank's president, who was himself just from a quiet little all-night game at the Union. They explained the case again, and the next moment the superior officer darted into the bank, seized a bag of twenties and followed the trio. In about ten minutes he returned with the bag and an extra handful of twenties, which he flung on the counter.

"Here, credit $500 to Interest Account," he said to the cashier. "Why, I thought you had more business snap, sir. Ever play poker?"

"No, sir."

"Ah! thought not — thought not. If you did you'd know what good collateral was. Remember that in future, four kings and an ace — flushes barred — are always good in this institution for our entire assets, sir: — our entire assets!"

CYCLE.

April 14, 1887.

ST. LOUIS LEAFLETS.

THE summer heat of the past few days has given vegetation a chance, and a couple of weeks hence the rounded hills of the DeSoto road will reveal their woodland beauty in rarest tints of shadowy green. Sickly sentiment, you say, but it is really hard for us to keep our minds away from DeSoto.

THE Meet programme is in the printer's hands. Brewster went up to Chicago last Sunday, and put in some good strokes for it, and immediately on his return called the committee together. The poor committeemen are having a busy time of it, what with two meetings a week, and occasional necessary prods from Brewster, whose vigor is only equalled by his brevity in saying just what he means.

THE Montesano Hotel burned this week. That settles the banquet on this pretty height, in connection with the river excursion; but I understand it had about been decided to spread the feast in the spacious cabin of the steamer "Chouteau," for the sake of convenience. This will not prevent the moonlight stroll in Montesano Park by love-smitten cyclers and maids, however.

WHAT has become of the would-be annihilators of the amateur rule? They have barely time to give the necessary month's notice in the BULLETIN, for the calling of a constitutional convention at the Meet.

THERE is one little point in regard to the Board of Officers' meeting, of Friday, May 20, which will be pleasing to League members. Mr. Kirkpatrick advocates an open meeting, the rank and file having free access to watch the transactions of the Board, and to effectually dispel all star-chamber notions. His wish will doubtless be granted.

THE *Post-Dispatch*, is leading a monster petition to the municipal assembly, calling for the sprinkling of every street in the city by the government. While limestone dust is one of the things from which our cyclers suffer most, the success of this petition means, for us, a constant sea of shiny mud, which may be ever so welcome from a hygienic standpoint, but puts an effectual stop to the practice of riding to business. Even the asphalt is not exempt from shininess, as a couple of recently damaged wheels and riders can testify. I may add, though, that sprinkling will not be done on the route of the meet parade.

DOWN town riding is on the wane, anyway. It flourishes in the early months, but the heat and sweat of summer take away its pleasure. Hard runs in the hot season, too, are getting into general disfavor, and one Missouri club tough told me it was much pleasanter to dangle one's toothpicks from the big bay window, over the cool asphaltum. I rambled through the domains of the Missouri Bicycle Club the other evening. They are quite extensive and comprise nearly a quarter of a square, having, at the rear of the gymnasium, a spacious yard and tricycle house, with two tennis courts on the north.

WHAT seemed a curious request came down from St. Joseph recently. Cameron, the consul, and an inveterate hustler, wanted pointers on stencil signs. Anybody who has seen St. Joe knows that steep hills are the rule, and levels, the exception. Drop the stencils, Cameron. Useful, no doubt, but in your city they would cost a fortune. The St. Joe boys have equipped club quarters, burning the midnight oil whilst sewing and tacking down carpets, etc. For sociability and industry, this knocks out even a German *Kaffee-Klatch*.

"A CHIEF consul's lot is not a happy one, happy one," was wafted softly to the ear the other day, as I peeped into John S. Rogers' office. Jack's lot in the so-called position of honor has certainly been a hard one, and I doubt not there are others who wail with him, deservedly or not. Rogers has been obliged to let his road bill, calling for a road tax and abolishing convicts' contracts, go by the board. It was a bold petition, and State senators were generally afraid to touch it. He found a personal and costly lobby at the Capitol necessary, and, having been alone in his work all along, concluded to drop it.

PREPARE yourselves for Clarksville, — physically, vocally, gastronomically, for the citizens up there have appointed a Meet Committee, too. They will take charge of things immediately after the road race, which is expected to be run between the hours of 8 A. M. and 3 P. M. — as much as seven hours — and will make matters hum till the last minute, with receptions, balls, banquets, pyrotechnics, and — a competition between rival brass bands, *all blowing at the same time*. Fact! The feminine beauty of Pike County will be out in full force, and will transform pretty homes into public havens of rest, and churches into restaurants, for the edification of the cyclists and their friends. The only sharp curve in the Belt road is being enlarged and graded, and the race is now to receive a brilliant racing light in the shape of John S. Prince.

THE illuminated parade, the idea of which was snubbed last year, was this week the object of a formal invitation to the Missouri Division, by the Citizens Committee, and may be held on September 30, in G. A. R. reunion week.

PHŒNIX.

CYCLETS.

WE suppose it will be the proper thing to call Pitman a "rugged old veteran," now.

A TOURNAMENT will be held at Denver, Col., in May, a special feature of which will be a mile race between Percy Stone and W. F. Knapp.

MR. E. W. HODGKINS, secretary of the Boston Bicycle Club, will sail for Europe May 12, to be gone about two months.

IN Wm. Black's last novel, "Sabina Zembra," the hero is a bicycler, but he goes to the bad over horse racing and proves unworthy.

THE American roads are fearful, and no Cripper tricycle would stand them. — *News*. And yet Americans can beat the English road records.

GEO. B. THAYER, of Hartford, Conn, who made a wheel trip across the continent last year, will publish an account of his journey in book form.

THE Boston Delegation to the League Meet will leave for home on Sunday night after the Meet, and will have to give up seeing the record races.

DENVER will hold a tournament in May, and on June 2 the Hagerstown Club will hold its spring race meeting.

THE St. Louis Meet committee will furnish each League member with a very pretty badge containing the colors of the League.

THERE is on exhibition in the window of Wm. Read & Son a 61-inch New Mail, built for Mr. Small, of the Y. M. C. A. Nothing small about that machine.

SCRANTON gave a royal reception to Stevens. It is worth while to go through what Stevens did, when we consider the reward. But we shan't start out this week.

THE Racing Board published certain extracts from the racing rules a few weeks since, and they have been taken up and gone the rounds of the press as new rules.

THOMAS STEVENS has received a gold badge of honorary membership in the German Cyclists' Union, and a new club in Michigan has been named the Stevens Bicycle Club.

THOMAS STEVENS has lecture dates at Washington, April 30; Auburn, N. Y., April 22; Cleveland, May 4, and others are in negotiation.

IT is announced that Mr. W. C. Lewis, ex-member of the house and club committees of the Massachusetts Bicycle Club, and for the past three years one of its most active workers, has resigned.

THE funeral of Will H. Wetmore, the fancy bicycle rider, was largely attended from his home at Cuyahoga Falls, Ohio, by his friends from the neighboring cities. He was a quiet, unassuming gentleman, and was a universal favorite.

OHIO wheelmen take a small League button and solder to the back of it a shirt stud which has a flat top. This they wear in the upper buttonhole of the coat, on the lappel, and thus they have a very neat and not conspicuous League badge.

A WHEELMAN met his death at West Bromwich, London, Eng., March 19. While riding past a steam tram-car, a foot-ball was kicked by some boys under his wheel, and, falling in front of the engine, he was killed on the spot.

BICYCLING beats boating, batting, bathing, bowling, boxing, botanizing, barb-bestriding, by bringing bounding bodies, brawny backs, buoyant brains, and has become the boss banisher of billiousness, blues, and all bothering besetments. 12,1873.

WE had a call last week from F. F. Osborn, of San Francisco. He is one of the old stagers of the Pacific coast, and closely identified with the early days of cycling when Finkler and Strong and Eggers were pushing the wheel out there.

WHEN the L. A. W. train was on the way to the Chicago Meet, a general impression was conveyed along the road that some menagerie was going by. But Eastern wheelmen have grown sedate since that time, and the St. Louis train will be somewhat like a Quaker meeting-house on wheels.

IT is announced that the Ixion Bicycle Club of New York will invite every member of the L. A. W. to attend its reception on April 21. The "Owl" will stand at the door with a mail list to check them off as they come in, and Pitman will supply a dozen rugs for feet-wiping purposes.

THE bill recognizing the bicycle as a vehicle, and according to it all rights and privileges given to other vehicles, has been received by the New York Legislature and referred to the Judiciary Committee. There is good prospect that it will became a law.

THAT visit to the Brewery in St. Louis is a much discussed feature of the Meet. Robert Holm is there and he will see that the boys are well received, When they leave they will probably have something to remind them of Holm.

W. J. MORGAN is doing some tall talking in Ireland, and when he and Woodside get ready, Richard Howell and the English 'cyclists will have plenty of work cut out for them. Woodside has already been doing some fast riding, and on the Ballbridge grounds lowered the Irish record to 2 min. 44 sec. The track was rough, and a brisk breeze prevailed.

JAMES MCINTOSH, the legless wheelman, is still reported from London wheeling along Scotlandwards. The *Sporting Life* says he has experienced a very rough time of it, what with frost, snow, and thunderstorms. On leaving Darlington, a strong nor'wester was blowing dead on end, and in the gale "Tossie" lost the rubber of his driving-wheel. Monday, though, saw him safe and sound at Durham.

A CORRESPONDENT of the C. T. C. *Gazette* furnishes the following remedy for weak eyes: Teaspoonful of extract of lead, tablespoonful of brandy, and soft water to fill a common wine bottle, well shaken together. Wash the eyes with linen rag. This strengthens the sight, removes inflammation, and is perfectly safe.

WHO will win the Chicago handicap road race, May 30, is the question of the hour with the Chicagoese. There are so many good men who will start, and such good prizes up, that a great race is assured. The Owls (those who do not ride) will have a special car to take themselves and friends to the finish, which is in front of the Hotel Florence, Pullman, where dinner will be taken after the race.

THE *Wheelmen's Record*, of Indianapolis, announces a literary competition. For the best humorous sketch, it will give a twenty-dollar medal; for the best touring sketch or cyling story, it will give a twenty-dollar gold medal; for the best cycling poem, it will give a gold medal valued at the same price. A board of competent judges has been appointed to award the prizes.

AT a recent meeting of the East Hartford (Conn.) Wheel Club, committees to take charge of a racing tournament, to be held toward the end of next month, were appointed. A dressing house is to be built in a short time, and the club's quarter-mile track will be widened and put in good condition immediately. The races to be contested at the spring tournament are for pure amateurs, and are intended mainly to encourage new riders.

THE Westfield Wheelmen's Association are making elaborate preparations for the reception it will tender to Governor Ames on April 22. This is the way a local paper enthuses over the affair: "We are glad to note that our citizens are taking hold of this affair with the enthusiasm which it deserves. It is a matter in which Westfield not only has a business interest, but a local pride as well, and we risk nothing in the prediction that the already good name of our goodly town will be still more exalted by the affair of the 22d.

THE fame of that particular brand of lemonade which is brewed at Ballyhooley has spread beyond the confines of our tight little island, and the members of the *Irish Cyclist* Killarney Touring Party are not alone in their predilection for that grateful and comforting beverage, if we are to judge from the anonymous presentation made to the new Chief Secretary for Ireland. It was mistaken for an "infernal machine" until tasted, when a smile of beatific serenity overspread the countenance of the anxious experimentalist as he pronounced it harmless. [If taken in moderation. — ED.] — *Irish Cyclist*.

AN English house has put a new tire-band upon the market. It consists of an india-rubber strip furnished at either end with a hook clamped firmly to the rubber. The object is the securing of loose tyres when upon the road, and this certainly fulfils its object completely. The bands are easily applied, and attached in a moment. One end is hitched on to the rim on one side, the band stretched and passed two or three times round the rubber, and finishing up by hitching the other hook in the other side of the rim.

THERE was a great attendance at the Boston Club house, last Saturday evening. It was the last of the series of winter entertainments, and it was very appropriately termed "Fool's night." Each member wore a fool's cap and a false nose. Some of the more fortunate had bladders, with which they soundly belabored the heads of all who came within their reach. The programma included music, games, and supper. It was the jolliest gathering yet assembled at the club house.

THERE is nothing new under the sun. In the city archives of Nuremberg, is kept a velocipede of the year 1683, and in an old book, dated 1703, entitled "Historical Accounts of the Nuremberg Mathematical Artists," occurs this passage: "Stephen Farfiers, of Altdorf, went to work and constructed a little wagon on three wheels, in which, by means of an artistical arrangement, he managed to drive to church without any assistance." Hence the tricycle is only the revival of an old invention. — *New York Tribune*.

AT the meeting of the Eastern Road Association, held last Friday evening, the following officers were elected: President, G. L. Haynes, of the Somerville club; vice-president, L. H. Frost, of the Chelsea club; secretary-treasurer, W. R. Maxwell, of the Somerville Cycle Club; executive committee, president, vice-president, secretary-treasurer, ex-officio E. C. Whitney, W. Kirk Corey, C. L. Smith, P. L. Aubin, and A. G. Collins. Representatives were present at the meeting from the Boston, Somerville, Chelsea, Newton, Brookline, Dorchester, Cambridge, and Suffolk clubs. It was decided to make the initiation fee $5, and the annual dues $10.

THE Australian papers are full of the wonderful bicycle riding of Fred. Wood in the Test Races recently decided there. The Sydney *Herald* says that "his final dash over the last three hundred yards in the three-mile race will always live in 'cycling story, and many a season will come and go before such another finish is seen. In the ten-mile test race the Englishman once more showed the stuff he was made of. After travelling a little over two miles he had to stop and have the pedal nut tightened up; yet he actually rode on again, despite the loss of two hundred yards, and once more went to the front, after doggedly chasing the leaders for six miles, and, under the circumstances, it was no disgrace for him to be beaten home by a couple of lengths, especially as in the last round he was seized with a violent attack of cramps."

UNDER the inspiring influence of the "pump," many interesting incidents came out of musty memory's chambers last Sunday, and enjoyed the April sunshine. One was about Cola Stone. A half dozen years back, when Cola was waging practically a single-handed warfare for the wheel, he was arrested for something or other at the park by two mounted policemen. They wanted him to walk in, but he would n't, and so they let him ride his wheel to town. He started off at a rattling gait, and presently the horses began to blow, and the policemen told him to ride slower. "I can 't," said Cola. "If I do, I 'll fall off," and so all the way to the station he led his captors at a pace that nearly killed the horses. — *Spectator*.

IT was once thought a difficult thing to ride a bicycle or tricycle, and yet not only men have learnt easily, but animals of all sorts and descriptions have been trained to do so; for instance, the elephant at the Hippodrome. The very latest novice, however, in the cycling world, is a parrot, that may nightly be seen at the Folies Bergères, in Paris, riding a bicycle. The bird is one of fifteen that belong to an Englishman, who makes them perform in various ways. The other night the audience (such as understood the language) was convulsed by the parrot shrieking out, "Oh, I know I shall!" "What, polly dear?" said the owner, in a tone of inquiry. "Fall off and break my bally neck," skrieked the bird in an agonized tone of voice, and then the curtain fell, not the bird. — *Wheeling*.

A RATE from Boston to St. Louis has been agreed upon. As now arranged, it is proposed to leave Boston on Tuesday, May 17, arriving at St. Louis on Friday morning, a day before the Meet begins, and return on the following Sunday night. In spite of the Interstate Commerce law, special rates have been secured. Tickets for the round trip can be purchased for one and one third regular single-trip rates, or about $35. The Boston contingent will go over the Fitchburg road, and at Rotterdam Junction will be joined by the New Yorkers, who will also have a special car. Wheelmen's cars will, from then on, be added to this train at Buffalo, Cleveland, and other cities, and it will be scheduled as the special L. A. W. train.

A DESCRIPTION of Jo. Pennell, to seven tenths of the cyclers of this city, would probably be "coals to Newcastle"; those who know him so well can imagine the spectacle presented by him, clad in a mackintosh ulster and his straggling hirsute adornments, mounted on a little thirty-inch safety, working his way over some of the "saft" French or German highways. For the benefit of the few who know him not, be it said that Joseph is long and lean, with a hand that looks as if a good strong grip would cause it to fade utterly and forever, and legs that are exceeded in attenuation only by the spokes of his own machine. He is, withal, a splendid road rider, and the man who beats him on the road has need of good muscle and stay. When Pennell started to ride the bicycle, he was still a student at our Academy of Fine Arts. There were then only eight other bicyclers in Philadelphia, and he has done very much since to build up the sport. — *Philadelphia Times*.

THE directors of the New Jersey Cycling and Athletic Association held a meeting the other night, and decided to put the Roseville track in training and race-trim immediately. The recent sale of stock for delinquent assessments resulted in the realization of good prices, much of it being bought in by the association. Many of the clubs about New York propose to give race meetings at the Roseville track the coming season. I see that the "Beantown Bikers" have formed an association, similar to our own much-loved Alphabetical." So successful has ours proved in producing fine struggles and promoting fraternal intercourse, that I wonder the idea has not been copied before, all over the country. With such associations at Boston, Philadelphia, St. Louis, Chicago, and Washington, what a splendid crop of road racers would be developed. The Boston association is an accomplished fact. Now, how does this plan strike you? Let our association make up a representative team, composed of the first four men in on Decoration Day, and arrange a road race with the first four Bostonians in. Make it an annual or semi-annual affair, the choice of course alternating. Such a meeting of the rivals of the two districts on the road, would be an event of the greatest moment, and excite an interest second only to that of the big tournaments. Then, later on, when similar associations are formed in different sections, a national road racing League might be formed to bring together representative teams of road scorchers from various parts of the country. And then! But draw your own pictures. — *Cor. Wheel*.

THE Rudge Bicyclette seems to be in great demand Messrs. Stoddard, Lovering & Co. have been compelled to cable three times to duplicate their stock order.

THE Rudge Roadster, which is one of the specialties of the year, only differs from the Rudge Light Roadster in the matter of wheels and pedals. At the price, $105 for a 50-inch, it should recommend itself to the eyes of all intending purchasers of a good, reliable wheel.

THE many advantages of the Rudge Humber Tandem, in point of ease of running, strongly recommend it to intending purchasers of a double tricycle.

SUNDRIES of all sorts are a specialty of Messrs. Stoddard, Lovering & Co. for 1887, and attention is called to the merits of the Rudge Enamel, Lucas's "King of the Road" Lamps, and everything novel and useful that the trade demands.

OFFICIAL ANNOUNCEMENTS.

A VIRGINIA RUN.

A RUN will be taken by the Harrisonburg, Va., and Valley wheelmen on May 12, 1887, to the Newmarket Endless Caverns, and a hearty invitation is extended to all wheelmen to join us in our May run. The caverns will be illuminated, and the admission will be fifty cents. Lunch will be served on the grounds by the proprietors of the caverns, at a low price. Now, wheelmen, turn out, and we shall promise a *good* time to all, and show you one of nature's beautiful wonders. The wheelmen from Harrisonburg will start promptly at 7 A. M. and reach the caverns about 10 A. M.

COMMITTEE.

HARRISONBURG, VA., April 15, 1887.

NEW HAMPSHIRE DIVISION.

THE Manchester Bicycle Club extends an invitation to the New Hampshire division to hold its annual meet in this city July 4, 1887.

CHAS. H. FISH, *Secretary*.

NEW RACING RULES.

THE Racing Board presents the following new rules and amendments.

Much of the Rule H has been made a part of the amateur rule and the Board has substituted the following for the old rule:

Rule H. — Any cycle club will be allowed, under special sanction of this Board, to pay the entrance fees and reasonable travelling expenses of a member whom they may desire to represent them upon the path; but without this special sanction no competitor in amateur events shall accept from his own club, or from a club promoting sports at which he competes, any payment for his expenses, under penalty of suspension from the track for a time at the discretion of the Board.

A NEW LAP RACE.

Amended Rule. Rule 28. — In a Lap race the position of the first three men must be taken at the finish of every lap. The first man shall score three points, the second man shall score two points, the third man shall score one point and no others shall score. The contestant who crosses the line first at the finish shall for that lap score six points. The competitor who scores the greatest number of points shall be declared the winner whether he ride the whole distance or not.

TEAM RACE.

Amended Rule. Rule 29. — In a team race the position of the first three men shall be taken at each lap as in a Lap race and the score shall be counted in the same manner. The aggregate scores of the team members shall decide the winning team.

NOVEL RACES.

New Rule. Rule 33. — Any club that places upon its list of events a race of different nomenclature than those given above must print upon the programme of the day a rule to define the race that the officials and the contestants may clearly understand the conditions of the contest.

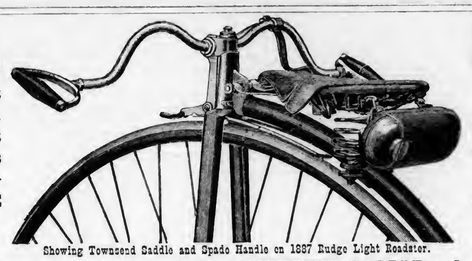
Rule 33 shall be Rule 34.

ABBOT BASSETT,
Chairman Racing Board.

Townsend * Saddle.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, $6.00.



Showing Townsend Saddle and Spade Handle on 1887 Rudge Light Roadster.

SPADE ♠ HANDLES.

More comfortable. Great power in hill climbing. Perfectly adjustable and detachable.

You are behind the times if you don't have them.

PRICE, $5.00.

To be happy, you must have your bicycle fitted with the TOWNSEND SADDLE and ADJUSTABLE SPADE HANDLES
To be obtained or fitted by any of our agents. ☞ See *inside* of *front cover*.

STODDARD, LOVERING & CO., 152 Congress Street, Boston, Mass.

TO CLUB SECRETARIES.

THE records in this office, so far as League Clubs go, are in a very unsatisfactory condition, and we desire the co-operation of club secretaries, to make them complete. We have a record book which gives the date when clubs were organized, and the date of their union with the League, but nothing goes to show whether or not they have renewed membership for 1887.

Many secretaries have sent in a long list of names, and allowed it to be taken for granted that they have complied with our rule, which requires the entire membership to unite with us; others have added a statement which is satisfying, but as it is joined to the list we cannot well separate it for filing; others have sent small lists at varying intervals, and given us no hint when they have completed lists. We have received in very few instances a special certificate to the effect that the club has renewed.

Below we give a list of clubs which we have good reason to believe, are League clubs. In many cases we have positive knowledge to this effect, but in others we have to depend upon an inference. There is no record, that we can find, which will give us reason to suppose that there are any other League clubs in America, than those which are given below. Therefore we are going to ask of all *secretaries of League clubs to send to this office a postal card, giving the name of their club, the date of organization, and the date of joining the League, and also present address of secretary. We prefer a postal, in order that all certificates may be alike in size.*

No return is needed where an asterisk is used below: —

LIST OF LEAGUE CLUBS.

Alert, Baltimore, Md.
Alliance, Ohio.
Ariel, Poughkeepsie, N. Y.
Avondale, Cincinnati, Ohio.
Albany, N. Y.
Akron, Ohio.
Alpha, Bethlehem, Penn.
Alert, St. Paul, Minn.
Alleghany Co., Friendship, N. Y.
Ariel, Reading, Penn.
Ann Arbor, Mich.
Baltimore, Md.
Batavia, N. Y.
Bay City, San Francisco.
Belmont, Philadelphia, Penn.
Binghamton, N. Y.
Blossburg, Penn.
Brooklyn, N. Y.
Brunswick, N. J.
Buffalo, N. Y.
Buffalo Ramblers, N. Y.
Canton, Ohio.
Chicago, Ill.
Cleveland, Ohio.
Connecticut, Conn.
Cambridge, Mass.
Chelsea, Mass.
Camden Wheelmen, N. J.
Columbia, No. Attleboro'.
Century, Philadelphia.
Cheyenne, Wyo.
*Dallas, Texas.
Danbury, Conn.
Detroit, Mich.
Dorchester, Mass.
Elizabeth W., N. J.
Essex, Newark, N. J.
Everett, Mass.
Elmira, N. Y.
Errota (?), St. Louis.
Florence, Mass.
Frankford, Pa.
Ft. Wayne, Ind.
Genesee, Rochester, N. Y.
*Germantown, Penn.
Greenfield, Mass.
Garden City, San Jose, Cal.
Harlem W. N. Y.
Hartford W. C., Conn.
Holyoke, Mass.
Hoosac W., Hoosick Falls, N. Y.
Hyde Park R., Mass.
*Ideran, N. Y.
Ixion, N. Y.
Illinois, Ill.
Kenton, Covington, Ky.
King's County Wheelmen, N. Y.
Keystone, Pittsburg, Penn.
L. I. Wheelmen, Brooklyn, N. Y.
Lockport, N. Y.
Los Angeles, Cal.
Manchester, N. Y.
Maryland, Md.
Massachusetts, Mass.
Memphis, Tenn.
Meriden, Conn.
Montclair, N. J.
Mountain W. C., Philipsburg, Penn.
Millville, N. J.
Middletown, Conn.
Morrisania, N. Y.
New Britain, Conn.
New Castle, Penn.
New Orleans, La.
New York, N. Y.
Norristown, Penn.
Niagara Falls, N. Y.
Orange W., N. J.
Owl, Bordentown, N. J.
Owl, Chicago, Ill.
Ottumwa, Iowa.
Pawtucket, R. I.
*Pennsylvania, Penn.
Pequonnock, Conn.
Philadelphia, Penn.
Plainfield, N. J.
Portland, Me.
Puritan, Salem, Mass.
Pittsville, Pa.
Pittsburg, Penn.
Pittston, Penn.
*Racine, Wis.
*Ramblers, Baltimore, Md.
Reading, Penn.
Richland Ramblers, Ohio.
Rockingham, N. H.
*Roxbury, Mass.
Scranton, Penn.
*Sewickley Valley W., Penn.
Somerville, Mass.
Stamford, Conn.
St. Louis Ramblers (?), Mo.
Springfield, Vt.
*San Francisco, Cal.
Tioga, Penn.
Toledo, Ohio.
Trenton, N. J.
Trojan W., Troy, N. Y.
Vermont W. C., Brattleboro', Vt.
*Wayside Wheelmen, Dallas, Texas.
Wain Co. W., N. J.
Washington, D. C.
Waterbury, Conn.
Weedsport, N. Y.
Wellsboro', Penn.
Williamsport, Penn.
Worcester, Mass.
Wilkesbarre, Penn.
Wheeling, W. Va.
Winona, Minn.
Yonkers, N. Y.

We propose to number League clubs according to the date of their union with the League, and we shall make no count of those clubs whose membership has been allowed to lapse. We shall in future publish the names of new League clubs together, with their number. As the statistics called for in this, will be needed for use at St. Louis, we will ask for an immediate return of certificates.

ABBOT BASSETT, *Sec.-Ed.*

DIVISION STATISTICS.

As there is no record of the divisions in this office, we will ask each and every secretary-treasurer to furnish us at as early a day as possible with a statement showing the date of formation of his division, and a list of those who have been elected and appointed to office, each year. Once having this data for the past we will endeavor to carry the records along in the future.

ABBOT BASSETT, *Sec.-Ed.*

NOTES AND QUERIES.

[*Readers are requested to contribute answers to questions propounded.*]

(17) CAN you give the grade of St. James Street, Roxbury; from Washington Street, to the summit? 1415.

(18) WHAT is a good road-book of England, Scotland, and Ireland, with special points of interest? 1415

(19) WILL some one well up in the mechanics of the wheel, give to wheelmen an article on the comparative merits of the crank and the lever action on cycles? 549.

(20) THE papers are announcing the death of Michaux of France, whom they call "the inventor of the bicycle." Was he the inventor or was Lallement? 3896. *Ans.* Investigation of the most searching kind has shown that Lallement is entitled to the honor.

(21) DOES a man who goes into a road race break any law of the State? 6061. *Ans.* Answering for certain localities, we will say that he does; we cannot speak for all.

(22) THIS column is a boon to wheelmen. Here is a trouble I have experienced for the last two seasons, to such an extent that my religious objections to profanity have fairly wavered. My direct spokes unscrew in the hub; then they rattle, and one or two will slip out at the inner end. In vain do I tighten and call names; in vain do I put in pieces of matches, cloth, and wire. Will some kind mortal suggest a remedy?

N. L. COLLAMER.

(23) WERE any cycles ridden in America before the Centennial exhibition? If so, by whom and where? 6956.

(24) A MAN has run a foot race with a professional, — can he be an amateur wheelman under any circumstances? 1664. *Ans.* He must be reinstated as an amateur by those having jurisdiction over the sport in which he lost his status. In the present instance, the N. A. A. A. A. has jurisdiction. He must go to them and get reinstated as an amateur. Then, being an amateur athlete, the League will accept him as an amateur wheelmen.

(25) DOES the League place any restrictions on the wearing of the League badge? 1103. *Ans.* Yes. No one but a member of the League is allowed to wear the badge that the League has adopted. It is of silver and in design like the gold one sold by Mr. Lamson. We don't know that a standard League badge was ever made or worn. The gold badge is bought and sold just as a Masonic pin is, and it can be worn by any one.

(26) TELL 9392 not to mind it if he does perspire. It will do him good. If he was alarmed because he didn't sweat I would sympathize with him. Put a piece of flannel on the sweat band of your hat where it comes against the forehead, and it will absorb the perspiration of the head and keep the water out of your eyes.

H. C.

(27) NO. 9392, in the BULLETIN of April 15, propounds a query which goes to the hearts of hundreds, aye thousands of riders, *viz.*, why do we perspire? I have the same difficulty, I sweat streams. It rims off my nose and chin, fills my eyes and mouth, and makes little rivers down my chest and back inside my flannel shirt! Experience, observation, and experiment have taught me that we poor mortals so afflicted are incurable — we "are built that way." Unlike "9392" I weigh but 120 pounds but this chronic ailment affects me just the same. While I have found no complete cure, I have discovered what will lessen the difficulty: to drink less. Liquid taken into the stomach in ordinary quantities passes off in the natural manner when the imbibant resorts to no unusual exercise. If such violent exercise as road riding is had, and at the same time the amount of liquid drank is trebled (as is usually the case, for riding produces thirst), the system becomes supercharged and the result is heavy perspiration. While this is disagreeable it is cooling, for "dry" riders frequently complain of the excessive heat, while I am comparatively cool — though wringing wet. Milk produces the same result as water, and is very heating in addition. It should be rigorously avoided. If the rider can chew gum without suffering wind colic, he will find great relief. Also roll up your sleeves and loosen your shirt at the neck.

N. L. COLLAMER.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicant will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their ticket to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication you may look for your ticket.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 83 — Total 115.

BOSTON, April 18, 1887.

CALIFORNIA DIVISION — 3.

Unattached.
14244 Devany, L., 513 Stanyan St., San Francisco.
14245 Heilborn, Thos., Steamer T. C. Walker, San Francisco.
14246 Palache, T. H., 309 Sansome St., " "

CONNECTICUT DIVISION — 4.

Pequonnock Bi. Club.
14307 House, Henry A., Jr., 294 Noble Ave., Bridgeport.
Unattached.
14234 Peck, Stimmer H., 261 Crown St., New Haven.
14308 Shay, John T., 15 Morgan St., Hartford.
14309 Watson, Ellis J., Hull St., W. Ansonia.

DELAWARE DIVISION — 1.

Wilmington Wheel Club.
14247 Kent, Chas. I., Water and Orange St., Wilmington.

DISTRICT OF COLUMBIA DIVISION — 1.

Unattached.
14235 Cissel, S. C., 1220 11th St., Washington.

FRANCE — 1.

Unattached.
14200 Warden, F., 12 Rue Victor Hugo, Boulogne.

ILLINOIS DIVISION — 10.

Canton Bi. Club.
14260 Blackadore, J. L., Canton.
14261 Belton, W. J., "
14262 Cox, Wm., Jr., "
14263 Cline, Forest E., "
14264 Gesnell, J. Will, "
14265 Messler, Fred, "
14266 Messler, Leon B. "
14267 Patterson, Edgar, "
14268 Tendrick, J. S., "
Unattached.
14277 Windsor, J. A., Jr., Lombard

IOWA DIVISION — 20.

Council Bluffs Ramblers.
14278 Bixby, Ray W., Council Bluffs.
14279 Bowman, E. B., Jr., " "
14280 Brown, S. C., " "
14281 Butts, W. H., " "
14282 Carothers, W. D., " "
14283 Cook, F., " "
14284 Ellis, M. P., " "
14285 Foster, W. F., " "
14286 Holcomb, Geo. G., " "
14287 Miller, F. V., " "
14288 Parsons, C. E., " "
14289 Parsons, I. U., " "
14290 Patterson, H. W., " "
14291 Somers, W. B., " "
14292 Tidd, John P., " "
14293 Tostevin, A. T., " "
Fairfield Wheel Club.
14201 Ennis, W. E., Fairfield.
14202 Hopkins, L. S. "
Williamsburg Wheelmen.
14295 Hull, Harry E., Williamsburg.
14294 Osborn, T. F., "

KANSAS DIVISION — 2.

Unattached.
14203 Bowles, Winnie, Olathe.
14204 Keefer, Harry, "

KENTUCKY DIVISION — 1.

Unattached.
14259 Cornwall, A. W., Preston and Washington Sts., Louisville.

MARYLAND DIVISION — 1.

Baltimore Cycle Club.
14205 Webb, Armstead M., 32 S. Holliday St., Baltimore.

MASSACHUSETTS DIVISION — 16.

Chelsea Ramblers.
14236 Rogers, Robert B., 52 5th St., Chelsea.
Massachusetts Bi Club.
14206 Dowden, Frank H., P. O. Box 367, Boston.
14207 Eaton, Edwin R., Forest Hills, "
14208 Newton, Alls'on W., 5 Hanover St., "
Unattached.
14296 Burpee, Dr. H. T., 176 Purchase St., New Bedford.
14237 Henkes, Petri, Lee.
14297 Kelley, M. E., 21 Tremont St., Cambridge.
14238 Kennedy, Henry A., North Easton.
14239 McGrath, James, Quincy.
14240 Moat, W. Wallace, Lee.
14248 Perry, A. F., cor. Broadway and Wallace Sts., West Somerville.
14249 Sabine, E. C., Ayer.
14209 Turner, Geo. H. B., Ayer.
14210 Turner, Huntley S., "
14250 Willard, C. S., 196 Walnut Ave., Roxbury.
14298 Yost, Jos. L., Worcester.

MICHIGAN DIVISION — 2.

Detroit Bi. Club.
14310 Huff, U. G., 43 Fremont St., Detroit.
14311 Stearns, H. A., Stearn's Laboratory, Detroit.

NEBRASKA DIVISION — 4.

Lincoln Bi. Club.
14211 Carter, J. R., Lincoln.
14212 Holmes, J. C., "
14213 Smith, E. R., "
14214 Young, Arthur, "

NEW JERSEY DIVISION — 1.

Unattached.
14269 Woodruff, Harry C., Millville.

NEW YORK DIVISION — 18.

Genesee Bi. Club.
14312 French, F. V., 10 Merriman St., Rochester.
Newburgh Wheelmen.
14251 Cochran, W. S., Box 485, Newburgh.
14252 Leonard, A. D., Central Valley.
Syracuse Bi. Club.
14221 Padgham, Frank W., Box 1770, Ithaca.
Unattached.
14253 Ayres, DeWitt C., Penn Yan.
14299 Bauer, A. W., Kindlerhook.
14254 Campbell, Frank A., 115 Seneca St., Buffalo.
14216 Darling, Chester R., 174 E. 72d St., New York.
14217 Day, Jeremiah, Catskill.
14255 Fargo, A. J., Warsaw.
14256 Gage, Bert P., "
14218 Jones, L. H., Castile.
14215 Kenyon, Charles H., Adams.
14219 Lamphere, Geo. G., Tonawanda.
14220 Lawson, Welcome H., Box 313, Poughkeepsie.
14257 Owen, F. D., Warsaw.
14222 Weed, Fred. A., Potsdam.
14258 Young, G. H., Warsaw.

OHIO DIVISION — 4.

Hamilton Wanderers.
14241 Leiter, Elmer E., Hamilton.
Tippecanoe City Bi. Club.
14242 Hawoer, C. E., Tippecanoe City.
Unattached.
14300 Brush, H. W., Alliance.
14301 Moore, J. L., Franklin Furnace, Scioto Co.

PENNSYLVANIA DIVISION — 19.

Allegheny Cyclers.
14313 Graff, W. H., care Dithridge & Co., Pittsburgh.
Keystone Bi. Club.
6658 Stiefel, Ernest C., 44th and Butler Sts., Pittsburgh.
Pennsylvania Bi. Club.
14223 Fuller, Jno. C., 43d and Haverford Ave., Philadelphia.
14224 Newcome, E. B., 1445 No. 52d St., "
14225 Osborne, B. B., 716 Walnut St., "
14226 Paul, C. R., 814 No. 21st St., "
Pittsburgh Wheelmen.
14270 Fox, T. H., 313 Main St., Pittsburgh.
14271 Lippincott, James, care Carnegie Bros. & Co., Pittsburgh.
14272 Scott, Geo. A., 329 Shetland Ave., E. Pittsburgh.
14273 Young, James H., care Philadelphia Co., Pittsburgh.
Unattached.
14243 Cadwallader, C. A., Kittanning.
14302 Kelman, Tyson, "
14294 Kennard, Jno. B., Clearfield.
14229 Miller, Frank E., W. Bridgewater.
14275 Mitchell, W. L., Clearfield.
14228 Morgan, Will A., Connellsville.
14230 Patterson, F. E., Kittanning.
14276 Reed, Ed. B., Clearfield.
14227 Titlow, Geo. F., Connellsville.

RHODE ISLAND DIVISION — 1.

Unattached.
14303 Davol, Mrs. Chas. S., Warren.

WISCONSIN DIVISION — 6.

Unattached.
14231 Beau, Clarence J., Waukau.
14233 Bloodgood, F., Jr., 102 Wisconsin St., Milwaukee.
14304 Hall, F. A., "
14305 Hiestand, Will D., 414 Broadway, "
14306 Luther, Geo. E., 414 " "
14232 Wilder, James, Oshkosh.

APPLICATIONS FOR LIFE MEMBERSHIP.

No. 5 — Total, 1.

BOSTON, April 18, 1887.

NEW YORK DIVISION — 1.

Citizens Bi. Club.
3263 Gulick, John C., 132 Nassau St., New York.

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

Advertisements will be inserted in this column as follows: $1.00 for four lines, first insertion; 50 cts. for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FOR SALE. — 56-inch Columbia Expert, full enamel finish in A1 condition. Ball pedals, dropped bars; McDonnell cyclometer and bell. Must sell. For further particulars, address H. L. R., 1211 Arch Street, Philadelphia.

FOR SALE. — 56-inch American Rudge, nickelled except wheels, run one season, in good condition. Price $85.00, cost $127.50. C. W. SEAMAN, Lewisburg, Penn.

IS $80 cheap enough for a 58-inch Rudge Light Roadster, cost $150? Run 200 miles. CROWTHER & POTTER, Reading, Pa.

48-INCH Special Star, nickel enamel, cow-horn bars, hollow frame and levers, cones to levers; balls to small wheel, tangent spokes, hollow rims, used little, A1 condition. GEORGE D. BRANDT, Scranton, Pa.

FOR SALE. "Ralph," A. K. R. 3745. English Mastiff Dog, $100.00. Address H. W. POTTER, Reading, Pa.

$92. — SPLENDID 52-inch Victor; lamp, bell, chain, tool bag, wrench. 45 Saunders Ave., Philadelphia.

BICYCLES AND TRICYCLES. — Wanted for cash, or on consignment, give full particulars. Have orders for 48 to 54-inches. NEW YORK BICYCLE CO., 38 Park Place, New York.

FOR SALE. — 50-inch New Rapid Bicycle, ridden about 4 miles, $125; also Victor Tricycle, model 1886, nearly new, $100. R. M. RIDDLE, 1215 Walnut St., Philadelphia.

FOR SALE. — Marlboro' Club Tricycle, but little used, good as new, with new cowhorn handle-bars, and best Butcher cyclometer, all for $125 net. Apply to or address H. W. WARREN, Rockview St., Jamaica Plain, Mass.

STAR BICYCLE WANTED. — A new model light roadster with hollow frame and levers. Must be in good condition. Address with bottom price and description, BICYCLE, 507½ Congress St., Portland, Me.

BARGAINS. — Experts, Rudges, Victors, Standards, all sizes. Kangaroos and Rudge Safeties; Single and Tandem Tricycles, *cheap*. Send for list stating wants. NEW YORK BICYCLE CO., 38 Park Place, New York.

WANTED. — 60-inch Victor or Expert Columbia in first-class condition, give full particulars, condition, price, etc. Address J. E. B., Box 367, Red Bank, N. J.

$90 Will buy an Imported American Club 52-inch machine, in perfect order, nickelled, full ball bearing, including lantern and bell. Will sell or exchange for larger machine. Can be seen in New York. Address W., P. O. Box 3086, New York.

FOR SALE. — A Standard Columbia, 50-inch; ball-bearings, on front wheel; B finish; all good but nickel, improved tool bag. Will be sent to any address C. O. D. for $80.00. Address, Rectory, 1334 New York Ave., Washington, D. C.

"DID YOU NOTICE IT!" Rubber Tires way down; 3-4 inch 18 inch wheel, $1.35; 7-8 inch 30 inch, $5.00; other sizes at corresponding rates. Lowe Bicycle Co., Fitchburg, Mass.

TANDEM TRICYCLE. — Humber Tandem, in excellent order, cheap for cash, or would take good bicycle in part payment. C. HERBERT DIAMOND, P. O. Box 2434, New York.

FOR SALE. — 48-inch Special Star, enamel finished, hollow levers, cones to front wheel, cowhorn bars, cricket saddle. Used three months. Tires excellent. Price $80. Lakin's cyclometer, $8. A. B. SCHNEIDER, Thomaston, Conn.

WANTED. — New or second-hand tricycle, sociable or tandem. Don't mind the condition only so it is cheap. State make, condition, age and lowest cash price. F. O. B., The Cycleries, 1406 New York Ave., Washington, D. C.

FOR SALE. A 52-inch Rudge Light Roadster. Ball pedals, in perfect condition. Price $90.00. Apply to Rudge Agency, 152 Congress St., Boston.

FOR SALE. Two Rudge Humber Tandems, suitable for 52 and 54-inch respectively. Ball pedals, latest pattern, in good order. For particulars, apply at the Rudge Agency, 152 Congress St., City.

SPECIAL BARGAINS in New and Second-Hand Machines, prior to removal April 1st to more central location in Orange. Bicycles, Tricycles, Tandems, and Safeties. Send for list. Write to us what you want, *it will pay you.*
L. H. JOHNSON, East Orange, N. J.

BARGAINS IN SECOND-HAND BICYCLES. — 48, 50, 52, 54 and 58-inch EXPERTS; 50, 52 and 54-inch STANDARDS, etc. Also, 36 x 54-inch KANGAROO; excellent condition; $65.00. Second-hand sundries at less than half price. JAMES A. SPEAD, So. Newmarket, N. H.

BICYCLES FOR SALE. — Bicycles and Tricyles — all kinds, descriptions, and prices — from $35.00 upwards. Call and examine, or send for list to RUDGE AGENCY, 152 Congress St., Boston, Mass.

$5.00 IS all it requires to secure a SYMRNA RUG, 2½ ft. x 5 ft., with the L. A. W. BADGE woven in it nineteen inches in diameter. The *handsomest, cheapest, and most novel and useful ornament* to house, office or parlor ever seen.
WILL R. PITMAN,
351 W. 59th Street,
NEW YORK.

ST. LOUIS WHEEL CO.

Difficult Repairing a Specialty.

Enamelling, Nickelling, Etc. at Lowest Prices

LARGEST STOCK OF SECOND-HAND BICYCLES in the WEST. WRITE FOR LIST.

THE ✣ GENUINE ✣ ROYAL ✣ MAIL

A full stock of **new machines** with **1887 improvements** will be ready for exhibition, May 10th. Among the latest improvements are the following:—

A NEW PATTERN OF TRICWELL'S BALL-HEAD, much better than last year;
HOLLOW RIMS, DETACHABLE CRANKS, BOWN'S BALL BEARINGS,
DETACHABLE HANDLE BARS, LACED SPOKES, ETC.

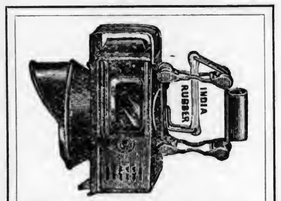
DON'T Buy an inferior or old model wheel, until you have examined the latest and best. Owners of genuine Royal Mails will hear something of interest to them by sending their name and address to

HENRY C. SQUIRES,

178 BROADWAY - - - - - - - - - NEW YORK.

Sole United States Agent for the Genuine ROYAL MAIL Bicycles and Tricycles.

CUNARD CYCLES.



"Monarch" Head Lamp, for Cripper Pattern Tricycles, or Safety Bicycles.

Bicycles, Tricycles, Tandems, Safeties.

Vice-Pres. T. J. Kirkpatrick says of the Tandem:

"It is the Only Machine Worth House-room as a Convertible Tandem."

The same is said, in fact, of all the Cunard Cycles. Send for Catalogue and Testimonials, now in the Press.

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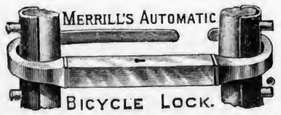
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75 Clinton Avenue - - - NEWARK, N. J.

Sole U. S. Agents for the Renowned "MONARCH" Lamps. Machines of any make taken in part payment for Cunards.



CUNARD SAFETY.



For locking Bicycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neat, compact and cheap. Weighs only 2½ ounces, and length only 4 inches.

Dr. W. D. Ball, of Boston, writes: "I bought one of your locks the first of the season, and can say it is really the only lock on the market good for anything. I leave my bicycle anywhere and have never had it tampered with, and yet two bicycles have been stolen within a stone's throw of my office."

Can be had of any dealer in bicycles, or sent post-paid on receipt of $1.00.

MARLIN FIRE ARMS CO., New Haven, Ct.

ADJUSTABLE SPADE HANDLES

TO FIT ANY MACHINE,

$2.50 Per Pair.

Dropped Forged Steel Spades furnished in the rough.

CYCLE SUPPLY CO.,

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SPADE HANDLES!

Handsomest, Strongest, and best Handles in the Market.

Only $2.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.

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115 LIBERTY STREET.

BROOKLYN AGENT - - H. J. HALL, Jr.

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Large stock constantly on hand to select from. Repair parts and sundries supplied.

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The Keystone Bicycle Saddle!

Improved for '87; fits any Bicycle. Price, $5.00.

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W. J. NEWMAN,

Member C. B. C. and L. A. W.

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Cambridge Agent for New Mail and Springfield.

Agents wanted all over America. Patented.

Patented 1881.



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CHAS. H. LAMSON,

177 Middle St., Portland, Me.

The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges,** $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.

Also for sale in New York at M. J. Paillard & Co's, 680 Broadway; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.



New Style H.

THE CYCLE BRUSH TOOL

THE ONLY MEANS OF KEEPING YOUR BEARINGS FREE FROM GRIT.



FOR SALE BY THE TRADE.

"In a word, a cycle bearing must be in that apparently paradoxical condition, at the same time *very tight* and *very loose;* that is, perfectly free to spin, and entirely rigid, allowing no shake in the parts."— *Victor Catalog.*

IT BEATS THE WORLD!

AND THE WORLD IS HARD TO BEAT.

1405 MILES IN 142 HOURS!!

Ridden by ALBERT SCHOCK, at Minneapolis, in competition with most of the great American professionals.

Mr. Schock writes:—"I am pleased with the Victor in every respect. I soon found it a vast improvement on all other wheels ridden by me."

Victor Wheels are built to ride. Bicycles, Tricycles, Safeties. Catalog free.

OVERMAN WHEEL CO. - - - 182 Columbus Avenue, Boston.

SEE HERE, GENTLEMEN!

THE RECORD CLAIMED BY THE ABOVE COMPANY REALLY BELONGS TO

THE AMERICAN CHAMPION.

It is true that SCHOCK started on their wheel, but it **BROKE DOWN,** and he rode two thirds of the distance on the CHAMPION.

How the above Company can claim that Minneapolis record of 1,405 miles, when they are well aware it is a **FALSE** claim, and mean fair, is beyond our comprehension.

Respectfully and sincerely,

GORMULLY & JEFFERY MFG. CO.

We make a specialty in

SECOND-HAND BI TRI CYCLES.

Have large stock, many as good as new. Enclose stamp for List.

PRICES LOW.

SOLE AGENTS

For New York for the celebrated New Rapids, Quadrant and Sparkbrook Cycles.

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HARLEM BRANCH, 124th ST. and 7th AVE.

Send for Circulars.

Second-Hand Machines

TAKEN IN EXCHANGE

For New Rapid, Quadrant, Sparkbrook, Victors, Star, New Mail, Facile, Rover, Humbers, or any other machines made.

CORRESPONDENCE SOLICITED.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

(YOST & McCUNE PATENTS),

19 PEARL STREET - - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.

THE "NEW AMERICAN" TRICYCLE,

639 ARCH STREET, PHILADELPHIA.

We make but one style of machine, and that the BEST. There are NO EXTRAS.

NO DEAD CENTRES. FULL POWER UTILIZED. CLIMBS ANY HILL.

The best machine for ladies, as there are no revolving pedals to catch the skirts. The only Tricycle that can be ridden equally well by lady or gentleman, grown person or child.

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LIFE * INSURANCE * COMPANY,
OF NEW YORK,

WAS ORGANIZED IN 1850, AND HAS ACCUMULATED

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POINTS FOR AN INSURER TO CONSIDER.

AN ORDINARY LIFE INSURANCE POLICY Provides an estate for your dependents after your death free from the claims of creditors.

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THE MANHATTAN'S NEW PLAN Offers both advantages combined in one, and at a very much reduced cost. This new policy is superior to ordinary Life Insurance, because you need not "die to win." Superior to ordinary Endowment Insurance, because much less expensive.

SUPERIOR TO "TONTINE" INSURANCE, *First.* — Because the results are not *estimated*, but fixed in a positive contract. *Second.* — Because, after three years, there is no *forfeiture of payments* on discontinuance of the policy, a Cash or Paid-up value being guaranteed by the New York law. Business men appreciate the advantages of this new form of insurance, and are largely investing in it, because, — The annual deposit is practically SAVED, while it secures needed insurance during a designated period.

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H. Y. WEMPLE, Secretary. S. N. STEBBINS, Actuary. J. L. HALSEY, 1st Vice-Pres. H. B. STOKES, 2d Vice-Pres.

SINGER CYCLES.

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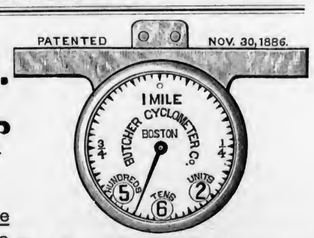
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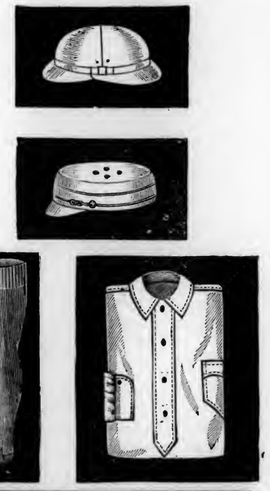
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St. Louis, May 20 and 21.

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SATURDAY, MAY 21. — Parade and Banquet.

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ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training, or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, roller, and ice skating."

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Dear Sir:

Inclosed you will find ***$1.75*** *for initiation fee and annual dues in the League of American Wheelmen. I hereby cerlify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *Residence,* .....

City and State, ... *Date,* .....

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(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

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The Latest American High Grade Wheel,

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Perfection Strengthened Backbone and Forks.

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The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

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FORKS. — Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives a very strong rigid fork.

A SUPERB LIGHT ROADSTER.

At least, Examine one before purchasing your mount, or get a Circular!



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Extract from a London letter to the L. A. W. Bulletin January 8, 1887.

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What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it, — but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly frst grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that is a vast improvement over the Stanley head, with cone or hemispherical centres, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

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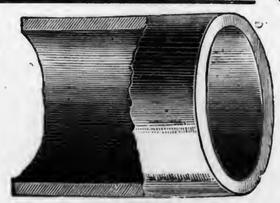
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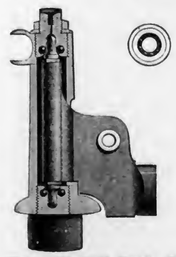
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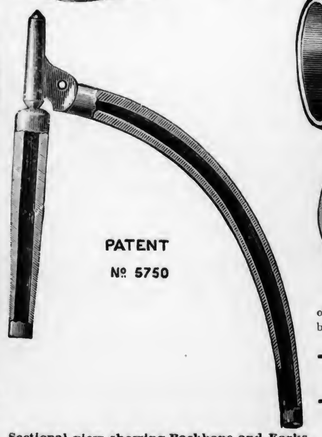




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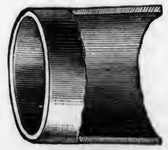
Sectional and end view showing strengthened neck end of Backbone.



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Sectional view showing Backbone and Forks when made up. A Splendid Improvement.





Sectional and end view of back fork end of Backbone.

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A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA

PUBLISHED WEEKLY:

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, APRIL 29, 1887. | VOL. IV. No. 17. WHOLE NUMBER, 96.

Columbia Axioms.

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2. The experience resulting from devoting the whole of that time to the manufacture of higher grade bicycles.

3. The world over, in the making of everything, experience and the most valuable results go together.

4. Perfection is claimed by many. The Pope Mfg. Co. does not claim it, for it does not exist.

5. The present Columbias are the result of these years of patience, expenditure of money, scientific experiment, and mechanical skill.

6. With these advantages, it is simply natural that the Columbias should be considered, by the majority of American wheelmen who ride higher grade machines, as the best machines for all-around or special use.

7. The Columbia is the only machine which has been ridden around the world.

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10. Its riders hold the **World's Records** from one quarter to twenty-four miles, inclusive.

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13. It costs a good round sum to make the Columbias; consequently, the Columbias sell for a good price. The nature of trade does not admit of much for little.

14. In every Columbia is the full worth of the money paid for it.

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21. The Columbias have been over and over again tested by expert engineers, and the Pope Mfg. Co. has always urged the most thorough inspection.

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23. The purchasers of Columbias obtain the most for their money. 'T is an old and true saying, "The best is the cheapest."

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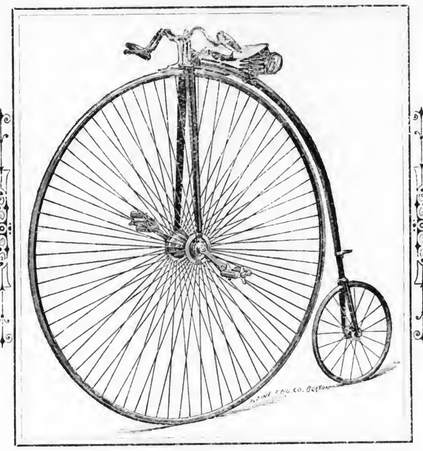
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Rudge * Roadster,

ONE OF OUR SPECIALTIES FOR

1887.



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Complete, with SPADE HANDLES and TOWNSEND SADDLE.

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THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

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Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

THE remarks of the "Owl" in our last issue, relative to the "tough" element in cycling circles, suggest that the L. A. W. has a chance for missionary work within its own borders. There is no disguising the fact that wheelmen sometimes forget that they are gentlemen, and indulge in conduct which brings scandal upon the fraternity. One hotel in the vicinity of a large city has suffered so much at the hands of wheelmen that the proprietors do all that they can to discourage the patronage of riders, and along the North Shore of Massachusetts there are many places where hotel men dislike to see wheelmen under their roofs. One chief consul publicly reprimanded a party of wheelmen last year for disorderly conduct at a hotel. Such a state of things will soon bring the wheel into contempt, and it may not be wasted energy if League officials turn some attention to the discipline of riders who disgrace themselves in the way we have suggested. If the League could successfully put a stop to horse-play and the destruction of property at hotels it would go a long way towards commending itself to many in the community who still look askance at wheels and wheelmen.

ONE other thing in the same line of thought suggests itself, and that is, the question of Sunday riding. We are among those who believe it no wrong to take a quiet ride on Sunday, and we often go upon the road; but we protest against the action of those who make themselves offensive to those who regard the day as sacred. We do not believe the League should step in to interfere with a man's exercise of the fullest liberty in the direction of the employment of Sunday in a quiet way, but we do believe that a strong moral force should be set at work to restrain those who, by their noisy and boisterous conduct, shock the feelings of many worthy people.

WE have had a very large number of letters from friends who are anxious to know if the League is really in need of a popular subscription. We say no, decidedly. There are other ways in which the League can be benefited at this time, and the contribution box will not be passed around except as a last resort. We are sending out checks to the divisions as fast as we can get the money in. Many divisions have been paid in full, and others have been sent money on account. The division officials have been very patient with us, and we appreciate this consideration. We hope, ere long, to report that we are out of the sea of debt that nearly engulfed us.

MASSACHUSETTS has taken a step which may furnish an example to other States. In the police Court at Haverhill, H. N. Merrill, justice, the town of Bradford was fined $100 and costs for neglecting to keep the "Joel Road," so called, in proper repair, the amount to be expended upon the road. Wheelmen might well look up the laws, and see that they are enforced, after the example given above.

ST. LOUIS NOTES.

NOW that the Meet Committee has disposed of its programme work, finance is the next interesting problem, and on this trifling matter, which can easily be settled in a few days if gone about in the right way, everything will depend. Two thirds of the required amount is already in hand. Now for the final round-up, and then the various novel and expensive plans which have been discussed, can be arranged in a jiffy and completed in time to be put on the shelf to ripen, for a few days prior to the absorbing event.

To cities undertaking subscription work in the future, I would suggest the plan recently followed here, when nearly $100,000 was raised in a single day for the G. A. R. Make your finance committee a mammoth affair, having numerous sub-committees to wait on each branch of trade separately, if possible. Then go in with a vim, get two or three good "subs" on each list, and you will find smooth sailing. No business man likes to see another in his own trade go him one better, and so competition gets the best of old fogyism, when all else fails.

I BELIEVE the vexing question of reduced rates to the Meet is practically settled in our favor, and understand the programme, now nearly ready for distribution, will so state. The reception committee continues to secure accommodations at the cycling headquarters. Ye editor's retreat at the Lindell is already engaged, and the space at this hotel is rapidly filling up, so much so that the committee have made a contract with the Hotel Barnum, across the way, which is conducted on the European plan, and is somewhat less expensive.

SO Daisie fears our roads and grades will be too much for the ladies. Not at all, and if Daisie will but come and bring a large contingent of the fair sex with her, your bashful correspondent will willingly undergo a court-martial and stand convicted as a vile prevaricator, if they do not leave us fully satisfied. The wife of one of our prominent legal lights is frequently seen on the granite, riding a very light North Mail, and the long coasts and gentle up-grades of our asphalt system, connecting with Lindell Boulevard, and Forest Park, will suit the most delicate riders.

REGARDING the abandonment of the League races, it was decided at the very start that the races would be impracticable, and in many respects undesirable. The matter again came up last week, and to satisfy all interested, a special committee at once called upon the president of the Fair Grounds Association, whose grounds contain the only track suitable for good cycle racing, as well as the well-known board track. The very high terms named, and the fact that the races could not be postponed in case of rain, in a two-day Meet, made the prospect of financial loss too probable, and the races are off. It is doubtful whether the championships would have been at all interesting, and the afternoon run of the parks and cycling haunts, with individual runs here and there, will be more pleasing to home and visiting wheelmen alike. Don't forget that the prelude to this general run will be in the shape of a dinner in Forest Park, *à la* picnic — a regular feast under the forest trees.

THE confab had with the fair grounds people may result in the raising of the embargo now resting upon cyclists, and the throwing open of the Zoological Gardens, with its gravel drives, during the Meet at least.

ARE these letters too meet-y to be meaty? I can only reply that that is what I am here for, and you shall know all about this Meet if you never hear of another. Beside, there 's little else to talk about. I learn that the committee on parade has been forging ahead with its work, and is arranging to do away with slimy streets on the morning of the parade. The hall for the board and business meetings has not yet been selected, but the choice now lies between the Exposition building and Memorial Hall — both magnificent for the purpose, the latter containing a fine collection of art works. Your sprightly contemporary, the *Wheelmen's Record*, is figuring on placing a news stand in the meeting hall, aiming to give the wheelmen something mirthful to read during recesses, in its burlesque account of the Meet. The record people have been at work gathering local data for the production, which, I am informed, will be all fun and no venom.

A MEETING of the Division, not city riders alone, is called by C. C. Rogers at the Lindell next Tuesday, when the invitation of the citizens' committee to hold another illuminated parade in September will be talked over. Considering the comparatively small number of our fraternity in this State, our wheelmen are certainly the busiest in the country, and I doubt not they will accept this last flattering offer, which is embellished with a broad hint that all the funds necessary to make the parade this time a surpassing spectacle will be appropriated. Besides this, the citizens have tendered full illumination of the thoroughfares and a prominent place among the novelties of G. A. R. week, suggesting Friday, Sept. 30, as the most suitable night.

WIND and rain have treated this section to some startling exhibitions the past week. Roads are O K to-night, and a tough run called for to-morrow.

PHŒNIX.

LETTER FROM BROOKLYN.

THE past two weeks have been most uneventful, the unusual interest in the election having given way to a state of lethargy. The Stevens lecture was a great success, in spite of our friend, the "Owl's" adverse criticism. The turn out of wheelmen was unparalelled, and the different uniforms presented a remarkably attractive appearance, viewed from the boxes or galleries. The "hand-shake" at the club-house of the Brooklyn's was more than a success in point of numbers, the rooms being uncomfortably crowded for over an hour. When the crowd thinned out sufficiently to allow freedom of access, a collation was spread in the wheelroom, which was enjoyed by those remaining.

Messrs. Schwallbach and Willdigg have issued very attractive cards of invitation to their opening reception, which occurs on Saturday evening. The guests are promised an entertainment, presumedly of the var ety kind, and refreshments, which latter feature, I doubt not, will be much enjoyed by all present. The "only" Kellum is negotiating with the Pope Manufacturing Company for that monstrous wheel that Beckwith used to ride, and has it standing in the middle of the wheelroom floor at the Brooklyn House, where it attracts much attention.

The Long Island's are making strenuous efforts to get Pettus and his followers, who resigned from the K. C. W., into their fold. There is a rumor, however, that Pettus would like to start a new club on *business principles*, though this last is probably untrue, as Pettus, like all thoroughbreds, appreciates the fact that there are now too many clubs in this city.

Barkman, of the Booklyns, is in Philadelphia, superintending the printing and binding of the new New York Road-Book, which is to be out just as soon as the printers and binders can do the work. Everything is rushing, and May 1 will, we think, see it finished. He intends returning next Saturday by

wheel, and the Brooklyns propose getting up a party to meet him at Somerville, whence all parties will wheel to New York on Sunday. Some of the members of the Pennsylvania Bicycle Club will participate in this trip.

The large map of the State of New York, which it was proposed to issue with the Road-Book, will be delayed for a time, but if everything turns out as well as is expected, it will be issued in a month or two, and members will lose nothing by the delay, as it will render certain improvements possible. The book, as now issued, will contain seven maps of small size, but very comprehensive and carefully drawn, and these will in a measure answer for all immediate demands.

The country roads hereabouts are getting in tolerable good condition, and long runs are now in order. BON.

April 23, 1887.

HERE AND THERE.

FOOLS and wheels seem to take kindly to each other. Recently, a Frenchman, named Fazzi, started on a trip from Shields to London, wheeling a coffin fixed on tricycle wheels. The good sense of the people, however, prevented him finishing his journey, by a laudable effort on their part to make him a fit tenant of the coffin.

EDITOR PRIAL, of the *Wheel*, has abjured the single blessedness of membership in the great unwashed, and cast his lot with the fortunes of the Ixions.

THE recent introduction, by the West, of the term "tough" as a complimentary epithet for cyclers, meets with much disfavor in the East. A "tough" is to cycling what a tea store chromo is to a painting by Meissonier.

MESSRS. A. G. SPALDING, finding their large establishment in lower Broadway too small to meet the requirements of their trade, have taken uptown quarters in 23d Street, opposite the 5th Avenue Hotel. A convenience which cyclists will appreciate.

A DRESS reform craze has struck the students of Wabash College, at Crawfordsville, Indiana, and they are going to introduce knee breeches or die, so they say. The result of these young gentlemen attempting to revolutionize the elongated trouserings of the nineteenth century man, can easily be foretold by those who are pioneers in cycling. We tried it, and we, like other men, still wear long breeches.

I AM indebted to a cycling paper in Oregon, the information that William A. Rowe is but 6 feet 9 3-4 inches high. William must have made up his mind to seek a record in a new direction since I met him last summer.

THE Ixions new uniform is a brilliant combination of gray cloth and silver trimmings, and is the nearest approach to a *uniform*, pure and simple, shown by any of our city clubs.

A PROMINENT rider is out with a pamphlet, entitled "Fifteen Ways to Avoid a Header," to which I append the sixteenth, — ride a Rover-typed wheel.

THE Park Department now has control of 72d and 110th streets, under the new law, and propose to improve same in a way beneficial to wheelmen. The west-side elevated station at 72d street will be removed to 73d street, thereby making the first-named street a magnificent drive, connecting Central Park with Riverside Drive. The centre of the street will be laid out in flower beds, so that wheelmen can take headers there literally upon beds of roses.

THE recent appeal of the *American Wheelman* for financial aid for the L. A. W., reminds me of an experience I had in the same direction. During treasurer W. V. Gilman's last term of office, we had a row something like the recent one, though of course it was n't as big; but then, you see, we did n't have over one-third as many members as now. Anyhow, we fought just as hard, and while busy fighting, the "sinews of war" ran low, and one day we awoke to the fact that we were, as an organization, broke, dead broke, so I started collecting, and after issuing a pathetic appeal, I got just $100. My first reply was from Geo. R. Bidwell, and my next from E. M. Aaron, the latter then just an ordinary unofficial member. My largest subscription was from Col. Pope, $50, just one half of the amount contributed by the balance of the 2500 members. L. A. W. members are full of enthuse and talk, but utterly void of cash and practical work, yet these same people, then as now, howl about Col. Pope controlling the L. A. W. I, for one, wish that he did. He *might* run it as an advertising scheme, which I doubt, but one thing certain, he *would* run it upon a business and paying basis, that's sure, and we would be bound to be the gainers by any change in that direction.

HAD the cycling scribbler of the *Globe*, who refers to me as the "pun-work-over correspondent," whatever that means, been born at the time and in the place of the late lamented Mr. George Washington, the story of "Wash and the little hatchet" would never have been written. He might have done the chopping all well enough, but the telling of the affair truthfully would have downed him. The Bard of Avon immortalized such men as he of the *Globe*, and Hillier, when he referred to their wives as the "Merry Wives of Wind, sir." This may be a pun-worked over, my esteemed friend of the *Globe*, but it's a fact, nevertheless.

A FRIEND of mine recently submitted to me the proof sheets of a new cycling paper that he expected to issue, and asked me to pass an opinion upon its probable success. After reading it all over, I returned it to him with the information it could not fail to be the most miserable failure. He had violated the first principles of cycling journalism, which is followed by every wheeling paper from ice-bound Russia to golden California, — he had n't mentioned Kennedy-Child's name.

A HUNDRED years ago it is said that passengers had to be carried across the streets of New York, because the mud was so deep. Our streets have been improved though, since then. Now the mud is so deep you can't get across at all.

A NEW scheme hails from Washington, and is nothing less than the first appearance of the cycling "drummer." The gentleman who is the originator of this idea, intends to do his travelling on a bicycle, visiting wheelmen and agents, and keeping his samples shipped ahead of him. He will push sundries almost entirely. If the plan be not a success for the manufacturers, it cannot fail of being so to the "drummer." He will demand $2.50 per week for each article he exhibits, and when sales are made through him, five per cent of the bill on wholesale, and twenty per cent upon retail prices. The balance, if any, will go to the manufacturer.

A FRENCH postal-card was recently received at the New York post office, addressed to "the principal bicycle manufacturer in America." The postal authorities at once turned it over to the Pope Manufacturing Company, in Warren street.

THE crop of new riders, notwithstanding the backward season, is larger by many riders than ever before. The city clubs should get out their landing nets, and secure a share of this harvest. Some idea of the numbers of unattached who have no place for wheel storage at home, and are hence prone to join clubs, may be gained from the fact that at Bidwell's alone over one hundred and fifty riders store their wheels.

THE OWL.

THE LEAGUE TOUR.

PUBLIC CIRCULAR NO. 4.

ADVICES that have been received announce a change of title of this Tour to the "National League Tour of 1887" instead of the Southern Tour, hence the above caption.

I am seriously apprehensive. April showers have not yet come, and if a long rain sets in at or before the time of starting, the Tour may be sadly affected. I call for suggestions as to what course could best be pursued in that event

It should be distinctly understood that parties desiring to participate in the Tour for part of its length, must make arrangements with the Marshal: otherwise, they cannot procure hotel accommodations and baggage transportation at our reduced rates.

The prospectus is out, and will be sent on application. Club Secretaries receiving a copy are requested to post it in the club rooms where members will have ample opportunitiy for reading it. For this purpose a number of copies have been provided with suspension eyes.

Several inquiries relative to the style of dress suit that will be worn, have been received. In answer to these, it might be stated that the swallow-tail dress coat, full-dress vest, black doeskin knee pants, and black silk stockings with low quarter patent leathers, would be by far the most appropriate costume; though of course tourists are at liberty to use their own discretion. Several will wear the above.

The following is a completed and corrected list of roadmasters: —

J. A. Wells, Philadelphia, Pa.
Philadelphia to Paoli.
S. M. Mallalieu, Coatsville, Pa.
Paoli to Coatesville.
J. M. Boyd, Coatesville, Pa.
Coatesville to Lancaster.
S. B. Downey, Lancaster, Pa.
Lancaster to York.
J. E. Small, Lancaster, Pa.
York to Gettysburg.
G. E. Jacobs, Gettysburg, Pa.
Gettysburg to Hagerstown.
Geo. F. Updegraff, Hagerstown, Md.
Hagerstown to Martinsburg.
A. L. Martin, Martinsburg, W. Va.
Martinsburg to Winchester.
L. N. Barton, Winchester, Va.
Winchester to Newmarket.
J. L. Long, Harrisonburg, Va.
New Market to Harrisonburg.
P. S. Thomas, Harrisonburg, Va.
Harrisonburg to Staunton.

Following is the balance of the prospectus: —

THE PACE.

will please all. After starting from each point, when the captain with the local roadmaster leads off, and a general line in twos has been maintained to the outskirts of the town, the riders may set the pace to suit themselves, and choose their own companions, riding in twos, threes, or half dozens, according as fancy and friendship may dictate. No tourist will, however, be permitted to ride in front of the captain, nor drop behind the marshal, who will ride at the rear with the bugler. Upon reaching the suburbs of the next stopping-place the captain will dismount, the others following suit as they come up to him, and the march will be resumed by twos, as above, when the party is assembled. This line will be maintained until the local hotel or headquarters are reached, when a dismount will be ordered.

TOURISTS' MAIL

may be forwarded to them so as to reach Gettysburg not later than the 12th; New Market, the 15th; and Staunton the 17th.

RAILROAD FARES

from Washington to Philadelphia are $5.00; Baltimore to Philadelphia, $3.50; Staunton to Washington, $5.00; to Baltimore, $6.20; to Philadelphia, $9. The fare from Staunton to St. Louis is $16.50. Arrangements are being made to secure reduced rates for the round trip Staunton to St. Louis, but the Inter-State Commerce Bill question has prevented a decision of the matter up to date. Northern and Eastern wheelmen contemplating visiting the League Meet are especially invited to take in the tour for its entire length, and rail it to St. Louis at its conclusion.

CLOTHING.

Tourists are requested to wear the regulation League uniform In addition, however, a pair of dark grey jersey knickerbockers and a flannel shirt of the same color would be desirable for wear during the day's riding, but it is expected that each rider will assume his regular bike suit every evening for appearances' sake. As to

BAGGAGE

there need be no close management. The only restriction put upon the tourists is that they will be allowed but one piece of baggage each, preferably a valise. Nothing will need be carried on the wheel, as baggage will be transported daily from one lodging place to the next, and every one will have access to his valise from before supper each evening until breakfast time next morning. In case extra pieces of baggage are carried, a slight additional expense will accrue. It would be advisable for tourists to carry a dress suit in their valises, as occasions will probably arise when it would be desirable to use it. Tourists who contemplate going on to St. Louis from Staunton should send change of linen, extras, additional clothing, etc., by express to the last-named place in a separate valise, and upon arrival there one valise can be expressed back home with soiled linen and clothing not desired for further use. This is necessary, since a full outfit for the entire journey, including the trip to St Louis, would require extra expense for conveyance on the tour, and it is certainly desirable to make a change of linen at some point.

ENTERTAINMENTS, ETC.

Along the route, the several clubs at the towns through which we shall pass will vie with each other in their efforts to make us welcome and our short stay with them pleasant. Many will ride some distance with us, and we would cheerfully pay their meals and lodgings for their company, but close calculations that have been made on expenses will render this impossible Ride with us if you will, however; we will be glad to have you, no matter how short a distance, and shall part company reluctantly, but join us financially if you can, and make arrangements with the undersigned for your share. The nature and extent of the hospitalities to be extended will be published from time to time in the BULLETIN.

PHOTOGRAPHS

of the party will be taken at several points, and may be obtained from the marshal at the conclusion of the tour. A photographic tourist will also accompany us, and secure pictures of numerous points of beauty and interest *en route*. It would be well for each tourist to provide himself, in addition to other necessities, with a lock and chain, for obvious use while away from his wheel.

THE START

will be made Tuesday morning, May 10, at nine A. M., sharp, from the Pennsylvania Bicycle Club House, corner Girard avenue and 40th street, Philadelphia. The total amount of *per capita* expense, less deposit already paid, must be in the marshal's hands not later than the evening before. If tourists will arrive on trains the morning of the 10th, they must send their money ahead to the marshal's headquarters at the Pennsylvania Bicycle Club House, in order that it may be deposited in bank before starting and accounts arranged. This is imperative. The

EUCLE CODE,

as published in the "League Hand-Book" (to be procured of the secretary-editor; four cents), will be used exclusively on the tour for all commands issued. Tourists should study this code and commit the calls to memory.

The time for action grows short, and the list of vacancies on the roll is decreasing. All those who contemplate joining the tour are advised to communicate with the undersigned at once. In order to correct an erroneous impression which has taken root in the minds of some, it may be well to state that the tourists will not be required or even expected to go on to St. Louis from Staunton. They will be asked, even urged, to do so, and reduced rates for the trip will be offered if it is possible to secure them, but the tour proper ends at Staunton. For those who do not care to go West, a bicycle meet has been arranged to be held at Washington, March 26, at which time the national drill will be in progress. Eastern-bound wheelmen, returning from St. Louis, could also wisely make arrangements to take in the drill and meet on their way home.

FURTHER INFORMATION

will be cheerfully furnished upon request. The many kind and enthusiastic letters received seem already to indicate that there will be from twenty to thirty men on the tour. A list of tourists, also giving the route, will be printed before starting, and passed to each participant for reference.

I have advices from Harrisonburg that the club about to be formed there will entertain us at that point, not by giving a "Corn Festival" as the M. E. Church did at the date of the passage of last year's tour, to bleed wheelmen of their wealth through the medium of the valley beauties, but royally and free of charge. Virginia hospitality will manifest itself in earnest, untrammelled by the greed of religious enterprise — worthy in its way, though bad on pocketbooks.

Lancaster will also "do us proud." The boys are not very strong numerically, and they won't have much of a chance, because we will only stop there for dinner, but they will do what they can to make us welcome.

Hagerstown is also expected to do something; though at this writing, it is not known what.

In all probability, this is the last public circular that will be issued through these columns. The party is rapidly making up, and though not too large yet to handle, is of sufficient size to assure the success of the tour. To all those who have written me and are hesitating, and to all others who can possibly go, even for a part of the distance, I issue a last call to "join us." There is but little time in which to do this, so write at once. Take in the whole trip if you can (it is only eight days); but if not, state distance going, and I will estimate your share of expense. As stated above, *all* must deposit. The reason is obvious: it is in this manner only that the size of the party can be kept within the limits of the hotels' accommodating facilities. Today, I could accept a dozen more — a week from now, probably not over six or seven; so speak quick.

Have your Outing while you may,
Mount your wheel and be away,
In the saddle bl the and gay
Seeds of health are sowed.

Jolly fellows at your side,
Not a wish that is denied;
Laughing, joking as you ride
O'er the country road.

Fraternally, N. L. COLLAMER,
Marshal.

ST. CLOUD BUILDING, Washington, D. C.

LEAGUE MEET.

THE programme of the League Meet will be out about the first week in May, which will give everybody ample time to get thoroughly informed as to the details of the two days' proceedings. Every member of the L. A. W. will have a copy mailed him as soon as they are issued, so don't bother about writing ahead for one. The exact date of mailing will be announced later.

THE membership will be pleased to learn that the steamer Chas. P. Chouteau, the largest as well as the most famous on the Mississippi, has been formally secured for the big moonlight excursion down the river to Montesano Springs Friday night of the Meet. The accommodations this grand boat can offer for promenading, dancing, and a general reunion activity are so spacious that the trip will be made the more enjoyable the larger the party of excursionists.

The excursion will be the object point of the day's runs. The run from De Soto, for which cars will be taken early in the morning, will catch the steamboat at Montesano. The run leaving the Missouri clubhouse at 1 P. M. will be down the De Soto road to the Springs, where the athletic overlanders will join the boat people and float back to the city on the silvery sheen of the river. These two runs, one coming half way up from De Soto, and the other going half way down, will give everybody a chance to see some portion of this celebrated highway. Some of the elevated coasts will prove it to be a most entrancing "high" way.

The route of the parade on Saturday will take the shining wheels through the best business and residence portions of the city. Starting at Twentieth Street, the line will go to within three blocks of the river, and will thus pass along the busiest thoroughfares. This portion of the parade will be as enjoyable to the riders as to the spectators, as the square granite is never hard to ride except when sprinkled, and Professor Stone, Chairman of the Parade Committee, has arranged with the city authorities so that there will be no sprinkling that day along the route until after the parade has passed. This favor was extended by the authorities last fall for the illuminated night parade, and it will be remembered that there was not a break in the line. At Fourteenth Street the parade will return to the asphalt, and on this smooth surface will move along to Thirty-Sixth Street, Grand Avenue, where the beautiful Lindell boulevard will be reached, affording over a mile of delightful riding through the country to Forest Park. This is the second largest park in America, and is distinguished by the fact that it shades off into genuine woods and wild scenery. The elegant gravelled drives, the inspiring coasts, and the lovely levels will gladden every cycler's heart, and wreathe his face in smiles in preparation for the photograph, which will be taken at the park immediately after the paraders have toyed sufficiently with a picnic lunch, which will be spread in some famous corner of the park, possibly near the head-worn slopes of "Nigger Hill," or within sight of the renowned pump.

The banquet in the evening at the Lindell will be supplied with the best oratory in the market, contributed by the Mayor, the "City Fathers," and leading lights of all professions. The relation of the wheel to all the pursuits of human life will be graphically and rhetorically set forth around one of the largest banqueting boards that have ever mingled their savory odors with cycling reminiscenses.

Keep your eye open for the Meet programme, and when it dawns upon your horizon get up and prepare to dress for a trip to the 1887 Meet.

PRESS COMMITTEE.

April 21, 1887.

BUFFALO.

THE Buffalo Bicycle Club is going to build a clubhouse! Yes, we've actually been and gone and — not done it, but decided to do it!

A COMMITTEE of the Board of Trustees had been "passing round the hat" for some days, and the response was so encouraging that a special meeting of the club was called for April 18, and voted to go ahead. The location is not yet definitely decided upon, but the plans are drawn, and I hope to be able to give you full particulars soon. We have got to move out of our present quarters May 1, and we shall store our furniture, etc., until the new house is ready for occupation, which we hope will be about October 1. Meanwhile, we have reason to believe that the certainty of a house actually owned by the club will draw many new members.

1611.

JERSEY.

THE Nominating Committee having left undone none of those things it should have done, the lack of opposition has robbed the League election in this State of all interest. The unanimous election of Dr. J. H. Cooley, of Plainfield, as chief consul, and the rest of the ticket being a question merely of size of vote, we have not taken any pains to inquire as to the result.

WHEELMEN and dealers utter the universal prophecy that this will be the biggest in the history of cycling, and the evidences seem to justify the prediction. I hear of new clubs, of increasing membership in the old ones, of road and track races to come, and of a rush of orders for new wheels. Large as our League membership is, the number of lambs without the fold is greater than is consistent with earnest and well-directed missionary work. It is to be hoped that Dr. Cooley will profit by the example and organized system of recruiting established by the energetic Chief Consul of New York.

UP in Somerville the Somerset Wheelmen have been formally organized, with twenty-one members, and a resolution to be enrolled as a League club to start with. It promises to be a live one too, and to do much for the wheel in that section of the State. Young as they are, they are to have a club house, it being their intention to rent a cottage for that purpose. Medals have been offered for the first one covering 500 miles, and for the largest year's mileage, and arrangements are being made for road races.

CAPTAINS of clubs are arranging their programme of the season's runs. The Orange Wanderers will take a spin to Pine Brook on May 7, and to Morristown on July 4. The Elizabeth Wheelmen will scour the surrounding country on Wednesdays as of yore, and Dr. Johnson and his merry crowd of Hudson County wheelers will spread themselves over the face of nature and make things generally joyous with the unvarying regularity of former years. On Decoration Day, the Trenton Bicycle Club will visit the Oranges *en masse* and in the afternoon be on the Irvington-Milburn road to witness the big team race.

THE coming semi-annual "scorch" of the Team Road Racing Association is the main topic of conversation at the clubs The Elizabeth, Union County, and Rutherford Wheelmen will battle for

the cup, and very probably the Hudson County and Orange men. The Harlems and Citizens will be in the fight for New York, and Brooklyn and Ilderan will try to down Kings County. From thirty-two to forty starters are thus assured, the biggest field that ever toed the scratch in this county. The victory of Harry Hall on a Star last fall, gave the little-wheel-front machine such a boom in these parts that the "coffee mills" will be well represented in the race. Valentine, however, refuses to forswear the crank and will come very near turning the tables on Harry. And there are other men, old racers and new, of whom great things are predicted.

At the Roseville track, the work of getting things in shape for the flyers is progressing rapidly. The managers will seize the golden opportunity left by the retirement of Springfield, to give the tournament of the year. Many of the prominent clubs about here will also hold race meetings. There is no reason why the enterprise should not be a great success, as the track lies in the centre of a large wheeling population, and is easy of access from New York.

And, by the way, they are going to have a race track down at Vineland. Then, again, the Millville boys will continue the meets that were so successful last year. So we Jerseymen racers will not suffer for lack of opportunity to show our paces at home. The Elizabeth Wheelmen were to have been leased a quarter-of-a-mile track by the local athletic club. The money was all raised, when an unexpected dispute about the lease knocked the project into a cocked hat. The athletic club, a rich organization in which are many E. W. men, are making every effort to secure a suitable site, and the bicycle track is still among the possibilities.

Almost all the clubs are offering distance medals to encourage road riding. The thousand-mile bars in some of the E. W. medals are now so numerous that the affairs look like a lady's elongated *chatelaine*. To abbreviate the string, gold bars are to be substituted when long distances are attained.

Even though chagrined at the contemptuous treatment bicycle news receives at the hands of the New York press, we can laugh, with my friend the "Owl," at the ridiculous ignorance displayed by it as to this sport, which, base-ball alone excepted, has more followers than any variety of out-door exercise in this country. The New York dailies seem blind to the chance that is offered them to increase their value and circulation among a very considerable portion of the community. Even the sporting papers are comparatively blind to the extent of the wheel interests. I was talking, the other day, to the editor of one of these sporting journals,—a big one, which, by a liberal outlay of money, is seeking to gain the favor of the athletic world. I suggested that it would pay him to devote a fair share of space to wheel matters, telling him something of the extent of the sport in the United States, and showing him the advantages thus to be gained, not only by an increased subscription list, but also by the liberal advertising patronage of the cycle manufacturers and dealers. "The New York daily papers," he replied, "pay but little attention to the bicycle. Then why should we?" With this for an argument, he convinced himself, and I talked no more. The *Tribune* gives us a half column occasionally, and has vouchsafed a few lines of editorial approval of the bicyclers' rights bill; the *Herald* used to give Fred Jenkins a chance once in a while to enlighten the uninitiated, and the Jersey edition of the *World* gives indications of proposed liberality, but this is all. Give a man like the "Owl," who knows all about wheel affairs and how to write them, a fair crack at the columns, and I will vouch for an increase in circulation up in the thousands within a month. Wheelmen are clannish, and are ready to scratch the backs of those that scratch theirs.

The concert of the Wesleyan College Glee Club, for the benefit of the Elizabeth Wheelmen's building fund, was an artistic event. After the concert, a reception was tendered the college boys by the wheelmen.

The agitation of the road question in this State increases in volume and strength each spring. The great obstacle to good roads seems to be the law, which gives to the various townships the control of their highways. The districts are thus made so small that the uniformity of construction given under an extended system is almost an impossibility. If it is impracticable to have the matter put into the control of a State board, then certainly the highways should be in charge of the county boards of freeholders. As for the members of our own county board, I can say with certainty that they are in favor of such a law; and were such a statute passed, we would not have to wait long for systematic road building to be begun. The trouble is just here. The legislature does not convene until December, and adjourns early in the spring. At the latter time, when the need of good roads is most apparent, the legislature, not being in session, nothing is done. Then, when December comes, the cycler with his wheel housed, mortal-like, thinks only of the present and naught of the future, and makes no effort. It only wants some one to take the lead, have a statute drawn, and circulate it, through the clubs and consuls, for signatures to the petition for its passage. It seems to me that it would be money well spent for the New Jersey division to pay a man to take charge of the matter this summer. What is the League for, if not for this? The passage of such a law would be an easy task, and the law once passed by the wheelmen of the various counties, laboring earnestly with the freeholders, it would not be long before New Jersey would be blessed with good roads, and have the present reproach on the States named removed. The Orange Wanderers have recently set a good example, which will, no doubt, be fruitful of results as far as it goes. At a recent meeting, a committee was appointed to prepare a pamphlet on the advantages of good roads and the approved methods of their construction and maintenance. These pamphlets are for distribution among the various Orange township committees. This is all very well, as far as it goes, and could all the clubs do likewise, the desired end might be in a measure accomplished; but a surer and more effective way is, I think, the one I have suggested. Jer. C.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

COST OF CLUB LIFE IN THE METROPOLIS.

In the Bulletin of April 8, "The Owl" says: "If the price in any way betrays the quality of an article, the Citizens' Club certainly outranks any other cycling club in the world, its dues and initiation fees being higher than that of any known association of this kind."

We have no reason to believe that this item was intended to be other than complimentary; nevertheless, it is liable to create a mistaken, and possibly an unfavorable impression.

It is well known that *quality* rather than *quantity* has been our constant aim. We must, however, leave it to our friends to judge what measure of success has attended this endeavor. Yet, although numbers has not been our ambition, during the five years of our existence the original thirteen members have increased to exactly thirteen times thirteen, of whom ten times thirteen still retain their connection with us, showing the generally considered unlucky number thirteen to be quite the contrary in our case. The point we wish to speak of here, however, is the item of *cost* in metropolitan club life.

In these days when coöperation is one of the most prominent features of society, it is quite unnecessary to enumerate the many acknowledged advantages of *clubs*. From a luxury they are rapidly becoming a necessity. Luxuries are, however, from their very nature expensive, though it must be admitted that generally the *best* is in the end the cheapest.

We believe that every wheelman should belong to our national organization, the L. A. W., and, unless he really cannot afford it, should join the best cycling club in his locality, thus lending his influence and support to our manly and health-giving sport, and obtaining for himself increased pleasure and enthusiasm by being intimately associated with others interested like himself.

It should be remembered in regard to New York City that it costs a great deal more here than elsewhere to hire or own suitable accommodations for a clubhouse or headquarters, so that the dues of members must necessarily be greater, and also that in comparison with athletic clubs, an organization numbering one hundred or one hundred and fifty must expect to pay more in proportion for special facilities than if the organization numbered one thousand or two thousand.

The provision of suitable, sufficient, and convenient space for the storage of wheels is the most expensive item to our city cycling clubs. This accommodation is charged for by dealers at the monthly rate of $1.50 for a bicycle and $2 for a tricycle; 75 cents to $1.50 per month additional is charged for cleaning the wheel, and 75 cents for the use of locker.

For $7.50 per quarter (or $2.50 per month as against $3 to $4.25 as per items noted above) a member of the "Citizens'" has his wheel stored, cleaned, and carefully looked after; the use of a handsomely furnished, cheerful and attractive clubhouse, No. 26 West Sixtieth Street, to which access may be had at any hour of the day or night; the companionship of his fellow members; a billiard room, parlor and reading room, where are cycling and other periodicals, stationery, and conveniences for writing, and letter boxes for the receipt of his mail.

Special attention has been paid to the locker room, and to both hot and cold water bathing facilities. Transient sleeping accommodations are furnished at about one half the usual price, and a steward and janitor are in constant attendance who will serve any light refreshments.

After the monthly meetings a collation is served, and during the winter months frequent receptions, "smokers," and Saturday night "bean rackets," keep alive the club interest.

All these advantages are free to the member for his dues of $30 per year, except the nominal charge for billiards to pay for repairs, and the first cost of a locker, which can be resold on leaving the club. Our initiation fee of $25 is not required in advance, but may be paid within the year in instalments with the quarterly dues. There are no fines nor assessments.

These matters are spoken of thus in detail to correct an erroneous idea which seems to have become current, and which has not infrequently been voiced by the cycling press, "that it is very expensive to belong to the Citizens' Club."

The cost in the three other bicycle Clubs in New York City is respectively: Initiation fee $15, $10, $10; annual dues, $24, $24, $26, and an extra charge is made for cleaning the wheels. Under the circumstances, we may perhaps at least be pardoned for, if not justified in, believing that it should be worth the trifle more to enjoy the superior advantages and accommodations of the "Citizens," and be identified with them.

Although we number among us men of means, wealth is by no means a necessary requirement for membership, nor is a member's length of purse the measure of his standing or popularity. We welcome, and wish to have join our ranks, any man who is a *gentleman* in the true sense of that much-abused word. If our standard be high, it is based entirely on the ground of manliness and good-fellowship, and so has a solid and permanent foundation.

In addition to the active, we have non-resident members, among whom we number many prominent wheelmen of other cities. These have all the privileges of the clubhouse, where they not infrequently engage a room during their visits to New York. Their dues are $10 a year, no initiation fee being required We believe that every accession to this list serves to promote and foster that *fraternal* feeling which is so particularly noticeable among cyclists, as well as to extend and broaden our own influence and interest.

In conclusion, it is a matter for congratulation that, having been singularly free from cliques or factions of any kind, the harmonious working of our organization has by no means been the least factor in our present prosperity.

Very truly yours,
Knight L. Clapp,
Secretary C. Bi. Club.

New York, April 25, 1887.

TANGENT SPOKES.

Editor Bulletin:—In your edition of last week, a communication over the signature of "Jsa. Arkins" and having reference to the merits or demerits of the various spokes now used in the construction of cycles, appears. The argument of the writer, and the endeavor to establish his theory therein, betray such evidence of unfamiliarity with the ordinary principles of metallic construction, that reluctantly (to prevent misapprehension) I ask space to look a little more closely into the subject matter of "Jas. Arkins's" letter. To consider the claims therein made, it would be well to take them *seriatim*, and commence with the question of vibration,—a question which we usually acknowledge, to be of some import.

If "Jas. Arkins" will condescend to actual scientific reasoning and test, with the aid of a self-registering, spirit test, for wave-shocks, he will discover that under precisely similar conditions the vibration of a tangent-spoked wheel, instead of being "hardly perceptible," from a direct spoke is increased from zero to 30° 11′ or to speak roughly, three times. The significance of this I will not comment on. Were cycles constructed for use on carefully prepared surfaces only, and not for the very uncertain conditions of ordinary road travel, there might be some reason in the "solid wheel" theory. Or were they built with special reference to hill climbing contests or as machines where comfort and ease are third and fourth considerations, with speed and rigidity first and second, then possibly it would be well to advocate the use of tangent spokes, and decry elasticity, but, inasmuch as the majority of cycles are constructed with some regard for the rider's comfort, in all likelihood direct spokes will ever be recognized as the more satisfactory way of constructing road machines. Indeed, we are supported in this theory (which has proven so satisfactory in practice) by the most eminent mechanical engineers of our century. If Jas. Arkins will examine the plans for construction of Sir I. Brunel, of Sir John Harkshaw, of Sir W. Palliser, Sir Wm. Armstrong, Sir Joseph Whitworth, of Mr. Easton, of Major Noble, or Mr. Roach, he will discover that everywhere the "same general principles" which underlie all metal constructions for use where the conditions are uncertain are elasticity and ductility within well-defined lines. "While she bends she holds" is a trite aphorism, but it is none the less true.

Again I take issue with Jas. Arkins upon the question of repairs. He states he is a repairer, with some years' experience, so he should know something about the question. Well, how does he prove his knowledge? By his statement he would appear to be absolutely ignorant that the principle which obtains for tightening up direct spokes is certainly one less liable to jar loose than the "tangent system." For his information I would say that, whereas the former is taken up at the hub, where least concussion is felt, the latter is generally taken up with a sleeve nut at the *felloe*, where even he, in a subsequent paragraph, points out the greatest jarring is felt. Again, your correspondent draws attention to solid rims, as being of necessity the complement of direct spokes. Perhaps he is ignorant of the fact that very large numbers of cycles are constructed with hollow felloes and direct spokes. I can point out plenty of these wheels of domestic manufacture, as well as English. Further, his argument (I am compelled by courtesy to so designate it), *re-loosening*, is of equal application to both type of spokes.

The statement that "a properly built tangent wheel cannot be buckled," is in keeping with the whole tenor of the letter. Did Jas. Arkins ever see a "properly constructed tangent wheel?" If he did he is indeed favored. Any cycle mechanic, or practical rider of experience, has seen many tangent spoked hollow felloe wheels buckled; it is true they are less liable to buckle, but there is absolutely no certainty. Perhaps Jas. Arkins is right,—when they do go, they *go completely, and, generally, beyond repair*. The narrow tread is the next subject advanced. How much narrower tread can Jas. Arkins get on a "tangent wheel" than he can get on a direct? Not one half inch. If he thinks so, let him look at "Humber" racer.

The other points of weakness or inferiority, in direct spoke wheels alluded to are not worth consideration, as they, if of any weight, are applicable to each and all makes or styles of wheel. Perhaps Jas. Arkins does not know, when talking of weight, that a hollow rim is *heavier than a solid one*.

In conclusion, I would ask "Jas. Arkins" if he ever looked at a "Humber racer," or heard of the father of cycle mechanics, Mr. Thomas Humber. I allude to the man and his machine, because the latter is ridden by a larger number of the racing men of England and has won more races than all others put together. The products of Humber & Co. are admitted in Europe to be the standard: they are light; they are fast; they are popular; they are constructed by the most eminent cycle mechanic in the country,—a mechanic who absolutely refuses to build a wheel, be it racer or roadster, with a tangent spoke of any description, and they are all fitted *with direct spokes*.

Conclusions drawn from careful study should at all times be of value, provided they are accompanied by substantial data. I am afraid the possession of the latter adjunct is something I cannot compliment Jas. Arkins upon, and, with submission, refer him to a second course.

I am glad to be able on one point to agree with him, and, personally, it is a matter of congratulation. I allude to his advice to purchase the "best machine." Were I asked I should say to a purchaser, "Go to a responsible firm, one with some reputation, with something to lose, where you can purchase an honestly constructed wheel; then, purchase. Avoid advertising fakes, and you are certain to be well satisfied."

In another letter I may point out many claims which can be *fairly made* for a tangent spoke, and I am not forgetful that they can honestly be recommended under specific conditions.

Mechanic.

BALL HEADS.

Editor Bulletin:—I am neither an importer nor manufacturer of bicycles, with or without ball heads; but the subject affords me an opportunity of saying a word through the Bulletin in regard to some points which have more and more impressed themselves on my mind.

First. The bicycle of to-day is far in advance of the majority of those who ride it, in so far as the mechanical construction of the machine can be compared with the mechanical education of the average user of the same.

Second. The high-grade bicycle of to-day is rather too complicated than otherwise, and further unnecessary complication, like ball heads and tangent spokes, are, in my opinion, unnecessary and undesirable features in a road wheel.

Third. Of the three kinds of steering heads in use, "ball," "cone," and "hemispherical," eight years of constant use of bicycles, and considerable mechanical training, have satisfied me that the former is the most, and the last the least, open to objection or criticism.

Fourth. Not one rider in twenty has sufficient mechanical skill or judgment to properly adjust and care for an average high-grade bicycle and keep it in such running condition as the manufacturer would contemplate its being kept in. Then why add to the troubles of the rider by more complex construction?

Fifth. I have seen hemispherical-steering centres used for six thousand miles, and show no material wear, and never cause trouble in any form. I have seen the same kind of centres used for upwards of a thousand miles without adjusting, and all the time in absolutely perfect adjustment. Can any ball head make a better showing? If not, why take the increased risk of breakage and repair arising, as a natural consequence, from a more complicated kind?

Sixth. Eight years' experience has taught me that every novelty that is put out for a talking point, and to give some machine notoriety, is not always an improvement whose adoption will inure to the benefit of the user. Common Sense.

UNIFORMS.

Editor Bulletin:—The Bulletin of March 25th at hand at this date. I am quite interested in the "uniform" discussion which is at present agitating some of the League, and if it is possible I would like to have a word or two in it. To those who don't know me it don't make any difference, but those who do will bear me out when I say that I am the easiest man in the world to get along with—when I can have my own way. What I'm getting at is simply this: Somebody wants a Norfolk Jacket, with a turn-down collar, and we want a military jacket with a standing collar. Now, I believe that one is just as good as the other, and that any distinction is mostly imaginary; but since it does not cost any more to either party to have what it wants, or fancies it wants, why not have both? Before coming over here, I gave the uniform question quite some consideration, but finally solved it by joining the C. T. C. What did I do that for? Well, the L. A. W. suit was not worth bringing over, and the privilege of wearing the C. T. C. clothes was worth the cost of initiation fee and dues. After I came here I joined the "Deutsche Radfahrer Bund." Why? Well, because their "Jahr Buch" was worth just that much to me. I don't believe that I am much different from the average wheelman in getting what I can for my money, and I usually have some object or article in view when an outlay is made. I believe that as soon as the L. A. W. gives its members a *good* cloth, out of which two or three styles of uniforms may be made, the membership will increase. And now, just one word more: I believe in a gray suit, with black stockings. We need not take a copy of the C. T. C. suit, as they did with our badge, but we can get something just as good. We need not be deterred from adopting a good and serviceable cloth simply because the first club in New York happens to have the same colors. That's all.

E. P. Mowton.

L. A. W. No. 4347, Hanover, Germany.

CYCLETS.

Elected.

All who had friends.

Friends vote: the friendless are victims to general apathy.

The annual election is a good piece of testimony to the engrossment in his own affairs of the average man.

In wheeling circles there are very many average men, and they don't care a chip about voting.

The men who don't vote are the ones who say the League does nothing.

The League does a great deal for those who avail themselves of its advantages, and it cannot be blamed if men will not pick the plums.

John Wanamaker, of Philadelphia, has been awarded contract to make League uniforms. Particulars next week.

E. F. Landy, of Ohio, will represent Yale on the path, this year.

A bicycle race from Jersey City to Philadelphia is one of the probabilities of the season.

L. H. Johnson, of Orange, N. J., has purchased the good will and stock of McCoy, Collins & Co.

St. Louis is going to duplicate the lantern parade. Wonder if they 'll want another meet.

Newport, Ky., has just seen the birth of a cycle club, which gives promise of a long and useful career.

Snow on the 18th of April, and in Massachusetts one man perishes in the storm. The season opens well.

E. T. Pettingill has been elected for the fourth time to be president of the Washington (D. C.) Cycle Club. "Pet." seems to be a club pet.

Mr. E. K. Austin, secretary-treasurer of New York, has changed his address to box 157, Flatbush, N. Y.

In the proposed building of the Boston Athletic Association, accommodation will be provided for one hundred or more bicycles and tricycles.

The Baltimore *Argus* has started a cycling department. It begins well, and Maryland riders will doubtless appreciate it.

Shipton wants to show a jubilee membership of fifty thousand for the C. T. C. Aim high, if you don't hit.

L. M. Wainwright, ex-chief consul of Indiana, has given up racing, and is now travelling for the Indiana Bicycle Company.

S. P. Hollingsworth is in training for an attempt at the twenty-four-hour road record, which will be made on the Crawfordsville, Ind., roads.

Mr. W. B. Hardy has been chosen Vice-Consul of the District Columbia Division, and Edward Baltzley is the new secretary-treasurer. These were elected at annual meeting held March 26.

A. J. Henley, of Wichita, Kan., is doing yeoman service for the League. He has sent in sixteen new names this week.

The *Wheelmen's Record* has something novel each week. Its last issue contains a supplement giving pictures of noted Indiana wheelmen, including Irwin, Zimmerman, Probst, Wainwright, Smith, and others. Our Western contemporary is doing well. We hope the boys show appreciation in a substantial form.

THE Technology Cycling Club, of Boston, will hold a record-breaking meet at Lynn, on the afternoon of May 7, in conjunction with the spring meeting of the Athletic Club. The events will be a two-mile race for the Technology record (7.50); one-mile for club record; three-mile handicap; class championship race. The Athletic Club has offered a gold medal to the winner of the two mile race.

MR. GEO. S. ATWATER, of Massillon, secretary-treasurer of the Ohio Division, has accepted a business position, and will remove to Washington, D. C., with his family, about May 1. Mr. Atwater has been an able and energetic officer.

THE California Division Racing Board has assigned the five-mile State championship to the San Francisco Bicycle Club. It is the intention to make the championship a feature of the club's race meeting, on May 30 next.

MASSACHUSETTS members are looking forward with eager anticipations to the proposed camp at Cottage City, this summer. The attractions of the island ought to draw other State wheelmen there at the same time.

SANDERS SELLERS, the first man in the world to do a mile on a bicycle in less than 2.40, has been arrested at Fullwood for drunkenness. The constable found him lying by the roadside utterly helpless, save for a very noisy and abusive tongue.

IT is about as good as settled that Mr. J. M. Hilton is to erect for the Cambridge Club a two-story club house on Winthrop Street. The building is to be planned by an architect within the club, and will cost about $3,500.

THE Beaver Valley Wheelmen will give the first tournament of the season at Geneva Park, Beaver Falls, Pa., on Decoration Day (May 30). Wheelmen from Pittsburg, Youngstown, New Castle, and other surrounding towns will be here in force, and a big time is expected. The boys wanted to have this tournament on the 4th of July, but the New Castle boys got ahead of them, and are going to have theirs then. — *Beaver Falls Cor.*

AMERICAN record breakers, despairing of breaking English road records over long courses, selected short courses of twenty-five or fifty miles, and went the Englishmen a few miles better. The short courses gave our riders as good average roads as the English can boast. And now John Bull is going to employ short courses, with the hope of getting ahead of Brother Jonathan.

THE Pittsburg (Penn.) Wheelmen will have a club run on Decoration Day, over the national pike from Washington, Penna to Wheeling, W. Va On their arrival there, they will be received and entertained by the Wheeling Wheelmen, who will endeavor to make it pleasant for them. The Pittsburg boys will remain over night, and return home by train Tuesday morning.

HAL GREENWOOD, of St. Louis, is after a road record that few Eastern wheelmen will contest. He will ride to De Soto and back, and he hopes to do it in ten hours. The *Post Dispatch* says: "He authorizes the *Post-Dispatch* to challenge anybody in St. Louis or in the world to ride with him to De Soto, to De Soto and back, to Bulltown, or to Bulltown and back. He will contest any of those distances. There is little use in denying that Greenwood cannot be touched on the De Soto hills. He can climb all of them, a feat probably no other rider in the world could accomplish, and shoots down them like a meteor.

IT is reported that the Boston Bicycle Club will consider the feasibility of establishing a "Bungalow village club" house, after the style of the one being built at White Hills, near London.

MR. ALBERT J. PRATT, of Boston, is making arrangements to wheel to Quebec and return. He will carry his neces-sary baggage strapped to the seat of his tricycle.

THE Columbia Bicycle Club, of North Attleboro, Mass., has offered a medal to the member who covers the greatest number of miles on club runs the present year.

BUFFALO is going to have a club house. She would rather have a club house than a meet any day, and she can get one with about the same amount of work demanded by a meet.

F. A. ELWELL, of Portland, was in Boston, last week, working up an interest in his proposed Canadian tour next summer. He has given out a very tempting programme.

THE poor condition of the Lancaster pike, on Saturday, prevented the University of Pennsylvania Club from holding the twenty-five-mile road race, which was scheduled for that afternoon.

THE Cambridgeport Club is arranging for a twenty-five-mile road race to take place Memorial Day. The club has some good material for road racing

TOM ECK fainted while racing twenty-five miles with Fred Straub, of Fairbault, Minn., at Minneapolis, on the 11th inst. The first mile was finished in about 3.30, which is good time for a rink seventeen laps to the mile. At the fifth mile, Eck was about half a lap ahead of Straub, and remained in this position until the twenty-first mile, when, as Eck was rounding the upper turn, some one, in trying to cross the track, was run into by Eck, causing him to take a terrible header. He was thrown from his wheel to the floor, breaking his right wrist and fracturing one leg. While talking, he fainted and fell to the floor.

A PARTY of bicyclists were travelling along the macadamized road beyond Carondelet, when they met a funeral procession. They separated, some going on one and some on the other side of the hearse. The horses became frightened, and shied to one side. In doing so, the pole of the hearse swung into the bicycle of a rider, and, lifting machine and rider, carried them against a fence at the side of the road to which the horses had run. The bicyclist was not injured, nor was his machine broken. However, I must say that bicycle riders are very seldom hurt, although they sometimes have hard falls. They seem to learn how to fall, after having taken a few headers, so as to light on the ground easily. After a man has fallen once or twice, he learns how to gather himself before he reaches a landing — *St. Louis Globe-Democrat.*

THE picnic lunch, winding up the parade on Saturday morning, has also been arranged. Both these spreads will be free to the visitors, but the lunch at the park will be free only to those visitors who participate in the parade. The parade permit has been secured by Prof. Stone, of the Parade Committee, and the route has been selected after thorough discussion. In fact, I hear several routes were laid out and then abandoned, until the last, the best, was chosen. The photograph will be taken at the park before the lunch, and some historic spot in the park will be chosen as the sitting spot. The principal runs of the Meet will be on Friday, and will be two over the De Soto road. One will leave the city by train at 8.15 for De Soto, and bike back to the Springs, twenty-five miles, to intercept the boat. At 1 P. M., a run will leave the Missouri club house and, over the De Soto road, go to Montesano to join the boat. The ride up from De Soto will be over the worst part of that famous road; the ride down will show the best part. Saturday afternoon, there will be many sporadic runs, as the occasion may demand. The proceedings of the meeting will be held in the Entertainment Hall of the Exposition, where the wheels will be stored in the basement. — *St. Louis Spectator.*

S. T. CLARK & CO., of Baltimore, object to our statement that W. W. Stall is Boston agent for the Quadrants. The truth of the matter is this: Messrs. Clark & Co. are authorized by the Quadrant people to represent them in America, but the firm is in litigation with the Pope Manufacturing Company, and is not licensed to import the machines. Meantime, Mr. Stall purchases of J. A. R. Underwood a license granted by the Pope Manufacturing Company to import the Quadrant, and he purchases the stock of machines remaining with Underwood. It is a question which must be decided by the courts, for on the one hand, Messrs. Clark & Co. contend that no other house can get machines from the English makers, and Mr. Stall has faith to believe that no other house than his own can bring them over. Messrs. Clark and Co. exhibit a statement from the Quadrant Company, in which they state that they shall supply no other house with machines. The courts will decide whether or not the quadrant infringes patents held by the Pope Manufacturing Company, and if the importers must be licensed.

ST. LOUIS enjoyed its lantern parade. Capt. Brewster, of the Missouri Bicycle Club, was present last week at a meeting of the Fall Festivities Committee, at the invitation of the committee, to represent the wheelmen in arranging the programme for the fall festivities, which this year will be confined to two weeks. The committee informed Capt. Brewster of their desire to see the wheelmen repeat their successful illuminated parade of last fall, which they praised profusely. Capt. Brewster responded to the effect that the wheelmen were glad they had done something towards benefiting the city, and would no doubt feel flattered by the compliment contained in the request for a repetition. An evening in the G. A. R. week was suggested as a fitting date, but Mr. Brewster said he would have to lay the matter before the Missouri Division, which will be done at a general meeting of the L. A. W. members of the State, to be held in a few days, in this city. The parade of last fall was made the occasion of a reunion of all Western wheelmen, and was in a social way also a great success.

THERE was quite a thrilling scene Saturday night on Solomon's Hill, near Manchester, a grade that is known by every wheelman in the city. It is nearly half a mile long, smooth and hard, and very steep. A party of half a dozen cyclists left the city late in the evening for a moonlight ride to Baldwin, twenty miles distant. The road being in excellent shape, the hills were coasted with a rush. When old Solomon's was reached about midnight, the moon was unobstructed by a cloud, and the roadway looked entrancingly smooth as the line passed over the crest. "Brakes off!" yelled the leader, and away the line dashed down the hill, the spokes glistening in the pale light. Faster and faster flew the wheels, and a hum of rattling steel sounded as the turn was rounded and the steepest part was reached. Suddenly the wheel ridden by R. N. Stubbs was seen to waver; a moment later it broke in two, the backbone snapped off, and the rider was pitched across the road. E. C. Klipstein was so close behind he could not miss the prostrate form in front. The big wheel struck Stubbs and lifted Klip clear over the head of his machine, and sent him rolling down the hill, near the bottom of which he gathered himself together, pretty generally scratched up. When the party reached Baldwin, Kessler's arnica and court plaster were freely levied on. — *Post Dispatch*

THE CLUB.

CLARKESVILLE. — At the annual meeting of the Belt Road Wheelmen, held April 18, the following officers were elected for the ensuing year: President, E. N. Moody; vice-president, J. O. Roberts, Jr.; secretary, E. A. Clifford; treasurer, H. C. Cake; captain, H. C. Cake; first lieutenant, J. B. Downing; second lieutenant, E. D. Fern; bugler, F. E. Silliman. The club is making grand preparations to entertain the wheelmen who come to see the great 100-mile world's championship race here May 23 The Belt road is in fine form, and the record must go as it did over the same course last year.

YORK COUNTY WHEELMEN, Biddeford, Me. — Officers elected April 4: President, Walter T. Bowers; vice-president, A. L. T. Cummings; secretary and treasurer, E. J. Dearborn; captain, J. E. Etchells.

RUSSIAVILLE ROVERS, Russiaville, Ind. — Organized April 16. Officers elected: President, B. C. Hollingsworth; secretary-treasurer, S. O. Duncan; captain, A. P. Cosand.

NEWPORT BICYCLE CLUB, Newport, Ky. — Organized April 12. Officers elected: President, E. K. Lowe; secretary-treasurer, Phil. Holmes; captain Jerome Clarke.

BROOKLYN BICYCLE CLUB, Brooklyn, N. Y. — Officers elected April 12 at eighth annual meeting: President, Louis W. Slocum; vice-president, Dr. A. C. Brush; secretary, Hermann H. Koop, Jr.; treasurer, Howard E. Raymond; captain, Albert B. Barkman.

STAR BICYCLE CLUB, Coldwater, Mich. — Organized April 18. Officers elected: President, Fred Loveridge; secretary-treasurer, John T. Starr; captain, Charles Champion.

SEASIDE BICYCLE CLUB, Norfolk, Va. — Officers elected at annual election April 12: President, Ira B. White; vice-president, W. L. Baker; secretary-treasurer, U. P. Ellis; captain, W. P. Dodson.

WASHINGTON CYCLE CLUB, Washington, D. C: Officers elected for ensuing year: President, E. T. Pettingill;* vice-president, Chas. E. Burden; secretary, J. H. Fishback; treasurer, J. H De Merritt, M. D.; captain, J. C. V. Smith. *Fourth term.

ROVERS CYCLING CLUB, Charlestown, Mass.. — Officers elected April 16th: — President, captain, Justin H. Brown; vice-president, lieutenant, Jas. Smith; secretary-treasurer, Henry W. Thompson.

PLAINFIELD, N. J — The reception of the Plainfield Bicycle Club to the ladies, who so kindly volunteered their services to aid the members of the club in making their recent fair so grand a success, was held in the parlors of the Park House, last week. Mr. Jones, the proprietor of the Park House, threw the spacious building open to the guests, who numbered about seventy-five persons. An orchestra from New York enlivened the occasion by discoursing popular selections, and the merry dancers, in elaborate attire, tripped about to the evident delight of all Refreshments were served in abundance, and at 2 A. M. the merry assemblage dispersed. The committee, to whom much credit is due for the success of the affair, was composed of Messrs. H. W. Stover, Andrew McKinney, and R. F. Murray. The weather was very inclement, and deterred many from going who would otherwise have been present.

MONTREAL BICYCLE CLUB, Montreal, Can. — Officers elected April 14: President, I. D. Miller; vice-presidents, F. S. Gnaedinger and I. T. Barlow; secretary, R. T. Smith; treasurer, R. Lloyd; captain, H. Joyce.

SOMERSET WHEELMEN, Somerville, N. Y. — Officers elected April 4: President, J. S. Frelinghuysen; vice-president, Frank McConaughy; secretary, W. H. K. Davy; treasurer, John Van Epps; captain, W. H. K. Davy.

ST. JOHN BICYCLE CLUB, St. John, N. B. — Officers elected for 1887: President, D. C. Robertson; secretary-treasurer, W. C. Fairweather; captain, C. Coster.

TROJAN WHEELMEN, Troy, N. Y. — Officers elected for 1887: President, E. C. Butts; vice-president, F. E. Olthout; secretary, P. P. Chase; financial secretary, C. N. Seymour; treasurer, E. R. Stephens; captain, Geo. S. Contrie.

DALLAS WHEEL CLUB, Dallas, Texas. — Officers elected for 1887: President T. L. Monagan; captain, F. F. Bixby; first lieutenant, H. J. Blakney.

NEWBURGH WHEELMEN, Newburgh, N. Y. — Officers elected April 22: President, J. Evert Wilson; secretary-treasurer, Albert N. Chambers; captain, Wm. F. Cassedy.

WALDO COUNTY WHEELMEN, Belfast, Me. — Organized April 19; officers elected: President, Geo. T. Read; vice-president, Chas. R. Coombs; secretary-treasurer, H. W. Clark; captain, W. M. Thayer.

WINONA BICYCLE CLUB, Winona, Minn — Officers elected April 4: President, C. H. Porter; vice-president and captain, J. R. Maifield; secretary, I. I. Lusk; treasurer, Will D. Chandler.

LANCASTER BICYCLE CLUB, Lancaster, Pa. — Officers elected for 1887: President, Jno. A. Burger; vice-president, Geo. F. Kahler; secretary-treasurer, C. H. Obreiter; captain, S. B. Downey.

THE first bicycle club in Canada to become incorporated is the Wanderers' Bicycle Club, of Toronto, whose incorporation is dated April 16, 1887, under the Act of the Revised Statutes of Ontario, chapter 167, the first five named officers in the charter standing: C. H Riggs, Chas. Robinson, G. H. Orr, F. J. Morphy, and L. A. McBrien.

THE Brantford, Can., Club has these new officers: President, D Glass; first vice-president, J. Hales; second vice-president, W. J. Knowles; secretary, W. Patterson, Jr.; treasurer, W. E. Buck; first lieutenant, Charles Duncan, Jr.; second lieutenant, W. G. Killmaster; standard bearer, H. Howell; bugler, C. Heyd.

THE new officers of the Napanee, Ont., Bicycle Club are: President, W. C. Smith; captain, W. J. Normill; secretary-treasurer, F. A. Roe; first lieutenant, A. N. Sweetnam; second lieutenant, A. R. Boyes; bugler, W. A. Foster; standard bearer, W. Pringle. The club has unanimously decided to join the C. W. A.

CHAS. E. NOTT has been elected secretary of the Wakefield (Mass.) Club.

ST. JOSEPH, Mo., Ruralist Bicycle Club. — Officers elected April 20: President, W. Roscoe Thomas; vice-president, W. F. Goetze; secretary-treasurer, B. P. Hatch; captain, E. B. Hilton; first lieutenant, Lincoln Milligan; second lieutenant, C. U. Philey. The club has fitted up commodious rooms at 310 Felix street, upstairs. Club numbers fifteen. Latch string always out.

THE PATH.

SAN FRANCISCO RACES.

IT is the intention of the San Francisco Bicycle Club, in conjunction with the Olympic Club, to hold a Joint Field Day on Decoration Day, May 30. The Committee of Arrangements has aimed at making as perfect a programme as the grounds will permit of. They have arrranged for bicycle events, as well as running, jumping, and walking, besides other athletic sports. The programme will be as follows:

BICYCLE EVENTS.

1 mile Maiden Race.	1 mile Scratch Race.
2 mile Handicap Race.	1 mile Tricycle Race
¼ mile Dash.	5 mile Scratch Race.

ATHLETIC EVENTS.

100 yards Run.	220 yards Run.
2 mile Walk.	Putting 16 lb. Shot.
Running High Jump.	1 mile Run.

In the last bicycle event the committee will endeavor to obtain the Five Mile L. A. W. State Championship Race as a substitute.

Entrance fee will be one dollar to each event; 50 cents to be returned to each starter. The entries close Saturday, May 21. The entries for the bicycle events close with Harrison Houseworth, at the rooms of the San Francisco Bicycle Club, No. 1428 Market Street; the entries for the other events close at the rooms of the Olympic Club, No. 120 O'Farrell Street.

The bicycle events will be open ONLY to members of the League of American Wheelmen. Suitable and handsome medals will be awarded. The contests will take place on the Bay District Racing Track, opposite Golden Gate Park. The sports will be called at 1 P. M.

Hoping we shall have the pleasure of seeing you as a competitor on this occasion, or at any rate as a visitor, we are truly yours,

THE COMMITTEE.

THE TRADE.

APROPOS of L. H. Johnson's Special Bargains, advertised in our "For Sale" column, a customer writes: —

WILLIAMSPORT, Pa., April 20, 1887.

MR. L. H. JOHNSON,
4 Park Stores, Orange, N. J.

Dear Sir, — The machine ordered from you came all right. Am well pleased with it.

Yours truly, EDW. E. FRONTZ,
357 Pine Street.

DR. A. F. WYMAN, of New Bedford, writes: "The Rudge Bicyclette gives me the best of satisfaction. It a coming favorite."

A PROMINENT Western bicycle agent writes to Stoddard, Lovering & Co., as follows: "Please send me two more Townsend saddles and springs. Those who have tried them on the Rudge bicycle say it is the easiest thing yet, and riders are surprised at the effect on our rough roads and cobble stones."

PRESIDENT DAVOL, of the Rhode Island Wheel Club, is astonishing the residents of Warren, R. I., on a Rudge Humber Tandem.

A LARGE Western bicycle agent says that the Rudge Bicyclette beats the ordinary every time, and adds, "They are selling like hot cakes."

MESSRS. STODDARD, LOVERING & CO. recently received an order from one firm for a dozen Rudge Bicyclettes.

OFFICIAL ANNOUNCEMENTS.

OFFICE CHIEF CONSUL PENN. DIV. L. A. W.

To the Representatives of the Penn. Div. L. A. W.:

GENTLEMEN, — The importance of having a full attendance of this Division at the annual meeting of the League at St. Louis is well understood, and you are, therefore, requested, at your earliest convenience, to advise the secretary-treasurer whether you can attend the meeting: or, if not, to send your proxies to some one who will represent you.

I desire this information, that I may make arrangements for the repayment of transportation, in accordance with the action of the Board at its January meeting.

Very respectfully, etc.,
GEO. A. JESSUP, *Chief Consul*,
T. HOUARD WRIGHT, Scranton, Pa.
Secretary-Treasurer.
Box 1619, Philadelphia.

DETROIT, April 24, 1887.

Mich. Div. Members:

GENTLEMEN, — Please note my change of address to 397 2d Avenue.

Our Road-Book has been delayed, in order that we might make some important changes and improvements. It is now almost ready for the binder, and will be delivered not later than May 10.

Special bulletins concerning St. Louis Meet will be issued and mailed this week.

Fraternally,
J. H. JOHNSON,
Chief Consul Mich. Div.

RATES TO MEET.

REDUCED Transportation Rates to St. Louis and return, granted to members of the League of American Wheelmen only to attend the annual convention at St. Louis, May 20, and 21.

On presentation of certificate signed by Herbert W. Hayes, 91 State Street, Boston, for wheelmen from Massachusetts and Rhode Island, and by Geo. R. Bidwell, 313 West 58th Street, for New York.

To St. Louis and return From		Sleeping car berth to St. Louis only.
New York,	$29.70	$6.00
Newburgh, N. Y.	29.00	6.00
Highland, (Pokeepsie,)	29.00	6.00
Albany,	28.35	5.50
Utica,	28.35	5.00
Syracuse,	28.35	5.00
Rochester,	27.50	4.00
Buffalo,	28.00	4.00
Dunkirk,	26.95	4.00
Erie, Pa.	25.15	4.00
Boston, Mass.,	33.00	6.50
Providence, R. I.,	33.00	6.50
Worcester, Mass.,	31.00	6.50
Fitchburg, Mass.,	31.00	6.50
Athol, Mass.,	33.50	6.50
Greenfield, Mass.,	33.00	6.50
North Adams, Mass.,	33.00	6.00
Cleveland, O.,	20.35	3.00
Dayton, O.,	14.60	2.00
Springfield, O.'	15.50	2.00
Indianapolis, Ind.,	10.95	1.50
Terre Haute, Ind.,	8.05	1.50

Respectfully,
G. R. BIDWELL.

APPOINTMENT.

THE office of Tourmaster L. A. W. being vacant, through resignation of Mr. Burley B. Ayers, I take pleasure in naming as his successor in office, Mr. N. L. Collamer, of Washington, D. C. whose experience and recognized ability, is a sufficient guarantee of his fitness for the responsible position. Correspondence in *re*-touring should be addressed to Mr. Collamer, 47 St. Cloud Building, Washington, D. C.

Fraternally,
N. MALON BECKWITH, *President.*
NEW YORK, April 25, 1887.

OFFICIAL NOTIFICATION.

NEW YORK, April 23, 1887.

To the Members of the Old and New Board of Officers, L. A. W.:

GENTLEMEN: — To facilitate matters and save expense, I have deemed it wisest, same as last year,

to notify you of the result of recent election for chief consuls and representatives, through medium of the BULLETIN. You will, therefore, take the official announcement appearing in the issue of BULLETIN of date April 29, as your *individual* notification, and my declaration of the dissolution of the old board and organization of the new. Chief consuls may now make such appointments of representatives as they may deem most proper, with a view to right of franchise at St. Louis meeting in May next.

Fraternally, N. MALON BECKWITH,
President, L. A. W.

ANNUAL ELECTION RETURNS.

BOSTON, April 16, 1887.

DR. N. M. BECKWITH,
President L. A. W.

Dear Sir: The Committee on Rights and Privileges, at a meeting held this day, has received from the secretary-editor, and sorted and counted, ballots for chief consuls and representatives for the ensuing year, and begs leave to report its finding as tabulated in the annexed schedules.

In submitting this report, we may add that we have endeavored to give effect to the intention of the voter as expressed on his ballot, notwithstanding errors in spelling or failure to give full name, and have followed the precedents adopted by this committee, for last year, as reported in the L. A. W. BULLETIN, Vol. ii., p. 381. We have not received the votes of certain State divisions, the counting of which was otherwise provided for.

We think it right to apprise you that we found thirteen voting blanks bearing the name of Francis Bloodgood, Jr., of Milwaukee, for chief consul for Wisconsin, which we had to reject, as he was not eligible, although we are informed that he has since become so; and this leaves a tie vote between A. A. Hathaway and Jay A. Hinman, for that office. There also appears to be a tie vote between Edson B. Olds and E. T. Pettengill, for chief consul of the District of Columbia.

Respectfully submitted,
CHARLES E. PRATT, } *Com. on*
ALBERT S. PARSONS, } *R. & P.*
JOHN C. GULICK,

COLORADO.

Entitled to Chief Consul.
Whole number of votes, 11.

For Chief Consul.

*Harry Petrie, Denver, 8.
Frank H. Wright, Denver, 2; W. L. Van Horn, Denver, 1.

CONNECTICUT.

Entitled to Chief Consul and 9 Representatives.
Whole number of votes, 281.

For Chief Consul.

*Louis F. Tracy, Hartford, 265.
J. H. Smith, Bridgeport, 7; C. G. Huntington, Hartford, 3; W. T. Williams, Yantic, 3; Robt. F. Way, Hartford, 1.

For Representatives.

*W. M. Frisbie, New Haven, 275.
*Wm. A. Hurlbutt, Stamford, 273.
*Henry C. Ward, Middletown, 273.
*Dr. C. R. Upson, Waterbury, 272.
*Robt. F. Way, Hartford, 271.
*Wm. Collins, Middletown, 269.
*W. T. Williams, Yantic, 268.
*E. Stewart Sumner, Bridgeport, 253.
*Chas. H. Norris, New Britain, 145.

Admiram F. Judson, New Britain, 77; Edwin R. Gager, Ansonia, 563; L. J. Morgan, Bridgeport, 14; L. L. Hubbell, Danbury, 7; C. G. Huntington, Hartford, 7; T. S. Rust, Meriden, 3; Wm. Ed. Hart, Waterbury, 1; L. A. Tracy, Hartford, 1; W. T. Winslow, Yantic, 1.

DAKOTA.

Entitled to Chief Consul.
Whole number of votes, 9.

For Chief Consul.

*J. E. Gilbert, Mitchell, 9.

DELAWARE.

Entitled to Chief Consul.
Whole number of votes, 12.

For Chief Consul.

*J. Edward Palmer, Wilmington, 12.

DISTRICT OF COLUMBIA.

Entitled to Chief Consul and 1 Representative.
Whole number of votes, 38.

For Chief Consul.

Edson B. Olds, Washington, 19.
E. T. Pettengill, 19.

For Representative.

*W. F. Crossman, 19.
T. W. Sidwell, 8; J. C. V. Smith, 7; J. H. DeMerritt, 2; F. Jannus, 2.

FLORIDA.

Entitled to Chief Consul.
Whole number of votes, 4.

For Chief Consul.

*W. J. Farrell, Fernandina, 4.

INDIANA.

Entitled to Chief Consul and 3 Representatives.
Whole number of votes, 95.

For Chief Consul.

*A. B. Irvin, Rushville, 92.
L. M. Wainwright, Noblesville, 1.

For Representatives.

*W. H. Pontious, Crawfordsville, 69.
*J. Fred Probst, Terre Haute, 59.
*Frank F. Fee, Fort Wayne, 50.
P. C. Darrow, Indianapolis, 37; C. W. Edgerton, Fort Wayne, 24; J. A. Gleason, Tipton, 12; Josh Zimmerman, Indianapolis, 4; N. H. Smith, Terre Haute, 3; L. M. Wainwright, Noblesville, 3; L. J. Keck, Rushville, 2; J. H. Wilson, Rushville, 1; W. E. Dunn, Noblesville, 1; Wm. McWakeman, 1; F. C. Fisbeck, Terre Haute, 1.

IOWA.

Entitled to Chief Consul and 1 Representative.
Whole number of votes, 49.

For Chief Consul.

*Frank B. Thrall, Ottumwa, 30.
W. M. Ferguson, Jefferson, 5; Chas. Howell, Winterset, 1; Fred Rall, Iowa Falls, 1; W. D. Forsyth, Oskaloosa, 1; S. R. Davis Creston, 1; Thos. Pallister, Ottumwa, 1.

For Representative.

*D. G. Kirshbaum, Burlington, 32.
Louis E. Jones, Iowa Falls, 7; Walter Seymour, Des Moines, 3; A. B. Post, Ottumwa, 3; W. H. Bowen, Oskaloosa, 1; C. F. Kunzel, Creston, 1; Thos. Pallister, Ottumwa, 1.

KANSAS.

Entitled to Chief Consul and 1 Representative.
Whole number of votes, 234.

For Chief Consul.

*J. H. Everest, Lyons, 13.
Chas. H. Davis, Junction City, 7; C. C. Candy, Fort Leavenworth, 2; P. B. Pulsifer, Concordia, 1.

For Representative.

*W. L. Bates, Topeka, 20.
Chas. H. Davis, 2; F. S. Atwood, Concordia, 1.

KENTUCKY.

Entitled to Chief Consul and 1 Representative.
Whole number of votes, 67.

For Chief Consul.

*Edward Croninger, Covington, 47.
Chas. E. Curry, Louisville, 20.

For Representative.

*Hiram W. Longley, Dayton, 45.
Horace Beddo, Louisville, 21.

LOUISIANA.

Entitled to Chief Consul.
Whole number of votes, 23.

For Chief Consul.

*Harry H. Hodgson, New Orleans, 20.
Ed H. Shields, New Orleans, 1; J. M. Gove, New Orleans, 1; C. H. Fenner, 1.

MAINE.

Entitled to Chief Consul and 1 Representative.
Whole number of votes, 22.

For Chief Consul.

*F. A. Elwell, Portland, 22.

For Representative.

*C. H. Lamson, Portland, 17.
G. E. Dow, 1; J. C. Stevens, 1; L. D. Carney, 1; Frank C. Weston, 1.

MARYLAND.

Entitled to Chief Consul and three Representatives.
Whole number of votes, 161.

For Chief Consul.

*J. Kemp Bartlett, Jr., Baltimore, 143.
Samuel T. Clark, Baltimore, 15; Samuel Shriver, Baltimore, 1.

For Representatives.

*George F. Updegraff, Hagerstown, 159.
*W. L. Seabrook, Westminster, 159.
*C. W. Abbott, Baltimore, 152.
S. T. Clark, Baltimore, 3; D. W. Barrington, 2; H. B. Wilcox, 1; Winston Bresee, Baltimore, 1; J. W. Townsend, Baltimore, 1; Charles T. Stran, 1.

MICHIGAN.

Entitled to Chief Consul, and 3 Representatives.
Whole number of votes, 68.

For Chief Consul.

*J. H. Johnson, Detroit, 62.
Junius E. Beal, Ann Arbor, 1; James Hedges, Adrian, 1; Wm. H. Burnham, 1.

For Representatives.

*Wm. Seyffardt, East Saginaw, 40.
*F. A. Vernor, Detroit, 40.
*C. A. Conover, Coldwater, 36.
A. F. Peck, Detroit, 17; B. J. Holcomb, 14; W. W Todd, Adrian, 9; F. X. Spranger, Detroit, 5; W. H. Burnham, 3; W. E. Metzger, 2; I. H. Finch, Adrian, 2; H. M. Snow, Dearborn, 1; Frank Escott, Grand Rapids, 1; George W. Smith, Saginaw, 1; E. C. Babcock, Bay City, 1; C. W. Wagner, Ann Arbor, 1; W. L. Weaver, Adrian, 1; C. E. Alvord, Detroit, 1; C. G. Wiesinger, Adrian, 1; Chas. Champney, Coldwater, 1; Theo. Huss, East Saginaw, 1.

MINNESOTA.

Entitled to Chief Consul and 1 Representative.
Whole number of votes, 53.

For Chief Consul.

*S. F. Heath, of Minneapolis, 50.
C. H. Porter, Winona, 2.

For Representative.

*C. H. Porter, Winona, 35.
W. H. Elmer, Winona, 12; Chas. A. Johnson, St. Paul, 2; A. M. Wells, Redwood Falls, 2; C. B. Parker, 1; E. C. Smith, 1.

MISSISSIPPI.

Entitled to Chief Consul.
Whole number of votes, 1.

For Chief Consul.

*James Purvis Bruce, Vicksburg, 1.

MISSOURI.

Entitled to Chief Consul and 4 Representatives.
Whole number of votes, 120.

For Chief Consul.

*W. M. Brewster, St. Louis, 114.
J. S. Rogers, St. Louis, 2; E. A. Clifford, Clarksville, 1.

For Representatives.

*A. C. Stewart, St. Louis, 113.
*E. R. Stettinius, St. Louis, 106.
*W. H. Cameron, St. Joseph, 96.
*Edward Sells, St. Louis, 85.
J. S. Rogers, St. Louis, 30; H. G. Stewart, Kansas City, 18; H. C. Cake, Clarksville, 4; J. W. Neil, Mine La Motte, 4; T. W. Overall, Kansas City, 4; E. A. Clifford, 3; C. H. Stone, St. Louis, 3; —— Marmaduke, Kansas City, 3; Geo. C. Oeters, 2; J. Boyd Downing, Clarksville, E. M. Forsey, Paynesville, H. W. Belding, St. Louis, Robt. Gordon, Kansas City, W. E. Heck, St. Louis, E. N. Moody, Clarksville, Arthur Young, 1 each.

NEBRASKA.

Entitled to Chief Consul and 1 Representative.
Whole number of votes, 19.

For Chief Consul.

*F. N. Clark, Omaha, 14.
Perry Badollet, Omaha, 3; C. W. Woodman, Omaha, 1,

For Representative.

*F. T. Mittauer, Omaha, 13.
Arthur C. Joliffe, 3.

NEW HAMPSHIRE.

Entitled to Chief Consul and 2 Representatives.
Whole number of votes, 85.

For Chief Consul.

*H. M. Bennett, Manchester, 84.
C. A. Hazlett, Portsmouth, 1.

For Representatives.

*G. E. Philbrick, Portsmouth, 85.
*F. H. Crapo, Concord, 84.

NORTH CAROLINA.

Entitled to Chief Consul.
Whole number of votes, 3.

For Chief Consul.

*J. R. Yopp, Wilmington, 2.
T. T. Gilmer, Charlotte, 1.

OHIO.

Entitled to Chief Consul and 12 Representatives.
Whole number of votes, 297.

For Chief Consul.

*James R. Dunn, Massillon, 293.
A. W. Gump, Dayton, 1; D. B. McMullin, 1; T. J. Kirkpatrick, 1; Geo. S. Atwater, 1.

For Representatives.

*J. M. Tryon, Toledo, 293.
*R. B. Cary, Elyria, 290.
*F. T. Sholes, Cleveland, 293.
*W. P. Harmony, Sidney, 292.
*H. B. Hane, Marion, 293.
*A. P. Seiler, Marsfield, 293.
*F. L. Casselberry, Canton, 293.
*Dr. C. H. Griffin, Ravenna, 293.
*H. S. Francis, Urichsville, 293.
*F. W. Hughes, Columbus, 292.
*A. A. Bennett, Cincinnati, 292.
*F. N. Smith, Portsmouth, 291.
John Barclay, Cincinnati, 12; Arthur Allick, Dayton, 1; Walter Black, 1; R. B. Kingsley, Xenia, 1; Harry Kuhn, Dayton, 1; Harry Smith, Cincinnatti, 1; F. W. Smith, Elyria, 1; T. J. Kirkpatrick, 1.

RHODE ISLAND.

Entitled to Chief Consul and 2 Representatives.
Whole number of votes, 52.

For Chief Consul.

*Dr. J. A. Chase, Pawtucket, 51.

For Representatives.

*S. H. Day, East Greenwich, 46.
*C. S. Davol, Warren, 45.
H. L. Perkins, Providence, 11; Charles Webster, 1.

TENNESSEE.

Entitled to Chief Consul and 1 Representative.
Whole number of votes, 59.

For Chief Consul.

*J. C. Combs, Nashville, 37.
O. C. White, Memphis, 21; E. D. Fisher, Nashville, 1.

For Representative.

*J. S. Miller, Clarksville, 56.
John M. Macrea, 1; John R. Wilson, 1.

UTAH.

Entitled to Chief Consul.
Whole number of votes, 2.
George A. Meears, Salt Lake City, 1; D. R. Davis, Salt Lake City, 1.

TEXAS.

Entitled to Chief Consul.
Whole number of votes, 3.

For Chief Consul.

*W. A. L. Knox, Dallas, 3.

VERMONT.

Entitled to Chief Consul and 1 Representative.
Whole number of votes, 50.

For Chief Consul.

*L. P. Thayer, W. Randolph, 36.
S. W. Kirkland, Brattleboro, 13; C. G. Ross, Rutland, 1.

For Representative.

*W. T. Russell, Bellows Falls, 36.
L. P. Thayer, 13; G. H. Livingston, 1.

VIRGINIA.

Entitled to Chief Consul.
Whole number of votes, 32.

For Chief Consul.

*J. C. Carroll, Norfolk, 19.
Frank L. Harris, Harrisonburg, 11; Cooper D. Schmidt, 1; C. A. Field, 1.

WEST VIRGINIA.

Entitled to Chief Consul and 1 Representative.
Whole number of votes, 17.

For Chief Consul.

*Jacob W. Grubb, Wheeling, 10.
Charles E. Mason, 4; F. S. Morison, 1; Howard Wilkinson, 1; C. C. Lewis, Jr., 1.

For Representative.

*H. P. Wilkinson, Wheeling, 9.
C. C. Byres, Parkersburg, 3; C. C. Lewis, Jr., 1; L. A. Beace, 1; R. J. Smith, Jr., 1; W. B. Prickett, 1.

WISCONSIN.

Entitled to Chief Consul.
Wholes number of votes, 6.

For Chief Consul.

A. A. Hathaway, Milwaukee, 3.
Jay A. Hinman, Oshkosh, 3.

WYOMING.

Entitled to Chief Consul.
Whole number of votes, 30.

For Chief Consul.

*Fred Bond, Cheyenne, 29.
Frank H. Clark, Cheyenne, 1.

SAN FRANCISCO, CAL., April 11, 1887.

DR. N. M. BECKWITH,
President, L. A. W.,
21 West 37th Street, New York City.

Dear Sir, — In the matter of the election of members of the Board of Officers, for 1887–8, from California Division League of American Wheelmen.

We, the undersigned Committee on Rights and Privileges, charged with the counting of the mail vote, beg leave to report as follows:

Total number of votes cast, 156.

For Chief Consul,

*Robert M. Welch, Room 5, San Francisco Stock Exchange, San Francisco, 155.

Scattering, 1.

For Representatives.

R. C. Woodworth, 8 Hill Street, Los Angeles, 154.
John W. Gibson, 612 Hyde Street, San Francisco, 154
J. D. Arkison, 764 Madison street, Oakland, 153.
C. C. Moore, Stockton, 153.

All of which is respectfully submitted.

GEO. H. STRONG.
HARRISON HOUSEWORTH.
S. F. BOOTH, JR.

To N. M. BECKWITH, ESQ., *President League of American Wheelmen.*

Dear Sirs,—The undersigned Secretary-Treasurer, and a majority of the committee on rights and privileges of the New York State Division of the L. A. W., having met together on the thirteenth day of April, 1887, for the purpose of counting and determining the votes cast for Chief Consul and Representatives of our said State Division, do certify and declare and return as follows: —

That all the votes cast by duly qualified voters, and returned to the Secretary before the tenth day of April, 1887, were counted as provided by the by-laws of the League of American Wheelmen, and by the by-laws of our said State Division, and that the following is a correct statement of the votes so cast and returned: —

The whole number of votes, 945.

For Chief Consul.

*George R. Bidwell, New York, 940.

Scattering, 5.

For Representatives.

DISTRICT 1.

Total number of ballots cast, 204.
*Dr. N. M. Beckwith, 202.
*Edward J. Shriver, 201.
*John C. Gulick, 201.
*Wm. H. DeGraff, 201.
*Knight L. Clapp, 197.
*Edward F. Hill, 201.
*Frank Egan, 201.
*Harwood R. Pool, 198.
Will R. Pitman, 1; Fred. L. Bingham, 1; A. L. Fanquier, 1; H. P. Ashley, 1.

DISTRICT 2.

Total number of votes cast, 251.
Wm. W. Share, 113.
*M. L. Bridgman, 245.
A. B. Barkman, 192.
*Chas. H. Luscomb, 152.
*Frank W. Loucks, 238.
*Howard Greenman, 195.
*J. B. Potter, 184.
*Charles Schwalbach, 140.
E. A. Bradford, 54; E. K. Austin, 50; W. H. H. Warner, 49; Chas. W. Babcock, 35; F. B. Hesse, 12; A. P. Cobb, 3; H. J. Hall, Jr., 2; H. L. Hall, 1; T. C. Snedeker, 1; C. E. Jayne, 1.

DISTRICT 3.

Total number of votes cast, 158.
*Joshua Reynolds, 155.
*Henry Galhen, 120.
*Raymond S. Coon, 112.
Frank Munsell, 39; Jacob W. Clute, 45; Geo. A. Spicer, 1.

DISTRICT 4.

Total number of votes cast, 61.
*Robert Thompson, 60.
*Frederick Brigham, 60.
E. H. Hines, 1.

DISTRICT 5.

Total number of ballots cast, 104.
*I. R. Adriance, 95.
*H. C. Spaulding, Jr., 78.
*Gerry Jones, 92.

DISTRICT 6.

Total number of ballots cast, 168.
*C. S. Butler, 160.
*W. S. Bull, 159.
*John R. Williams, 148.
*George E. Blackham, 162
*W. L. Beck, 156.
Neal Campbell, 18; L. D. Collins, 4; L. Bruch, 4; W. J. Donohoa, 1; Geo. Dakin, 1.

The persons whose names are marked with a * in the foregoing list are elected.

Two blank ballots were received; fifteen ballots were received from persons not qualified to vote; seven ballots were rejected by reason of their having been mailed after the tenth day of April. Three persons returned to the secretary, with requests, two ballots each. Two of these persons sent letters requesting that the second ballots be substituted for the first. The two ballots sent by the other voter were duplicates. The committee, following the precedent of the rule adopted by the Committee on Rights and Privileges of the General Body (Bulletin, vol. ii, p. 381), rejected all ballots except the first ones cast.

Respectfully submitted,
E. K. AUSTIN,
Secretary-Treasurer.
ISAAC B. POTTER,
JOHN C. GULICK,
Committee.

NEW JERSEY.

Entitled to Chief Consul and 14 Representatives.
Whole number of votes, 312.

For Chief Consul.

*Dr. J. H. Cooley, Plainfield, 306.
Dr. F. A. Kinch, Westfield, 3; Francis H. Robinson, Trenton, 1.

For Representatives.

*L. H. Porter, Orange, 312.
*Dr. G. Carleton Brown, Elizabeth, 305.
*John B. Langer, Newark, 312.
*Willard P. Smith, Jersey City 311.
*Dr. J. A. Wright, Montclair, 312.
*Dr. F. A. Kinch, Westfield, 307.
*G. O. Waterman, Red Bank, 311.
*F. D. Sensor, Millville 309.
*E. F. Burns, Smithville, 309.
*W. J. Atkinson, Camden, 310.
*B. S. Rose, Trenton, 310.
*Howard A. Smith, Newark, 302.
*W. B. Banker, Passaic, 312.
*D. H. Merritt. New Brunswick, 311.
F. E. Langstroth, 1; C. V. Bitters, 2; L. K. Hazard, 1; H. Serrell, 3; C. W. Baldwin, 2; T. B. Somers, 1; E. C. Harris, 1; F. K. Chew, 1.

F. R. BONNELL,
Secretary-Treasurer.
E. W. JOHNSON,
Chief Consul.

PENNSYLVANIA DIVISION, LEAGUE OF AMERICAN WHEELMEN.

PHILADELPHIA, April 15, 1887.

ABBOT BASSETT, ESQ., *Secretary-Editor, L. A. W., Boston, Mass.*

Dear Sir, — The following is the result of the election in Pennsylvania:

For Chief Consul.

Geo. A. Jessup, Scranton, 620 votes.

Scattering, 7.

For Representatives.

*Dr. F. J. Richards, Williamsport, 616.
*Rev. Syl Stall, Lancaster, 611.
*S. B. Vaughn, Kingston, 611.
*G. A. Gorgas, Harrisburg, 611.
*W. W. Berry, Pittston, 610.
*J. V. Stephenson, Greensburgh, 608.
*J. G. Carpenter, Wilkesbarre, 608.
*D. K. Trimmer, York, 607.
*E. J. Wanner, Norristown, 606.
*H. E. Bidwell, Pittsburgh, 605.
*W. S. Wintersteen, Bethlehem, 604.
*H. W. Terry, New Castle, 601.
*H. G. Creedius, Reading, 599.
*G. W. Hamilton, Johnstown, 595.
*G. N. Osborne, Philadelphia, 591.
*I. Elwell, Philadelphia, 588.
*K. Brown, Philadelphia, 586.
*S. Jackson, Jr., Philadelphia, 570.
*S. A. Boyle, Philadelphia, 556.
*F. Read, Philadelphia, 533.
*C. E. Stott, Bethlehem, 509.
*E. L. Russel, Blossburg, 503.
*J. E. Harder, Clearfield, 483.
*J. B. Kaercher, Pittsburgh, 459.
*C. B. Holly, Philipsburg, 230.

Scattering, 943.

The scattering vote includes 445 ballots cast for H. S. Wood, which were rejected by the committee, owing to his having taken up membership in Ohio. Yours truly,

T. HOUARD WRIGHT.
Secretary-Treasurer.

SPRINGFIELD, April 18, 1887.

To N. M. BECKWITH, ESQ.

Dear Sir, — Following you will find result of the ballot for members of the Board of Officers from Massachusetts.

SANFORD LAWTON,
Sec. Treas.

DISTRICT 1.

For Chief Consul.

*H. W. Hayes, of Cambridge, 108.

For Representatives.

*Dr. W. H. Emery, of Roxbury, 105.
*Dr. W. G. Kendall, of Boston, 104.
*E. G. Whitney, of Boston, 103.
*A. E. Pattison, of Boston, 103.
*C. R. Dodge, Boston, 101.
*C. S. Howard, of Boston. 99.
*W. I. Harris, of Boston, 96.
*J. S. Dean, of Boston, 92.

J. B. Seward, Jr., of Chelsea, 15; A. W. Robinson, Charlestown, 3; A. D. Peck, of Boston, 3; W. M. Farrington, Boston, 2; E. C. Hodges, of Boston, 1; C. E. Pratt, of Boston, 1; R. S. Chase, of Boston, 1; W. L. Ross, of Boston, 1.

DISTRICT 2.

For Chief Consul.

*H. W. Hayes, of Cambridge, 61.

For Representatives.

*John Amee, of Cambridge, 60.
*W. R. Maxwell, of Somerville, 60.
*J. H. Grimes, of West Somerville, 59.
*W. S. Slocum, of Newton, 59.
W. E. Wentworth, of Newtonville, 1.

DISTRICT 3.

For Chief Consul.

*H. W. Hayes, of Cambridge, 29.

For Representative.

*J. Fred. Adams, of Haverhill, 26.

Only one representative nominated and elected. The district is entitled to two.

DISTRICT 4.

For Chief Consul.

*H. W. Hayes, of Cambridge, 22.
Sanford Lawton, of Springfield, 1.

For Representatives.

*F. P. Kendall, of Worcester, 16.
*J. C. Spiers, of Worcester, 11.
A. W. Vant, of Milford, 6; E. K. Hill, of Worcester, 1; M. J. Greenwood, of South Gardner, 1; L. C. Travers, of South Gardner, 1; Lincoln Holland, of Worcester, 1; E. F. Tolman, of Worcester, 1.

DISTRICT 5.

For Chief Consul.

*H. W. Hayes, of Cambridge, 31.

For Representative.

*F. E. Bell, of North Attleboro', 31.

DISTRICT 6.

For Chief Consul.

*H. W. Hayes, of Cambridge, 46.
C. E. Pratt, Boston, 1; H. E. Ducker, Springfield. 1.

For Representatives.

*Sanford Lawton, Springfield, 48.
*W. O. Green, Holyoke, 42.
A. G. Hill, Florence, 2; E. C. Clark, Holyoke, 1; L. L. Campbell, Northampton, 1; E. E. Davis, Northampton, 1.

DISTRICT 7.

For Chief Consul.

*H. W. Hayes, Cambridge, 10.
H. E. Ducker, Springfield, 1.

For Representative.

*H. S. Wollison, Pittsfield, 7.
F. E. Hawks, Greenfield, 2; H. O. Edgerton, Greenfield, 1; C. L. Barker, Pittsfield, 2; E. F. Hill, Pittsfield, 1.

NEW YORK APPOINTMENT.

TO THE BOARD OF OFFICERS AND MEMBERS L. A. W.:

I have this day appointed Mr. W. W. Share, 336 Navy St., Brooklyn, N. Y., representative second district New York State Division.

G. R. BIDWELL.

TRANSPORTATION TO THE ST. LOUIS MEET.

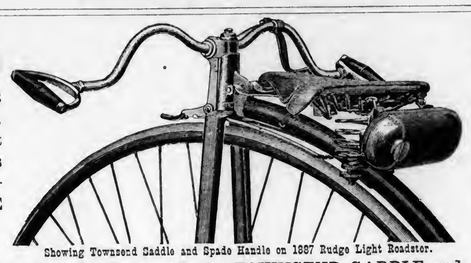
THE Interstate Commerce Commission, at this writing, has but just got to work, and hence no reduced figures to the St. Louis Meet can be now given. One fare and a third is the recommended round-trip rate which will be adopted. Advice on this subject will be published through the committee and the cycle press in due season.

It is intended to make the journey to St. Louis of itself a feature of the Meet. For this purpose, certain lines of through travel are designated, that run through coaches and baggage cars, and special understanding is had for accommodations on trains

Townsend * Saddle.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, $6.00.



Showing Townsend Saddle and Spade Handle on 1887 Rudge Light Roadster.

SPADE ♠ HANDLES.

More comfortable. Great power in hill climbing. Perfectly adjustable and detachable.

You are behind the times if you don't have them.

PRICE, $5.00.

To be happy, you must have your bicycle fitted with the TOWNSEND SADDLE and ADJUSTABLE SPADE HANDLES. To be obtained or fitted by any of our agents. ☞ See *inside of front cover*.

STODDARD, LOVERING & CO., 152 Congress Street, Boston, Mass.

mentioned. By consulting the schedules below, wheelmen at through or intermediate points will be enabled to fall in with others journeying to the Meet.

The main line is from New York and Boston *via* the West Shore Line, and through the Middle of Ohio and Indiana, over the Lake Shore and Bee Line. Over this route the special car from New York and Boston will leave Wednesday afternoon. A train leaving New York and Boston one day earlier, admits of a stop-over at Niagara Falls half a day, and runs through Canada by daylight, crossing at Detroit in evening. Arriving in Chicago Thursday morning, one day is given in that city to take in interesting points under escort.

A consultation of latest time cards and maps of railways given in schedules below, will show wheelmen the possibility of making connection with through trains. Wheelmen from the Atlantic seaboard should correspond with George R. Bidwell, 313 West 58th Street, New York, regarding rates and accommodations. Those intending to join the Shenandoah valley party can so arrange with N. L. Collamer, Tour-master, L. A. W., St. Cloud building, Washington, D. C. Interior Pennsylvania and Western New York members can reach the New York main line, the Pittsburgh train, or the Baltimore & Ohio, as suits convenience. In this matter advise with W. S. Bull, 360 Main Street, Buffalo, N. Y. From Ohio points, J. R. Dunn, Massillon. From Michigan, J. H. Johnson, 107 Spruce street, Detroit. Indiana, A. B. Irvin, Rushville. Northern Illinois, B. B. Ayers, 212 Clark Street, Chicago. Central Illinois, H. G. Rouse, Peoria. Wisconsin, A. A. Hathaway, Milwaukee. Minnesota, S. F. Heath, Minneapolis. Iowa, W. M. Ferguson, Jefferson. Tennessee, Ed. N. Fisher, Nashville, and W. L. Surprise, Memphis. Kentucky. Horace Beddo, Louisville. New Orleans and Southern States, A. M. Hill, New Orleans, La. General information will be furnished by the Chairman of the Transportation Committee. For the Mississippi River Excursion, advise with Robert L. Thompson, Muscatine, Ia. On the Missouri Pacific Line, from Omaha through Kansas City to St. Louis, confer with the Omaha and Kansas City Clubs.

MAIN ROUTES TO THE MEET.

From New York and New England. Leave New York 5.50 Wednesday evening *via* West Shore Railroad, and from Boston 3 o'clock Wednesday afternoon, *via* Fitchburg Railroad. Arriving at Buffalo Thursday morning, Cleveland at noon, passing through Ohio by daylight, joining other parties from North, East, and South at Indianapolis at 10.25 P. M. Arrive St. Louis 7.25 Friday morning — First day of Meet.

From New York and New England *via* Niagara Falls and Chicago. This route allows half a day at the Falls and one day in Chicago, by leaving the East one day earlier. Leave New York 5.50 Tuesday evening, and Boston 3 Tuesday afternoon, over West Shore Line, the two trains come together at Rotterdam Junction, near Albany. Arrive Niagara Falls early next morning. Disembark at Suspension Bridge and wheel up river to the Falls, two miles.

Michigan Central train leaves from Falls View Station at noon. Dining car. Passes through Canada during afternoon, arriving Detroit in evening. Here joined by Detroit party, reaching Chicago Thursday morning. Take in Chicago boulevards and points of interest, under escort, starting from the Leland Hotel on the lake front at 10 A. M. Leave for St. Louis with Chicago and other parties at 9 P. M. arriving St. Louis 7.45 Friday morning.

From Baltimore, Washington, and the Shenandoah. Under auspices of the annual League tour down the Shenandoah Valley. On completion of the tour (Philadelphia *via* Gettysburg to Staunton, Va.) the touring party, and others who may wish to take in only the rail part, will embark on Baltimore & Ohio train, leaving Baltimore 9 o'clock Wednesday evening, and Washington at 10.10 o'clock, reaching Harper's Ferry same evening, at which point tourists will embark. Pass through Cincinnatti, 7 o'clock Thursday evening, connecting at North Vernon, Ind. at 9.35 with Louisville and Kentucky party. Arrive St. Louis, 7 o'clock Friday morning, *via* Ohio & Mississippi Railway.

From Pittsburgh, Pa., and Ohio points. Pacific Central & St. Louis train from Pittsburgh, 8.55 Thursday morning, passing through Columbus, 3.30 afternoon; Richmond at 8 o'clock in evening, where will be joined by Springfield, Xenia, and Dayton parties, arriving at Indianapolis, 10.20, evening. Arrive St. Louis, 7 o'clock, Friday morning, over Vandalia Line. Leave Springfield, 2.25 Thursday afternoon, passing Xenia, 3.10, and Dayton at 6.05 P. M. connecting with Pittsburg and Columbus party at Richmond. The above uses Pennsylvania lines. See Pennsylvania Company time tables. From Cincinnati take the Ohio & Mississippi 7 P. M. train, in connection with the Shenandoah Valley tour party, coming in from East over Baltimore & Ohio Railroad.

From Philadelphia join the New York train of Wednesday evening, or take Baltimore & Ohio 4.45 through train of Wednesday, on which Shenandoah Valley tourists will embark at Harper's Ferry. Through car from Philadelphia to St. Louis.

From Springfield, Mass., connect with afternoon train from Boston, over Boston & Albany for either the direct route to St. Louis, or *via* Chicago.

From New Orleans and the South. Leave New Orleans, 6 P. M., Wednesday, *via* Illinois Central Railroad. Pass Jackson, Miss., midnight. Leave Memphis, Tenn., 9 o'clock Thursday morning, connecting with above train. Arrive St. Louis, 10 Thursday evening.

From Nashville, Tenn., *via* Louisville & Nashville Railroad, 7.20 Thursday evening. Pass Evansville, Ind., 1.20 A. M. and Belleville, Ill., at 6.40 A. M. arriving St. Louis, 7.40 Friday morning.

From Louisville, Ky. *via* Ohio & Missouri Railway, 7.40 Thursday evening, connecting at North Vernon, Ind., 9.35; with Shenandoah Valley tourists and Cincinnati party. Arrive St. Louis, 7.25 Friday morning.

From Minnesota and Iowa. Leave Minneapolis, Minn., 7.30 and St. Paul, 8.15 Thursday morning, *via* Minnesota & Northwestern Railroad, passing Randolph (Faribault connection), 9.26 A. M. Dodge Centre (Winona, Rochester and Mankato connection) 10.51 A. M. Austin (La Crosse, Wis., connection), 11.50 A. M. Marshalltown, Ia., Cincinnatti, Iowa, Railroad, 4.40 P. M. Oskaloosa, Ia., 7.10; Givin (Des Moines connection), 7.25 P. M. Ottumwa, 8.10 P. M. (West St. Louis & Pacific Railway), arriving St. Louis, 7 Friday morning. By reference to Map of the Minnesota & Northwestern and Central Iowa system, forming through line from the North to St. Louis, it will be seen that connection can be made with this train from all middle Iowa and Minnesota points.

From Wisconsin. Leave Neenah 11 P. M., and Oshkosh 11.25 Wednesday evening, *via* Wisconsin Central Railway. Arrive Chicago, 7 o'clock Thursday morning. Leave Milwaukee, 7 o'clock Wednesday evening, Goodrich steamer; arrive Chicago early Thursday morning. Join Eastern party in tour of the Boulevards, starting at 10 A. M. from Leland Hotel. Leave for St. Louis on evening Chicago & Alton train.

From Chicago on 9 o'clock evening Chicago & Alton train. Assemble at Leland Hotel before start.

From Omaha and Kansas City. Leave Omaha 11 o'clock Thursday morning *via* Missouri Pacific Railway passing Kansas City at 8.25 P. M. Arrive St. Louis, 6.40 Friday morning.

Down the Mississippi River. Water in the Mississippi being high in May, regular time is made. Steamer will leave from Rock Island, Muscatine and Burlington, arriving St. Louis Friday morning. At this writing, steamers not yet in commission, but will be running in May.

TRANSPORTATION COMMITTEE, L. A. W.

April 20, 1887.

IOWA CONSULS.

TO IOWA DIVISION L. A. W.:—

YOU are hereby notified that the Chief Consul has appointed the following local consuls to serve until March 1, 1888, and until their successors are appointed.

IOWA.

Burlington	G. H. Washburn
Cedar Falls	H. B. Cropper
Centreville	J. A. Campbell
Charitou	F. B. Voiland
Cherokee	R. Nicholson
Clinton	J. R. Koetter, Box 713
Council Bluffs	C. H. Judson
Creston	Myron D. Smith
Des Moines	W. Seymour, care T. S. Wright
Fairfield	Fred. A. Spielman
Nevada	H. N. Silliman
Grinnell	D. L. Taylor
Humboldt	O. A. Ward
Indianola	Frank Schooley
Iowa Falls	Louis E. Jones
Le Mars	Frank A. Post
Leon	O. E. Hull
Marion	Will E. Elliott
Mt. Ayer	F. B. Clark
Muscatine	R. L. Thompson
Oskaloosa	W. H. Bowen
Ottumwa	Jno. A. Pallister
Winterset	Chas. D. Howell

Local consuls above mentioned will please recommend League Hotels at such places as there are none.

Iowa members are advised that the Spring Meet will be held at Fairfield, Iowa, May 17 or 18, and further information will be mailed direct to all division members.

J. F. RALL, *Sec'y-Treas.*

Iowa Falls, Iowa, April 20, 1887.

KANSAS MEMBERS, ATTENTION.!

WE should be pleased to hear from League members in Kansas and Western Missouri who wish to attend the League Meet in St. Louis, May 20 and 21. We are endeavoring to secure a special car to leave Kansas City the evening of 19th May. If we can make up a party large enough to fill the car, the cost

DON'T DO IT!

The man who proposes to GIVE something for nothing is the same man who is trying to GET something for nothing.

WATCH HIM

Don't believe him when he tells you that a cheap Bicycle with cart-wheel bearings is "just as good" as a high-grade machine with Bown's Adjustable Ball-bearings. Nothing is had for nothing. Buy the best, and it will behave well, ride well, look well, and SELL WELL, after you have ridden it for years. Victor Bicycles are all forged steel.
If you find one ounce of cast metal in a Victor Bicycle, bring it to us, and we will pay $100 for it. All interchangeable. Catalog free.

OVERMAN WHEEL CO.,

182-188 COLUMBUS AVE. - - - - - BOSTON, MASS.

Victor Bicycles, Tricycles and Safeties.

of the trip will be very materially reduced, and the pleasure to be had from the trip will be greatly increased. If you intend going, let us hear from you at your earliest convenience.

Fraternally yours,
HARRY G. STUART.
FRANK S. RAY.
No. 620 E. 8th Street, Kansas City.

ADDITIONAL REPRESENTATIVES.

ON an even date with this issue, those members who were published in BULLETIN of April 15th, List 82, become members of the League. This carries the membership to a point which gives additional representatives to States, as follows:

Connecticut, 1; Maryland, 1; Massachusetts, 1; New York, 3; Ohio, 1; Pennsylvania, 2; Wisconsin, 1.

ABBOT BASSETT,
Secretary-Editor.

NOTES AND QUERIES.

[Readers are requested to contribute answers to questions propounded.]

(28) WILL the firm which gets the contract for making L. A. W. uniforms send samples of the cloth to every member without special request from individuals? 13116. *Ans.* We think not.

(29) WILL some rider of the small wheel bicycles tell me if he experiences any great trouble from dogs? H. W.

(30) WHAT is the best route from Springfield, Mass., to New York State? Shall we bear to the north or keep on due west? F. F. W.

(31) IN the last issue of the BULLETIN, I saw an article in regard to the Ohio laws, and the trouble of a Canton rider; and would like to know if sect. 3490 of the revised statutes of Ohio, as amended during 1886, does not refer to wheelmen as well as vehicles drawn by horses? 10474.

(32) I WISH to inquire from some rider, *who has tried it*, what is the best present route for a tricycle, from Central Park or Riverside drive, New York, to Kings Bridge? 928.

(33) IN answer to (22) I will say, a great many complain about their spokes loosening. Some say that they put in wire, matches, and various other hard substances, but this is very injurious to the thread in the hub; but if they would take a small piece of raw hide and shave it thin, I think they will find it quite superior to wires, etc.; be quite careful not to tighten the spoke too much, for you can never make it as strong as at first. 10858.

(34) TO prevent spokes from working loose, I would suggest two methods: 1st. Heat the end of the spoke and socket in which it screws quite hot with a spirit lamp; place a small quantity of shellac on end of spoke; heat again to soften the shellac, and while very soft, screw quickly to place. 2d. Dip the end of spoke in a rather thick sandarac varnish and screw quickly to place and allow time to dry. 13282.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:—

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicant will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their ticket to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication you may look for your ticket.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 84 — Total 107.

BOSTON, April 25, 1887.

CALIFORNIA DIVISION — 2.

Unattached.
14378 Maher, David, Watsonville.
14314 Plummer, Sanford, 415 Oak St., San Francisco.

CONNECTICUT DIVISION — 1.

Unattached.
14402 Green, Jas. W., 57 Imlay St., Hartford.

ILLINOIS DIVISION — 4.

Unattached.
14357 Crawford, Geo. T., Kankakee.
14412 Sheridan, Thos. F., 1411 No. 4th St., Springfield.
14315 Smith, A. A., 371 Wabash Ave., Chicago.
14316 Springer, Lewis B., 147 LaSalle St., room 5, Chicago.

INDIANA DIVISION — 4.

Fort Wayne Bi. Club.
14317 Shoaff, Robt. J., Fort Wayne.
Terre Haute Bi. Club.
14413 Cooper, B. C., 431 No. 1st St., Terre Haute.
Unattached.
14318 Heaton, Robt. S., Knightstown.
14379 Spencer, S. C., Crawfordsville.

KANSAS DIVISION — 1.

Wichita Wheelmen.
14346 Miller, L. Charles, Box 173, Wichita.

KENTUCKY DIVISION — 1.

Newport Bi. Club.
14319 Lowe, Kinney, Newport.

MARYLAND DIVISION — 2.

Unattached.
14408 Burgess, Wm. C., 527 Carrollton Ave., Baltimore.
14320 Lycett, Thos. E., 311 N. Charles St., "

MASSACHUSETTS DIVISION — 16.

Hyde Park Ramblers.
14380 Hall, H. H., Hyde Park.
14381 Morse, F. A., Monroe St., Jamaica Plain.
14382 Sawyer, Ed. W., Hyde Park.
Rovers' Cycle Club.
14409 Ferguson, E. Rhodes, 24 Monument Ave., Charlestown.
Somerville Cycle Club.
14383 Crani, F. T., 105 Washington St., Somerville.
14384 Janes, S. W., 142 " "
14385 Lombard, A. C., 47 Mt. Vernon St., "
14386 Morrill, C. L., 8 Arlington St., "
14387 Roffe, H. C., 83 Cross St., "
Wayside Wheelmen.
14388 Baylies, Theo. B., 70 Bedford St., New Bedford.
14389 Jenney, W. T., 174 Grinnell St., " "
14390 Pease, James E., 658 County St., " "
14391 Tripp, Kempton, 64 Hillman St., " "
14392 Wing, Frank L., 236 Acushnet Ave., " "
Unattached.
14321 Garrood, J. C., 59 Washington St., Lynn.
14393 Morrell, Geo. W., 55 No. Beacon St., Allston.

MICHIGAN DIVISION — 1.

Unattached.
14410 Fuller Arthur L., 46 Spruce St., Detroit.

NEBRASKA DIVISION — 4.

Omaha Wheel Club.
14322 Baker, G. W., Omaha.
14323 Howard, G. W., "
Plum Creek Wheel Club.
14414 Branson, W. B., Plum Creek.
14415 Jeffries, P. J., " "

NEW JERSEY DIVISION — 6.

Metuchen Wheelmen.
14403 Moss, Eugene C., Metuchen.
Orange Wanderers.
14416 Gilmour, J. M., box 55, Watsessing.
Unattached.
14347 DeCamp, E. L., 10 Monticello Ave., Jersey City.
14417 Dilworth, Frank T., 7 Elysian Pl., Hoboken.
14324 Hawley, Reed, Brick Church.
14348 Meiseles, T. F., Jr., 215 Whiton St., Jersey City.

NEW YORK DIVISION — 33.

Ariel Wheel Club.
14325 Ambler, A. S., 9 Market St., Poughkeepsie.
14326 Sague, J. K., 41 So. Clinton St., "
14327 Schwartz, Edw. T., 213 Main St., "
Brooklyn Bi. Club.
14349 Ackerson, Chas. F., 202 Dean St., Brooklyn.
14350 Dutcher, C. M., 117 Gates Ave., "
14351 Hoyt, A. U., 67 Quincey St., "
Buffalo Bi. Club.
14404 Ash, John R., 416 Prospect Ave., Buffalo.
14405 Spire, Benj. F., 633 " " "
Campbell Bi. Club.
14418 Price, Jno. T., Campbell.
Hornell Bi. Club.
14394 Jones, Claude M., Hornellsville.
Ilderan Bi. Club.
14358 Lang, F. W., 306 Warren St., Brooklyn.
Troy Bi. Club.
14359 Cadby, G. E., 96 Grand Division, Troy.
14360 Crandall, F. L., corner Grand Division and 5th Sts., Troy.
14361 Downs, George, "
14362 Herman, B. F., "
14363 Homer, E. S., 83 2d Ave., Lansingburgh.
14364 Little, W. D., Hall Building, Troy.
14365 Manny, A. G., 36 3d St., "
14366 Rogers, W. F., Troy and Boston Freight Office, "
14367 Whited, A., 360 8th St., "
Unattached.
14368 Andrews, Chas. X., 101 E. 85th St., New York
14398 Arnold, H. G., 41 Rowley St., Rochester.
14352 Benedict, Jas. H., Tonawanda.
14396 Coats, A. S., 134 Tremont St., Rochester.
14369 Crane, Francis E., Schenectady.
14395 Falconer, Allen, Jamestown.
14370 Fitzgerald, John L., Schenectady.
14406 Hearn, Geo. James, 121 So. Division, Buffalo.
14397 Heath, Fred B., 691 E. Main St., Rochester.
14399 Lawton, Arthur W., 98 Pearl St., "
14400 Mason, Walter C., 170 So. Division, Buffalo.
14371 Rosa, Edward, Schenectady.
14419 Willis, Eugene V., E. Hinsdale.

OHIO DIVISION — 8.

Chilicothe Bi. Club.
14372 Kehoe, E. B., Chilicothe.
Cincinnati Bi. Club.
14354 Strobel, W. R., 415 Elm St., Cincinnati.
Unattached.
14411 Cowing, F. S., Wyoming.
14328 DeVille, L. R., Canton.
14373 Hayes, R. P., Fremont.
14353 Kempton Wm. D., 550 Freeman Ave., Cincinnati.
14339 Lowry, Chas. D., care Inst. for the Blind, Columbus.
14329 Piper, Frank R., Canton.

PENNSYLVANIA DIVISION — 7.

Philadelphia Bi. Club.
14377 Lewis, Mrs. Harold R., 1715 Oxford St., Philadelphia.
Pottsville Bi. Club.
14374 Damon, Jacob, Ashland.
Williamsport Wheel Club.
14375 Flemming, C. N., Williamsport
14376 Graff, Geo. E., "
Unattached.

IT BEATS THE WORLD!

AND THE WORLD IS HARD TO BEAT.

1405 MILES IN 142 HOURS!!

Ridden by ALBERT SCHOCK, at Minneapolis, in competition with most of the great American professionals.

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Victor Wheels are built to ride. Bicycles, Tricycles, Safeties. Catalog free.

OVERMAN WHEEL CO. - - - 182 Columbus Avenue, Boston.

Unattached.

14320 Burns, J. S., Berwyn.
14407 Cunningham, Frank, Somerset.
14331 Leymeister, C. L., 42 Orchard St., Wilkesbarre.

RHODE ISLAND DIVISION — 1.

Kent County Wheelmen.

14355 Earnshaw, Elmer E., E. Greenwich.

TEXAS DIVISION — 13.

Dallas Wheel Club.

14332 Bassett, Ed., Dallas.
14333 Bixby, F. P., "
14334 Blakney, H. J. "
14335 Blakney, Joseph, "
14336 Dalton, Leon, "
14337 Eakin, Lee, "
14338 Farnham, M. J. "
14339 Hunter, Max, "
14340 James, W. R., "
14341 Keene, M. W., "
14342 Noble, L., "
14343 Smith, Sidney, "
14344 Van Gooder, Ed, "

UTAH — 1.

Unattached.

14401 Maguire, P. A., Ogden City.

VERMONT DIVISION — 1.

Unattached.

14345 LaFountain, Eugene A., Winooski.

WISCONSIN DIVISION — 1.

Unattached.

14356 Adams, E. C., Fond du Lac.

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Advertisements will be inserted in this column as follows: $1.00 for four lines, first insertion; 50 cts. for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

OUR SPECIAL BARGAINS IN NEW AND second-hand machines are having an unprecedented sale, and we are going to keep it up. We are constantly receiving fresh stock in all the desirable patterns of bicycles, tricycles, and Safeties. Write to us what you want, *it will pay you.* List free. L. H. JOHNSON, Orange, N. J.

FOR SALE.—A 48-inch full nickelled Columbia Expert bicycle, ball-bearing wheels and pedals, Kirkpatrick saddle, double step; the machine is just as good as new, never been run ten miles, and there is not a scratch on it. I will accept best offer over $100 for it, between now and May 20. For further particulars and reason for selling, address M. R. WILLIAMS, Ypsilanti, Mich.

FOR SALE.—Columbia Expert, 48 inch, almost new; sell cheap. Address, LOCK BOX D, Jersey City, N. J.

FOR SALE.—52-inch Victor, balls all round, in excellent condition, with or without cyclometer. Address, D. W. N., 30 Summer St., Boston.

FOR SALE.—55-inch Apollo, balls all round, spade handles; ridden only one month; good as new. Reason for selling, I wish to ride the Apollo Safety. Address or call on F. W. PERRY, 445 Shawmut Ave., Boston.

A BARGAIN.—New 58-inch Apollo, light roadster, all latest improvements, spade handles, ball bearings all around, including head, rat-trap pedals; cost $165; will sell cheap. Address, L. S. WILDE, Lockport, N. Y.

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FOR SALE.—A Standard Columbia, 50-inch; ball-bearings, on front wheel; B finish; all good but nickel, improved tool bag. Will be sent to any address C. O. D. for $80.00. Address, Rectory, 1334 New York Ave., Washington, D. C.

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TANDEM TRICYCLE.—Humber Tandem, in excellent order, cheap for cash, or would take good bicycle in part payment. C. HERBERT DIAMOND, P. O. Box 2434, New York.

WANTED.—New or second-hand tricycle, sociable or tandem. Don't mind the condition only so it is cheap. State make, condition, age and lowest cash price. F. O. B. The Cycleries, 1406 New York Ave., Washington, D. C.

FOR SALE. A 52-inch Rudge Light Roadster. Ball pedals, in perfect condition. Price $90.00. Apply to Rudge Agency, 152 Congress St., Boston.

FOR SALE. Two Rudge Humber Tandems, suitable for 52 and 54-inch respectively. Ball pedals, latest pattern, in good order. For particulars, apply at the Rudge Agency, 152 Congress St., City.

SPECIAL BARGAINS in New and Second-Hand Machines, prior to removal April 1st to more central location in Orange. Bicycles, Tricycles, Tandems, and Safeties. Send for list. Write to us what you want, *it will pay you.* L. H. JOHNSON, East Orange, N. J.

BARGAINS.—Experts, Rudges, Victors, Standards, all sizes. Kangaroos and Rudge Safeties; Single and Tandem Tricycles, *cheap.* Send for list stating wants. NEW YORK BICYCLE CO., 38 Park Place, New York.

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FOR SALE.—56-inch Columbia Expert, full enamel finish in A1 condition. Ball pedals, dropped bars; McDonnell cyclometer and bell. Must sell. For further particulars, address H. L. R., 1211 Arch Street, Philadelphia.

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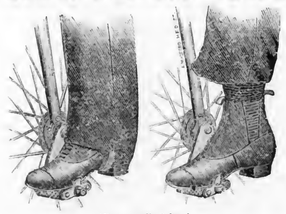
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BEST IN THE MARKET,
40c. per Bottle.

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Discount to Dealers.

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Tucker's Elastic Strap



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For Cyclists, Military Men and Equestrians.

Endorsed by the leading Wheelmen and Military men.

It holds the pants close to the **Ankle** and **free** from the **Wheel**, with nothing **visible** from the outside of the pants.

It is Neat, Stylish, and Easily Applied or Detached.

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Liberal Discount to the Trade.

Price, 25c. per pair (mailed).

Full directions with every pair.

$5.00 IS all it requires to secure a SYMRNA RUG, 2½ ft. x 5 ft., with the L. A. W. BADGE woven in it nineteen inches in diameter. The *handsomest, cheapest, and most novel and useful ornament* to house, office or parlor ever seen.

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A NEW PATTERN OF TRIGWELL'S BALL-HEAD, much better than last year;
HOLLOW RIMS, DETACHABLE CRANKS, BOWN'S BALL BEARINGS,
DETACHABLE HANDLE BARS, LACED SPOKES, ETC.

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Vice-Pres. T. J. Kirkpatrick says of the Tandem:

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The same is said, in fact, of all the Cunard Cycles. Send for Catalogue and Testimonials, now in the Press.

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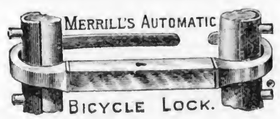
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Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges**, $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.

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SECOND-HAND BI TRI CYCLES.
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PRICES LOW.

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Second-Hand Machines
TAKEN IN EXCHANGE
For New Rapid, Quadrant, Sparkbrook, Victors, Star, New Mail, Facile, Rover, Humbers, or any other machines made.
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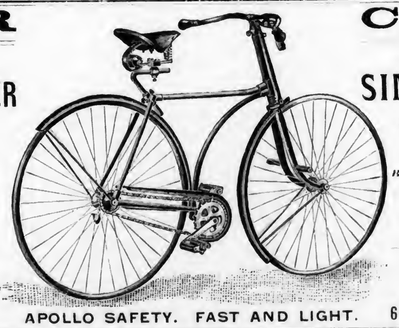
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NO DEAD CENTRES. FULL POWER UTILIZED. CLIMBS ANY HILL.
The best machine for ladies, as there are no revolving pedals to catch the skirts. The only Tricycle that can be ridden equally well by lady or gentleman, grown person or child.

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The APOLLO LIGHT ROADSTER
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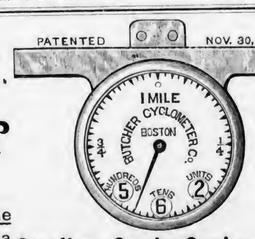
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Balls to Both Wheels, Detachable Bar, Spade Handles. Weight of 50-inch, 40 pounds.
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" "	Shirt	2.25
" "	Hose	1.10
" "	Silk Belts, in color to match the League Uniform	1.00



All orders must be accompanied by money order for the amount, also name and League number.
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The beautiful finish and fine appearance of these Tables render them so attractive that L. A. W. members must prize them, as both ornamental and useful.
(Sgd) AUG. H. HANSELL, Judge Superior Court.
The Georgia Mahogany works beautifully in all finishing work, and we should think that this Table would be very attractive for the L. A. W. members for whom it is designed.
(Sgd) A. P. WRIGHT & CO., Bankers.
Mr. W. F. Moss: It affords me pleasure to commend the beauty and strength of the L. A. W. Card Receiver manufactured by you. The bright and pleasing color will make it attractive to Wheelmen or any one else. Yours,
(Sgd) S. G. McLENDON, Rep. Thomas Co.
There seems to linger in the delicate and peculiar shade of Georgia Mahogany lumber, something of the rich sunlight that has fed it and nourished its sturdy growth. It would strike the eye of an artist anywhere, and it exquisite finish would rival the famed hard woods of the world Mr. Moss deserves and should receive encouragement, he is taking the crude elements of our wealth and turning them into money.—*Thomasville Enterprise.*
Photograph sent on application. Every L. A. W. member should have one in his house or room, and every League Club should have three to ten in Club rooms. Special discount given where three or more are ordered.
PRICE $2.50. When five or more are shipped to one address, the freight will be just one-fifth of what it would be on shipment of one. Address
W. F. MOSS,
THOMASVILLE, GEORGIA.

$3.00. **$3.00.**
TOULMIN'S BUFFALO BICYCLE SHOE



Is made of the Finest Kangaroo or Dongola, in any size or width and warranted superior to any Bicycle Shoe made.
Price, per pair, **$3.00.**
These shoes being laced to the toe, afford comfort to the wearer, in whatever position the foot is placed; and, also, are the most durable shoe made.
LIBERAL DISCOUNTS TO CLUBS
Ordering six or more pairs. Sent by express on receipt of $3.00, or by mail for $3.30. Send for circular containing prices of other shoes, and directions for self-measurement. Address,
W. B. TOULMIN,
152 to 160 Seneca St. - - BUFFALO, N. Y.

BROWNING, KING & CO.
406, 408, 410, and 412 Broome St., New York.



THE ONLY OFFICIAL CONTRACTORS FOR THE
LEAGUE * UNIFORM.
LIST OF PRICES.
Plaited Blouse, $9.50; Knee Breeches, $6.00; Suit, $15.50. Regulation League Cloth, made by the Middlesex Mills, cost $2.00 per yard. League Buttons, large size, 5 cents each; small size, 2 1-2 cents each. Full set for suit, 55 cents.
TERMS.
All uniforms or parts of uniforms sent C. O. D., with privilege of examination. All orders for cloth or buttons must be accompanied by Money Order. Blank forms for self-measurement furnished on Application. Orders for L. A. W. Goods will be received at any of our branch stores, as follows:
136 and 138 Madison St., 144 to 148 Clark Street, 76 and 78 West Fourth St., **CHICAGO, ILL.**
210 and 212 N. Broadway, St. Louis, Mo.
Wisconsin and E. Water St., Milwaukee, Wis.
910 and 912 Chestnut St., Phila., Pa.
Cincinnati, Ohio.
All orders must be accompanied by League number.

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BUREAU OF INFORMATION. — A. B. Barkman, Chairman and Bookmaster, No. 608 Fourth Avenue, Brooklyn, N. Y.

OFFICIAL HANDICAPPER.

N. P. Tyler, M. D., New Rochelle, N. Y.

LEAGUE MEET FOR 1887.

St. Louis, May 20 and 21.

FRIDAY, MAY 20. — Board of Officers and general meeting. Boat excursion at 4 P. M.

SATURDAY, MAY 21. — Parade and Banquet.

CHAIRMEN OF COMMITTEES: — Finance — J. E. Smith, care Simmons Hardware Co.; Reception — Edward Sells, 105 N. 2d St.; Transportation — B. B. Ayers, 212 Clark St., Chicago, Ill.; Entertainment — George Boswell, 416 N. 2d St.; Programme — A. K. Stewart, 212 Pine St.; Tours and runs — L. J. Berger, 1901 Oregon Ave.; Parade — C. H. Stone, 310 N. 11th St.; Banquet — Dr. H. H. Keith, 2248 Washington Avenue; Press care — *Post-Dispatch*.

TOURING DEPARTMENT.

B. B. Ayers, Tourmaster, Chicago; A. B. Barkman, Bookmaster, 608 Fourth Ave., Brooklyn, N. Y.; Geo. R. Bidwell, Chief Marshal, New York; Dr. W. G. Kendall, Marshall Eastern Division, Boston, Mass.; W. S. Bull, Marshal Middle Division, Buffalo, N. Y.; W. G. E. Peirce, Marshal Western Division, Chicago; N. L. Collamer, Marshal Southern Division, Washington, D. C.; Joseph Pennell, Marshal Foreign Division, London, England; H. D. Corey, General Agent, Boston, Mass.; Fred. Jenkins, Chief Quartermaster, New York; Edwin Oliver, Secretary, Chicago, Ill.

The following works are officially recommended by the L. A. W. Bureau of Information.

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, advertisements. Price, 15 cents. Address Pope Manufacturing Company, 79 Franklin Street, Boston, Mass.

L. A. W. ROAD AND HAND-BOOK OF CALIFORNIA (Official): — Officers, Consuls, hotels, and By-Laws of California Division. California bicycle clubs and officers. Issued in monthly parts. Part I now ready, bound in flexible cloth, 25 cents. Address J. W. Gibson, No. 612 Hyde Street, San Francisco, Cal.

L. A. W. ROAD-BOOK OF CONNECTICUT (Official): — In progress. Address Charles G. Huntington, Hartford, Conn.

L. A. W. ROAD-BOOK OF LONG ISLAND, with the best riding within fifty miles of New York City — very thorough. Three fine maps on one sheet folded in the book style of tabular form, same as *Pa.-N. J.-Md. Book*, bound in flexible cloth. Price, $1.00. Address A. B. Barkman, 608 Fourth Ave., Brooklyn, N. Y. For sale with Brooklyn and New York bicycle dealers.

L. A. W. HAND-BOOK OF MASSACHUSETTS (Official, 1884): — Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address H. W. Hayes, Cambridge, Mass.

L. A. W. ROAD-BOOK OF MICHIGAN (Official); with best roads of Ontario and through route from Chicago to Buffalo. Sectional and general maps; complete lists of Consuls, hotels, repair shops, and points of interest. Flexible leather cover. Free to Division members joining before April 1st. Price to L. A. W. members of other States, $1.00. For further information, address J. H. Johnson, 107 Spruce Street, Detriot, Mich. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

L. A. W. HAND AND ROAD BOOK OF NEW YORK (Official): — Two hundred pages, numerous maps, lists of Consuls, hotels, and repair shops, general information about the L. A. W. and N. Y. Division, etc., with complete indexes. Tabulated reports of 10,000 miles of roadway, extending east to Mt. Desert, Maine; west to Cleveland, Ohio; north to Quebec, P. Q., and south to the Natural Bridge, Virginia, and Washington, D. C. General description of local riding districts, and much other information of value to cyclers, bound in flexible leather. Free to members of the Division joining in the first quarter, charge 13 cents to those joining in the second quarter, charge 25 cents to those joining in the third quarter, charge 38 cents to those joining in the fourth quarter. Price to League members of other States $1.00 per copy. Ready for delivery in April, 1887. Address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

L. A. W. ROAD AND HAND-BOOK OF PA., N. J., AND MD. (Official): — Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, bound in flexible leather. A copy of the revised and enlarged 1886 edition was furnished *free* last year to every League member in Pennsylvania, New Jersey, and Maryland, who joined before April 1st. [This book is now out of print.]

L. A. W. HAND-BOOK OF OHIO (Official): — Complete official lists of officers, Consuls, hotels, etc. General description of riding districts, fine large folding road-map of the State. Price, $1.00. Address Geo. S. Atwater, Massillon, Ohio.

ROAD-MAP OF CENTRAL INDIANA (L. A. W. Official), covering an area of 90 miles north and south, and 153 miles east and west, and showing the roads of the famous Crawfordsville record-breaking district. Contains list of Consuls and hotels, and shows location of all towns, railroads, etc. To be distributed to members of the Indiana Division on the same basis as the New York Road-Book is given to New York members, see above. Price, to other League members, 75 cents. Scale of nine miles to one inch. Address Josh. Zimmerman, Secretary-Treasurer, 37 So. Alabama Street, Indianapolis, Ind.

ROAD-MAP OF NEW JERSEY (L. A. W. Official): — Three parts, Northern, Central, and Southern, folded in stiff covers. Price, 50 cents each, or $1.50 for the set. Address E. W. Johnson, 212 Broadway, New York City.

ROAD-MAP OF OHIO (L. A. W.). See *Ohio Hand-Book*.

ROAD MAP OF BOSTON AND VICINITY (Warren's).

MARTINET'S ROAD-MAP OF MARYLAND: — Splendid work. Price, $10.00. J. L. Smith, as below.

COLTON'S ROAD-MAP OF PENNSYLVANIA: — Three parts, Eastern, Central, Western. Price, $2.00 per section. J. L. Smith, Map Publisher, Sixth Street, above Chestnut, Philadelphia, Pa.

ROAD-MAP (WHEELING CHART) OF SPRINGFIELD AND VICINITY. Address Henry E. Ducker, Springfield Mass.

IN AND AROUND CAPE ANN, bound in cloth; finely illustrated. The wheelmen's hand-book of Gloucester, Mass., and vicinity. Price, 75 cents. Address John S. Webber, Jr., Gloucester, Mass.

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS. — Sketches of cities towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. Address George Chinn. Beverly, Mass., price 20 cents.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$1.75,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club** name **in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training, or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, roller, and ice skating."

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$1.75*** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed,.....

Club,..... *Residence,*.....

City and State, *Date,*

REFERENCES: .....

.....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

The Sensation of 1887!

ABSOLUTE PERFECTION!!

The Latest American High Grade Wheel,

THE NEW MAIL.

A Perfectly Made Light Roadster.

OUR SPECIALTY,

Perfection Strengthened Backbone and Forks.

BACKBONE. — Warwick's pattern, new this year. It is well known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

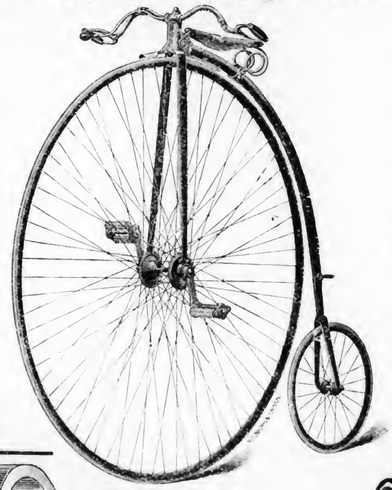
Also we preserve the oval shape, which is handsomer and stiffer than the round.

FORKS. — Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives a very strong, rigid fork.

A SUPERB LIGHT ROADSTER.

At least, Examine one before purchasing your mount, or get a Circular!



With Our Specialty, Trigwell's Ball Head.

Extract from a London letter to the L. A. W. Bulletin January 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it, — but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will be: rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that is a vast improvement over the Stanley head, with cone or hemispherical centres, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

AGENTS WANTED EVERYWHERE.

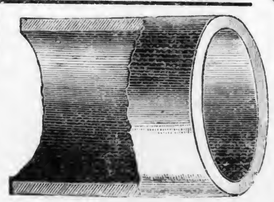
SEE THIS WHEEL BEFORE PURCHASING.

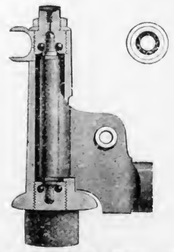
ASK YOUR DEALER FOR IT.



Warwick's New Hollow Rim,

With thickened bottom. Seamless and perfectly smooth outside.

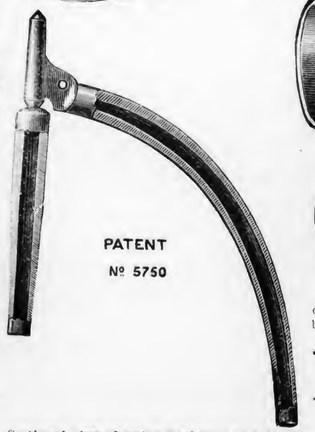




Trigwell's Ball Head. Greatest Modern Improvement.



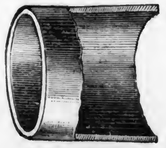
Sectional and end view showing strengthened neck end of Backbone.



PATENT

Nº 5750

Sectional view showing Backbone and Forks when made up. A Splendid Improvement.





Sectional and end view of back fork end of Backbone.

Handsome Photograph OF THE NEW MAIL Sent for *14 Cents in STAMPS.*

CEMENTED TIRE.

Good Agents Wanted in Every Town.

SEND STAMP for Fully Illustrated Circular of this Perfect WHEEL, with Full Representation of All Parts.

WM. READ & SONS, Manufacturers - - 107 Washington St., Boston, Mass.



We didn't have as long a line of wheels last year as we have this, but we received the

FIRST AWARD

AT THE

NEW ORLEANS EXPOSITION

just the same, and all the well-known makers were represented there, too.

There is no getting away from the fact that our machines, both in material and finish, take the lead, and it doesn't stretch the buyer's pocket-book all out of shape to get one.

'87 CATALOG NOW READY,

AND WILL BE MAILED ON APPLICATION.

GORMULLY & JEFFERY MFG. CO.

MANUFACTURERS OF THE

American * * Cycles,



222 to 228 North Franklin Street,

CHICAGO - - - - ILL.

THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED WEEKLY:

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, MAY 6, 1887. | VOL. IV. No. 18. WHOLE NUMBER, 97.

THE BEST IMPORTED PATENT COLD DRAWN

SEAMLESS * STEEL * TUBING

Is used for both Felloes in the

COLUMBIA LIGHT ROADSTER.

The tubing is imported in short lengths from W. C. Stiff, of Birmingham, England, Contractor to Her Majesty's War Department, and the original house of the only two in the world which execute this work. By special machinery at our factory the tubing is rolled into hollow crescent form.

This FELLOE is used by very few bicycle manufacturers, on account of its expensiveness, but its superior advantages in durability, insurance against buckling, and its great strength and rigidity, make us willing to guarantee it as the

BEST FELLOE IN THE WORLD.

POPE MFG. CO.

ALBERT A. POPE, President. EDWARD W. POPE, Treasurer.

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BRANCH HOUSES: 291 Wabash Ave., Chicago; 19 Warren St., New York.

The most Comprehensive Cycling Catalogue published.
Fifty-two Pages, Forty-eight Engravings. Sent Free by Mail upon Application.

LEDSAM ST., MONUMENT LANE, BIRMINGHAM, July 1, 1874.

W. C. STIFF,
Contractor to Her Majesty's War Department.

W. C. Stiff ventures very respectfully to draw the attention of Government Ministers for War, and Small Arms Companies generally, to the Credenda Steel Rifle Barrels* now so extensively used throughout the World.

Upwards of Five Hundred Thousand Remington, and One Million Martini-Henry Rifles have been made with the Credenda Steel Barrels.

More than One Million Eight Hundred Thousand (1,800,000) Credenda Steel Rifle Barrels, rough bored, solid taper shapes, and pierced moulds have already been supplied to the leading Small Arms factories of England, America, and elsewhere.

The large Armories of the United States of America, alone received from the above quantity upwards of One Million Two Hundred Thousand (1,200,000).

W. C. STIFF,
CREDENDA.

*The material used for the Credenda Steel Rifle Barrels is identical with that used for the Felloes on the Columbia Light Roadster.

AN OFFER!

We will Present the Winner of the

ONE HUNDRED MILE ROAD RACE

At Clarksville, Mo., May 24,

A PURSE OF

$250.00 IN GOLD!

PROVIDING HE RIDES A

RUDGE LIGHT ROADSTER.

And Breaks the World's Record for that Distance.

STODDARD, LOVERING & CO.

BOSTON, MASS.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

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CLUBS OF FIVE - - - - - - $4.00 "

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

THE Committee on Rights and Privileges has been criticised by the press because it saw fit to follow a precedent and withhold the election returns until they had been approved by the President. One paper goes so far as to call the vote of the committee a "stupid" one. Ever since State Divisions were established, the Committee on Rights and Privileges has been the counter of the votes for the Board of Officers, and it has followed the precedent established on the occasion of the first counting, when it was voted to give no particulars of the vote to any person whatever. The members held that they had no right to do so. It was their business to count the vote, and submit the result of their labors to the President for approval. The approval of the President was, they claimed, one of the factors necessary to completing the work of election, and no committee has a right to anticipate the President's approval. The committee of the present year held to the ideas of the first committee, and many State Division returning boards took the same view, but in one or two instances, all the facts were given out to the press by the committee. The BULLETIN would have published returns much earlier than it did, if it had thought it the right thing to do. We sought no advantage over our contemporaries, for we furnished them returns to be published on an even date with the BULLETIN. More than this, they should not have asked, and more than this no committee should have allowed them to do.

IT does not appear that we shall have much talk about the by-laws in St. Louis, for no amendment can be brought up that is not published in this issue. The by-laws call for a ten day's notice, and our next issue will not allow this to be given. Perhaps it is just as well that we do not carry the amending question too far.

MONEY sent by mail must be at the sender's risk. A bank check or money order is almost absolutely safe. A postal note is no safer than a bank bill. We have had several complaints lately from parties who have sent us money which never reached us. Much as we regret the loss of the money to those parties, we cannot undertake to make the loss good, for it is impossible for us to guarantee the safe delivery of money entrusted to the mails in an insecure form.

WE publish to-day, list No. 85 of applications. Those who apply for membership on this date will fully qualify on May 20, the day of the annual meeting. We shall then have 9,224 members. In 1885, we had 5,176 members on the date of the Meet, and in 1886, we had 8,463 members. The following States will be entitled to additional representatives over those elected, and these newly appointed men may act at the meeting of the Board of Officers in St. Louis: California, 1; Connecticut, 1; Illinois, 1; Iowa, 1; Maryland, 1; Massachusetts, 2; New Jersey, 1; New York, 4; Ohio, 1; Pennsylvania, 2; Wisconsin, 1.

WE are receiving a very large number of letters from members who have not received tickets. We have sent out all the tickets that we possibly can. Under the rules no tickets can be sent out until lists have been approved by the Committee on Membership, and up to date of writing no reports upon lists later than the one published March 4, have been received at this office. There are now eight lists due from that committee, and until we get them we can do nothing about sending out tickets. Repeated letters and telegrams to the chairman get no response whatever. We say this because the Secretary-Editor is being severely criticised for delay not his own.

IN preparing for the Clarkesville Road Race, great stress has been laid upon the attitude of the League towards the race. Long ago the League disclaimed all jurisdiction over road racing, and it has nothing whatever to do with it. A pertinent question arises as to what will be the attitude of the A. C. U. towards the race. The Union assumed jurisdiction over road racing last year, and all such races were run under its rules, but Mr. Ladish seems to have forgotten the Union, and he is arranging his race without regard to the rules made by that body. Will the Union assert itself, and prevent the racing together of amateurs and professionals in this contest. It cannot be said that the League works against the Union on this point, for we leave them a clear field to work in.

IT may be of interest to members to know that the advertising receipts of the BULLETIN for April more than paid the bills for printing it by a little short of a hundred dollars. Only once during 1886 did this occur, and this is the first time on record for 1887. Last month we made a transfer from Philadelphia, and although we came very near to the mark, we did not quite reach it.

THE wheelmen of New York have gained a signal victory in the campaign at Albany, for the so-called "wheelmen's bill" has passed the Assembly by a vote of 78 to 0. The passage of this bill will give the wheelmen the right to ride in Central Park without the restrictions that have been heretofore placed on cycles.

A NEW election has been ordered in the District of Columbia to settle the tie vote.

ST. LOUIS.

THE Meet committee met in the M. B. C. parlors on Wednesday evening. On a sofa, in the corner, lay an innocent cycling scribbler, dozing. They were giving a final reading to the completed proof of the official programme. The scribe conceived a "scoop." He would take it all down in short hand and send it to the BULLETIN. The result you see below. Rather mixed, yes. No, the scribe was n't drunk. He did n't write on his shirt front, cuffs, or thumb-nail, nor did the report fall into the hands of the fairy who scrambles eggs at the "Bakery." Here it is, just as heard: —

(Ally Stewart reads uninterruptedly for some time, when —) "to show the backing it has — do n't end that with a preposition — that's no prep — here, here, no levity (chairman) — wheelmen can ride right in — by jumping a nine-inch curb — all visitors will be presented with bandages — badges — why do n't you make it — those eastern fellows — sounds more euphonious — western howlers — that's in the conjunctive tense — Burley's a hustler you see — capitalize everything — come together, but Bidwell wants his party here a day earlier — DeSoto to Montesano — staunch brake and ordinary care — and no nerve — sooner they get here the better — where supper will be served — no, co lation may do for Boston, make it supper — we can show them the town — the boat will leave — Bob Holm's got it in for the Owl — a birds' eye view of the city — we 'll take the sedateness off them — bird's-eye, no, can 't make 'em sit on the smoke stack — those waiters are regular thieves — make it cycloramic view — get killed if they take my menu — the Shenandoah fellows — use it for a saddle bag after the Meet — they will be tough as thunder — the Lindell's filling up — with our own river's roar — funny mistake in the BULLETIN about Hotel Barnum — good hotel though — for heaven sake do n't mark up that proof — says we can't be toughs and gentlemen same time — picnic lunch — makes me sick — take out the hyphien — send him home with his feathers awry — several buglers — Hoffman of the citizens — upper case — going to put in that sketch, Ally — yes — it will paralyze — the fireworks on the bluffs below town — will have to get a special train Saturday night — Ladish's boat won't take half — oh, yes, wheelmen should register for the banquet — regular train leaves before nine — have a coasting contest on Crank Hill — Charley Green wo n't let us in — let it go in that way — ignored my request to let us into the Fair Grounds — is it all right now — circulate a petition among the citizens who subscribed, then get Green into a hole, put the screw on him and — set fire to his hair — with an illuminated parade, and clinch it with — tire cement — boys, that settles the programme — now rush it — that sketch goes in sure — wo n't the menu — send them all home happy — glad I came — move we 'journ."

A fine mess, but there are scoops in it for the observer. Now look out for the programme. It is brevity itself, but there is meat in every sentence, a leader to a frolic on every page.

And now I want a little chat with each one of you, regarding the Meet; why you should come to this particular Meet, and the best way to go about it. In the first place, come on the morning of Thursday, May 19, if you can. Why not strive for a week's vacation, and resolve to come early and see it all? Last year, I heard wheelmen, who had visited Meets before, say, "Well, I would like to see them all, but then, they are only the same thing over and over again." Rid yourself of that delusion at once. A number of the projectors of our Meet have benefited by experience, and they are prepared to suffer, as by sack-cloth and ashes if, on leaving us, you do not admit that the event is an entire novelty. Of course, the main features of every Meet will be necessary—the meeting, banquet, etc. Perhaps you remember even the latter as stale—a mere gorge—but we promise a change. Then there will be no concerts, minstrel show, slow races, or cycleries. One mammoth excursion, one grand forest picnic, and one big run through the parks will supersede these things, and therein you will find a novelty, and yet not suffer from a crush. We have talked much of our runs. You will not give them the go by, but will have time and inducement to take them in. In fact, we will not rush about, seeing only half, but practically move about in a happy body, hand in hand.

WHEN your train pulls into the Union Depot your wheel will be handed you from the baggage car, and

a badge fastened on your coat. Then "follow the gang" out of the depot, quietly, mount and ride directly to the wheel-room; or, if your train is late, and you wish to tackle the run from De Soto to Montesano, beginning the frolic in that way, breakfast in the depot and catch the 8.15 down train. You will meet the excursion boat that night at Montesano, and have seen a road you will never forget, whilst ample hotel accommodations await you in the city on the return, a few squares from the wharves. Otherwise, leave your machine at the wheel-room, saunter to the Lindell Hotel, or Hotel Barnum, spruce up and chat awhile. Never spoil your fun by hurrying.

THE board meeting opens at 8.30. You can choose between that and a spin about town on the asphalt, visiting the club house and Forest Park. If you care not for the general meeting, at 11 A. M., leave your hotel at 8.30, and enjoy the pretty run, with moderate hills and elegant coasting, to Manchester, returning to dinner, if you are a scorcher (guides geared to any speed), or by 3 P. M. at latest, having dined at Manchester. You can shorten this run by riding eight miles out, coasting into Barthold's Valley, and returning noon, making a *detour* through Forest Park.

AT 1 P. M., you have several ways of spending the afternoon. After dinner, register for the banquet (at the Lindell) which occurs Saturday night. Now you can either ride out on the wide, smooth surface of the St. Louis bridge, viewing the harbor from the centre parapet, or, if you have missed the De Soto party, join another run which will start from the club house, but a few minutes away, at one o'clock. This will take you away from the bustle, down the easier end of the famous De Soto pike and through as pretty scenes as eye could wish for, to Kimmswick, where perchance, the north bound party may be encountered. Then across to Montesano, and all's serene until the excursion boat arrives with its merry crew. The boat leaves the city at 4 P. M. Store your wheel at the rear of the boat, please the inner-man a bit, and then open the throttle of fun, as the boat steams back to the city. So ends Friday. Will you come? It is Saturday, 7 A. M. Your tired frame may say it is only five. But get up and prepare for the parade. No parade, no picnic lunch; remember. If we can't induce you to ride in form and look pretty, however, you have the same alternative you had yesterday. The metropolis, the roads, and the club-house are all there. The midday feast will be regularly served on tables in Forest Park, probably in the pretty dale which lies just west of the "pump"—a little park by itself. The big round of the boulevards will start here, leading south and east through Tower Grove, and back to the clubhouse and hotel *via* LaFayette and the reservoir. As the ladies will probably have taken this run yesterday, you may follow without serious embarassment, the lieutenant who will turn south at Tower Grove and lead to the extensive Anheuser-Busch Brewery. You will not find this little run noted in the programme.

I WILL now leave you to yourself. After the banquet the curtain will drop, as far as St. Louis is concerned. Some of us will, doubtless, be in the city Sunday morning, but count on seeing the majority on board the Hudson, or a special train at midnight, en route to Clarksville.

AS to rain, the dates selected are singularly fortunate in that respect, as the last week of May is very seldom a wet one. Beside, ample provision will be made for such a misfortune.

PERCY STONE and others tried the Clarksville belt last Sunday, and found it in excellent racing condition, and the coasts are as grand as ever. There is not one hill on this road that cannot be easily climbed or coasted. Rhodes, with Daniels, the Victor trainer, was expected here to-day, and will go to Clarksville on Monday. Stone goes with him, and they will remain there until the event is over. Whittaker promises to be here in a day or two. The unlucky wight has had another accident.

ALL else, except road riding, is flat. The "foundling ticket" for C. C. and representatives proved the winner, and though no one admits that he is its author, the Missouri club, generally, voted it straight, and all seem satisfied.

THE Owl's brilliant analysis of a "tough," and his assertion that one cannot be a tough and remain a gentleman, has caused a stir. It is but a sample of the humorous (?) digs with which he has prodded the heathenish West, but judging by the comment I have heard on this last one, he has touched a tender spot. There is not a wheelman in St. Louis, big or little, who does not worship at the shrine of toughdom, physically speaking, and they opine that the wit with which tells them they are not gentlemen had better remain concealed within its author's evidently biased noddle.

THE proposal to hold another illuminated parade has been discussed, and delegates selected to confer with the citizens. PHOENIX.

THE OWL.

IT would seem but the proper thing that all league championships should be for a distance of three miles. It is a poor rule that don't work both ways. It takes three miles to make a league, so let the league take three miles to make a championship distance.

CHIEF Consul George R. Bidwell's petition in favor of the State division's pending bill at Albany, will be nearly seventy-five feet long, and have upon its face about ten thousand signatures. Among the names of prominent men who have endorsed the petition is that of Roscoe Conklin.

IF cyclists want to honor cycling missionary work, they have, in the persons of Mr. and Mrs. G. B. Mason, two people that are deserving of any flattery in this line that could be paid them. They have arrived at Louisville, Ky., from their plantation near New Orleans, after a ride of over two thousand miles on tricycles, averaging nearly thirty miles a day. The trip was for recreation and health, Mrs. Mason adopting tricycling as a cure for inflammatory rheumatism, in which it has been found in her case to be thoroughly efficacious. The most wonderful part of the whole affair is that the trip has been pleasant, and accomplished without the usual parade of it in the cycling or daily press.

THE New York *World* has taken up a crusade against the wretched pavements of this city. It has had experts examining into the construction and cause of the superior pavements of London, and editorially remarks thereon as follows: "The wooden block pavements are as great a success in London as they have been a failure here The reason is, that though the material used for the surface is the same, the English contractors are made to put down a solid rock and tar basis. Wood with this basis becomes as solid as stone, and retains its elasticity. Public sentiment holds the key to the situation—a fact which seems to have been lost sight of. The last sentence presents a chance for a grand opening to the L. A. W. here. Let it be their duty to awake this sentiment in our citizens, and perhaps "future generations may rise up and call them blessed." The brains of that vague entity, the "general public," are hard to get at, though, when the road thereto trespasses upon their pockets.

MR. STANISLAUS KOMINOFF is the newly elected captain of a club of Russian cyclists in Moscow. Every time he takes a header, how natural it must seem to him "coming off" that way. Still there are thousands who ask that old, old question of "What's in a name?"

WHILE Squire Josiah Boggs, of Squashville, was returning from this city the other evening, he was overtaken by a young man riding a velocipede, and upon the Squire refusing to turn out of the road into a neighboring field to let the velocipede rider have the whole road to pass upon, the rider of the bicycle deliberately rode down upon the Squire and attempted to destroy his wagon by riding over it. Thanks to the strength of the vehicle, and Squire Boggs' ability as a driver, no damage was done, except the breaking of the velocipede rider's arm, and the complete wreck of his bicycle. Again we ask, are these dangerous things to be allowed upon our highways, to threaten the lives of our most worthy citizens? The foregoing is only a fiction, but it is about the way the "road hog" usually gets an account into his local paper, of an attempt on his part to use both sides and the middle of the road at the same time; and as the season has arrived for this line of literature, I thought I might just as well set the paragraph afloat.

IT seems probable now that New York will step to the front with a cycling clubhouse scheme of much magnitude and many novelities. The money is already secured, and an outlook for a desirable site is being made. Many novelties are contemplated in the structure. Wheels, lockers, kitchen, etc., will occupy the two top floors, the hoisting to which will be done by elevators. The entire basement, or rather cellar, will be occupied by a plunge bath, 100 x 25 feet, the temperature of the water in which will be kept at about seventy degrees winter and summer. These are some of the novelties promised; but it is yet too early in the affair to state definitely what will ultimately be done.

I SEE that St. Louis wants to get a bugler to the L. A. W. Meet. Well, that's an easy one. In a small village on the shores of Lake Michigan, called, I believe, Chicago, resides a gentleman, whose name, I think, is Oliver,—Ned, if I remember correctly. While I may be a little shaky about geographical location and nomenclature in the foregoing, I am positive of one thing, and that is, that this same Ned Oliver is the best bugler in America, from a cycling standpoint. Perhaps St. Louis don't think that a Chicago man can toot a St. Louis bugle with a sufficiency of toot; but in the person of Mr. Oliver, if they will accept my guarantee for the fact, they will find that he will fill the bill in all of its requirements.

THERE seems to be an unwritten law, and also an unbroken one, in back country papers that causes them always to refer to a bicycle as a velocipede.

THE Harlem's smoker on Friday evening was a fumigatory success. They did things up brown, regular tobacco color, and their guests helped to make things blue with the burning weed, and it was no fault of theirs if everybody was not smoked out.

I SHALL miss the checker board and arrow-pierced heading of the *Bicycling World* when it dons its new spring bonnet and dress of type. It was sometime in August, 1886, I think, that they adopted their present heading, with some slight addenda of bows, target, quivers, etc, etc., and the name of Mr. Charles E. Pratt graced the head of the editorial page as editor and manager. Week in and week out, that same heading has met my eyes with an unvarying cargo of cycling lore following it for seven years, until it has grown to be like an old friend whom you have tried and found true, and now that it changes, I cannot but feel that another pleasant link that bound me to the long-ago of cycling has been snapped in twain. The old must ever make way I suppose for the new, but I should have liked it better if they had left me my first love, in the line of a cycling paper, unchanged and unaltered.

I FEEL myself to be to-day a bird aged far beyond my fondest hopes of longevity. I have beheld a complete copy of "X. M. Miles on a Bicycle." After this the millenium!

THE OWL.

CHICAGO.

AT the regular meeting of the Chicago Club last Tuesday, it decided to vacate its present quarters at 189 Michigan Ave., on May 1. The club will not engage new rooms at present, but will hold monthly meetings at some place to be decided by the business committee. The club's effects, consisting of a piano, furniture, and pictures, will be stored at Gormully & Jeffery's factory until it has been decided whether it will rent new rooms in the fall or build a clubhouse. The club will be strictly a riding club this summer, doing more riding together than heretofore. It is expected that there will be quite a number of growlers, but all such are at liberty to resign, and the club will be much better off with this dead material out of it. They never attend a meeting, nor attend a run, and are only a hindrance to those who have any push in them. The Chicago's could disband very well at present, as they have no debts and some little cash in the treasury, and the club would be immediately reorganized and run on a riding basis. There are more good road riders in the club to-day than in both the other clubs together, and this, in my estimation, will be the basis of a club that will rank with any organization of a similar kind in the East.

I HIED myself to the West side on Saturday last, to an exhibition of trick riding by a deaf and dumb young man named Stout, on a Star, and several races, etc., by the Illinois cyclers. Stout certainly is the best trick rider I have yet seen, and has several would-be imitators in the Illinois club who, in consequence, have been under surgeon's care lately for broken and dislocated arms, etc. Among his many feats are those of riding down stairs, stand still on one chair, riding one wheel and climbing all over the wheel while in transit.

Messrs. Thorne & Webster played a game of polo on Stars, Thorne winning by a score of 4 to 0.

Bob Ehlert, on roller skates, raced a mile with Thorne, coming off victorious by a lap; and Palmer won the slow race, which, by the way, was the fastest slow race yet ridden in Chicago.

The hall was filled, and Mr. S. L. House, who engineered the thing, came out with the balance on the right side.

THE Chicago Club run to Wheeling last Sunday was more of a club walk than run. The road was O. K. to Jefferson, when it grew rapidly worse, and by the time Wheeling was reached was nearly unridable. We dined at Wheeling, on stewed horse hide and belly wash. After dinner, Crennan proposed to ride east to Glencoe on the lake, ten miles, and from there home via Evanston. Well, we walked every foot of the distance to Winnetka, the walk-away butter we had eat at dinner must have been what sustained us. From Winnetka to Evanston there is an excellent gravel sand-papered road to Cranston, and from there there is a good sidewalk to Lincoln Park.

MR. W. M. PETERS (Pete) was married this week to a St. Louis lady, and he desires me to state that he is in the market for a tandem.

I WILL state, for Gus's edification, that I got the item concerning the Owl Club's disbanding from one of the officers of the club.

THE prize list for the Pullman race is open, and there are two bicycles, two cyclometers, saddle, saddle bag, lock and chain, on the list already, with prospects of two more wheels, and a large list of sundries, etc. The list of entries will close May 10.

THE Butchers Association will hold a barbecue at Cheltenham Beach on May 28, and bicycle races are one of the attractions. Verily, the boys will have their hands full with the Meet, Clarkesville race, Cheltenham Beach, and Pullman handicap, all in one week. KID.

CHICAGO, April 27, 1887.

JERSEY.

I SEE that the Road Racing Association up Boston way is an accomplished fact. Good luck to it. I am told that its cup is not to be perpetual like ours. This I think is a mistake, as its value as a prize would be much enhanced by its being made a challenge trophy forever, like ours. It savors too much of pot-hunting to let it go into the permanent possession of any club, and the lack of historical value it would have were it to be the bone of contention year in and year out, will do perhaps not a little to belittle the struggles for it. Naturally, though, we think our plan the best, but none the less do we rejoice at the spread of our ideas and the formation of similar associations. What do they think up in New England of the suggestion that there be a National League of road racing associations, and team races to be held annually between them? If this be not practicable at present, then why not have in the fall a team race between the Boston, Rhode Island, and New York-New Jersey Associations, just to start the ball a rolling? The teams could be made up from the first four finishers in each race. Such a contest would be the event of the season. Will not some one take the initiative? A special meeting and a conference of committees would soon settle things.

AND speaking of road racing, a correspondent writes me that it is against the law. It may be; but then, if it is, the New Jersey statute has escaped my notice. I know of no law that prohibits the speeding of vehicles on the country highways. Certainly, the races that have been held throughout the country have worked no inconvenience to users of the roads. No sound of complaint has, at least, been heard.

NEW YORK bicyclers to-night will be on pins and needles of expectation, as the wheel bill is to be brought up for consideration at Albany. I had occasion last week to speak of the contempt with which the bicycle interests are treated by the New York press. The *Tribune* deserves some word of thanks from wheelmen, for, in an able editorial, it favors the passage of the bill, on the ground that it is a right which should be accorded, and not a mere privilege to be granted. I have managed to gain a foothold for the wheel in the New Jersey edition of the New York *World*, and as Mr. Harvey, the editor in charge, seems to be a liberal-minded man, and open to innovations, I think I can manage to help along the good cause a little, and increase somewhat public interest. And just here let me urge on wheelmen throughout the country the advisability of seeing that the local papers establish wheel columns. Editors are always glad to be helped out with their news, and volunteers receive a warm welcome. In no better way can effective missionary work be accomplished. I speak from experience, and attribute much of the big boom in my own town to the faithful attention paid the cause through the press. An increase in three years from eleven to fully one hundred and fifty wheels in a city of 30,000 population and with roads below the average at that, speaks volumns for the good results of earnest work.

Above all things keep dinging away about the roads. Constant dripping will wear the hardest stone away. The ignorance of the first principles of construction is surprisingly widespread. I see many evidences of this in the building of our macadams, some of which are ruined through faulty construction. McAdam said emphatically and in italics, that no loam must be mixed with the broken stone, as it held moisture, which was destructive. The stones should be as nearly as possible of uniform size, and their wearing against one another should be the only cement required. Then again, roads are made to cost more than necessary. The foundations are often dug too deep. The great road builder said that eight inches of broken stone was sufficient to make a perfect road across even a swamp.

THE talk in these parts is all road race. Saturday was the last day allowed for the declaration of intention to enter teams. I have not heard yet, from Secretary Bridgman, of the final nominations. There will, however, be the biggest field of starters yet, as the continued success of the Kings County men does not seem to frighten any one, but rather to stimulate the desire to snatch the cup from them. The Irvington-Milltown course is being visited daily by candidates for places on the teams, and even thus early stories of good time made are going the rounds. Few, however, expect that the time of last fall will be equalled, as on that day the conditions of road, weather, and wind were perfect. With a favorable day, the congregation of wheelmen will no doubt be enormous. All the clubs of the association will be fully represented, and every day one hears of some distant club that has resolved on a run through the Oranges in the morning, and a view of the great race in the afternoon.

JUDE F. DECKER, an Elizabeth bicycler, made an excellent run last Wednesday. He covered the distance from the Elizabeth depot to the Pennsylvania ferry at Jersey City and back, about thirty miles the round trip, in two hours and forty-eight minutes. The performance is remarkable from the fact that for fourteen miles of the thirty he traversed the cobbles and Belgian blocks of Elizabeth, Newark, and Jersey City. Horsemen had insisted that the distance could not be covered within three hours.

A BIG road race is on the *tapis*, the preliminaries for which are under discussion, so I am told. Last fall Stenken, of Jersey City; Wilhelm, of Reading; and Powell, of Smithville, issued a challenge to any three American amateurs for a team road race. The Columbia people, I understand, are now anxious to pick up the gauntlet with Rich, Powers, and Crist. If the match is made, the amateur road record for the distance selected will get a shaking up, or something will tear.

KLUGE is not going to Clarksville. He says that such a long distance would spoil his speed for the season, and that he can do more effective work for the King in shorter runs. The appearance of the new machine is looked for next week, and much interest is being manifested to see how the hermaphrodite rig will work. Time, road, and track racers are to be turned out, so that before the season closes a fair test will be had. One of the team road racers will trust his fortunes to one.

THE early Saturday morning runs of the Somerset wheelmen have called out an average attendance of fourteen. This club will wheel to Orange on Decoration Day, and view the road race.

DROPPED in at Howard A. Smith & Co.'s the other day. Mr. Smith was in high good humor at the season's prospects, stating that the business was bigger than ever before. "To give you an idea," he said, "of the boom this spring, let me tell you that the demand for second-hand machines is unprecedented. The whole of last year we sold one hundred and sixty-three second-hand wheels, while we have sold thus far this season ninety-three." Referring to the star boom, and the difficulty in getting orders filled at the factory, he said that his firm had foreseen this and had procured a big stock ahead. The star tricycle will probably not be brought out before late in the season, as they were engaged in making alterations and improvements on the original pattern.

THE Atalanta wheelmen have made no inconsiderable progress in raising money for their contemplated house. This completed, and the Essex and New Jersey boys will have to rustle to keep abreast of them.

CHIEF CONSUL COOLEY has obtained the refusal of Oraton Hall for a meeting of the New Jersey representatives previous to their departure for St. Louis.

RESIGNATIONS of non-riders have reduced the ranks of some of the clubs, but they are now in a healthier condition than ever, with all the members active, and no dead wood to carry. Those in now are in to stay.

A FRIEND of mine, who ought to know, says that the rumors of Quilly Rich's retirement from the path are without foundation.

THE Passaic and Rutherford wheelmen are seriously considering the project of uniting in the building for a bicycle race track near Passaic Bridge. And, by the way, work has actually begun on the Roseville track, and the Saturdays have all been booked except seven, which have been reserved by the directors for race meetings.

THE latest bicycle news that has been going the rounds of the Jersey daily press is that Jersey City is to enter their teams in the coming road. O tempora! O mores! O scissors! Will the time ever come when wheelmen can read the wheel items in the lay press with any feeling of confidence?

JER. C.

May 2, 1887.

QUAKERTOWN QUILLINGS.

THE important event of the past week in Philadelphia has been the road race of the University Bicycle Club. First arranged for Saturday, April 23, it was then postponed on account of the weather until Wednesday. A more perfect day for the race could not have been selected. The pike was in splendid condition, and its macadamized surface was as good as the best of our cinder paths. The

race was twenty-five miles; starting at Bryn Mawr, the course was laid six miles down the pike almost to Fifty-second Street and return, then to Berwyn and back. Thus the start, finish, and half distance were at Bryn Mawr. The race was practically a match between C. B. Keene, '89, and A. D. Whittaker, '87, as Page, the jumper, had withdrawn for fear of injuring his chances at the high jump. Keene has done very well in bicycle racing, as he has won the intercollegiate national and State championships. Whittaker is a strong road rider and oarsman, and will probably pull stroke in the university eight this year.

Starting at 3.23 P. M., the first two miles were covered in 6.25, and the twelve miles to nearly half way point in just forty minutes, which to any one who knows the Lancaster Pike hills means exceedingly good going. Whittaker was three seconds behind at half distance, and at Wayne was thirty-five seconds back, Keene finally winning by thirteen minutes, in 1.42 25.

Keene's mount was a 56-inch Rudge Light Roadster, and Whittaker's a 54-inch Columbia. The prize is a quite handsome gold bar, suspending a bicycle handle-bar, to which is attached a bicycle lantern with garnets set for lights. Whittaker looked very much the stronger at the finish, and rode in home very rapidly, while Keene came in on the train. Keene is only eighteen years of age, and would do well to refrain from long races for a year or two.

F. S. HARRIS, of the Germantown Club, was married April 26, to Miss Mary Morrow Borden. The happy pair have departed for an extended European tour, amid the howls of the G-T-N-S.

THE Athletic Club of the Schuylkill Navy will give a one-mile bicycle, one-mile tricycle, and two-mile bicycle race for their usual handsome medals, on May 28, at the grounds of the University of Pennsylvania, West Philadelphia. Keene is in for the bicycle events, and ought to make warm going for outsiders, as he is in good shape and has perfect knowledge of the track.

BARKMAN, of the Brooklyns, has been in Philadelphia for a week or so on business connected with the publication of the Rhode Island road book.

E. M. AARON has tendered his resignation to the Pennsylvania Bicycle Club, but no action has as yet been taken by the club.

SUNDAY last was a magnificient day for riding, and crowds of cyclers were out. Nearly all of the clubs have new uniforms, and make a good appearance.

THE sports of the University of Pennsylvania, including their closed bicycle event, take place on May 14, and much interest is excited in them, owing to the action of the Alumni Association in offering record medals. PHACTOTUM.

NEW ORLEANS.

ON Saturday evening, 23d inst., the New Orleans Bicycle Club gave a very pleasant "smoker," at which a large number of the great unattached and other friends of the club were present. The club rejoices over the half dozen applications secured during the evening.

THE contract for the construction of a $30,000 shell road was let at the last meeting of our city fathers. 17,100 feet at $1.76 per running foot, is the price stipulated in the only bid received for the work. Fifteen thousand dollars has also been appropriated for repairs to the Canal Street shellroad, another much used thoroughfare. Verily, New Orleans is looking up in the matter of public improvements.

THE Olympian Club, a recent athletic organization of this city, will shortly hold a tournament of outdoor sports. A one-mile bicycle race is on the programme, and as Hill, Guillotte, Hughes, Guedry, and two or three other local flyers will enter, a lively run will be the result.

ONE of the attendants at the Carrolton Gardens, the cyclers' rendezvous of this city, asked me last evening what was the matter with the boys this year. He says that as compared with last year, their visits to the Gardens have been wofully scarce, and suggested that they must be getting lazy. It does look very much that way — either laziness or, as the *Item* remarks, it may be caused by sweethearts, — three marriages of N. O. B. C. members being on the *tapis*, gives color to the latter assertion.

THERE is a strong possibility that a small party of local wheelmen will attempt the yet unaccomplished feat of riding from this city to Baton Rouge (about 115 miles north) inside of twenty-four hours. If the weather remains clear, the start will probably be made Saturday evening, May 7, and by riding during the night the boys hope to reach the Capital by Sunday noon or thereabouts, the return being made the same evening, *via.* train. If the programme is carried out, this will be the first century run made in Louisiana, or any other Southern State, with the possible exception of Georgia, and will prove quite an eye-opener to the non-riding public; for let me tell you, the country roads of the South are far, very far from being sandpapered, — lots of sand, however.

"THE tour of the year." This is the way the records of 1886 read in reference to the famous New Orleans to Boston ride of three plucky Southerners, and it is quite likely that the same honorable mention will be again accorded the South in the history of '87. This time it is A. M Hill, of this city, and one of last years' tourists, and Tony Ingram, of Columbus, Ga., who will leave this place some time during the month of June, for a thirty-days scorch to Portland, Me. This will prove stale news to the cyclers of this section, but as, by what I presume was an oversight on the BULLETIN'S part, no mention has yet been made of this before, it will doubtless be news to some, even at this late day.

A PROMINENT member of the New Orleans Bicycle Club informs me that I am decidedly "off" in stating that that club will surely take its place among the non-league clubs after its next meeting. I received my information from pretty good authority, but as a few weeks will decide the matter, we shall wait and see what we shall see. BI.

SAN FRANCISCO.

AS century runs are not very frequently held by clubs, perhaps a short sketch of that held by the Bay City Wheelmen on the 17th inst. would be of interest to your readers.

The run was originally called for the 10th but owing to bad weather, was postponed.

At 5.15 A. M. sixteen men having shown up, the start was made. A very lively pace was indulged in to make up the loss of fifteen minutes, as it was the intention to start promptly at five, a regular schedule having been laid out. At Milbrae (thirteen miles) a stop of a few minutes was made. Here we were joined by the San Mateo club to the number of two. From Milbrae the road is very nice, and we went on our way, singing gayly. A few miles beyond here our first accident occurred. Cummings took a header, which cut his knee and injured the rim of his wheel. He, however, was soon plastered up, and overtook us at Redwood City. We reached Redwood City (twenty-five miles) at 8 A. M., and immediately proceeded to dispose of breakfast No. 2. Our captain has a very level head, and had the "eating part" of the programme arranged to perfection.

We left Redwood at 8.30, and wheeled through Menlo and Mayfield to Mountain View (thirty-seven and a quarter miles), where a halt was called to await the arrival of the San Jose boys.

After a ten-minute stop we mounted, and descried our long-legged friends in the distance, about ten in number. The Garden City Bicycle Club of San Jose does possess some very tall men, the average sized wheel being about 58-inch.

The San Jose boys escorted us to their native town, where we were welcomed by groups of spectaters, who were evidently on the alert for us. We dined at the expense of the Garden City Club, and left the town at 12.15 for the homeward trip, having made one hour's stop. Two of our number, Cummings and Sheldon, having injured their wheels, were left at San Jose, so we started back with fourteen Bay Cities and about a dozen Garden Cities, the latter leaving us at Mountain View, where we made a short stop.

After leaving Mountain View the wind began to come up, and the boys became silent, and gradually settled down to work.

At Redwood City we partook of a sort of "afternoon tea," and after a fifteen-minute stop once more set out for home.

A short stay was made at Milbrae, and at a milk ranch on the road. We arrived at starting point at 7.10 P. M., having consumed thirteen hours, fifty-five minutes, which included about two and three-quarter hours stops, making actual riding time about eleven hours, or a nine-mile an hour gait, which was not bad for a hundred miles. It was our original intention to beat the "Ramblers" century. I believe they got fifteen men inside of the fourteen hours. We, however, only got fourteen. This was owing to the fact that four or five of our best riders failed to show up.

THE Bay Cities have recently taken new rooms, and are fixing them up in elegant style. There is to be quite a large gymnasium attached, with lockers, shower, etc. and will prove a big attraction to the boys. This is something much needed by bicycle clubs, as a great many indulge in bicycling to excess, the result being that the muscles of the lower part of the body are developed at the expense of those of the upper part. We hope the other clubs will follow our example.

CHIEF CONSUL WELCH has taken a trip on the wheel to Southern California. This seems to be a favorite resort for L. A. W. officials. The boys all speak of the good times they have there.

THE California Division is to hold its Meet at Santa Cruz, July 3–6. It is the present intention to hire the pavilion and fit up cots, as the town is so crowded at that season of the year that hotels are at a premium.

The programme is to be: ball by citizens, July 3; Sunday, sea-bathing, sight-seeing, etc.; Monday, races, etc.; and in the evening reception by the hook and ladder company A competent committee has the matter in hands, and a grand time is anticipated 7607.

RESOLUTIONS.

THE undersigned, having been appointed a committee, desire to express the sorrow of the Massachusetts Bicycle Club for the loss of their much-esteemed fellow member, Mr. Horace B. Wilbur, and their sympathy with his family in their great bereavement. We greatly miss his genial presence amongst us. Although the oldest member of the club, he was always one of the youngest in spirit and sympathy. We can only say that every member of the club feels personally his loss, as a member and a friend.

Resolved, That a copy of these resolutions be forwarded to his family and to the press, and be placed upon the records the club.

(Signed) W. M. FARRINGTON.
A. D. SALKELD.
CHAS. B. GOLDTHWAIT.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

THE BULLETIN.

EDITOR BULLETIN: — Why is it that the *Wheel* published *two weeks ago* the result of the election in this State; and in last week's number of the *Bicycling World* and *Wheel* appear the election of officers in Illinois, while the BULLETIN is minus *any* report whatever?

Is it possible that the State Division Officers, who *can* furnish the BULLETIN with the official reports, neglect to do so purposely?

I have noticed that many States forget that the BULLETIN is *the* proper medium through which they should reach the membership at large.

We have our divisions, and they, or at least some of them are doing splendid work in behalf of their members, but we hear of their work, not through the BULLETIN, but through some local paper, oftentimes a paper antagonistic to the BULLETIN.

I have taken *the regular* wheel papers since they first started, and almost every one has taken at times, mean advantage of the official organ of the League. I know whereof I speak, for I read every word of the many papers I take, and am not interested in any.

Can they not see that the League of American Wheelmen, with all its faults, is an association which should be supported and upheld by American wheelmen in its good work? In a country so large in area, it is more difficult to "handle" the membership, if I may be allowed the expression, than in a small, thickly populated country like England.

I believe in *honest* criticism, but when I hear an American say that "patriotism is played out," and that the League "is no good," I consider him devoid of any pride in his citizenship, or of any ambition to encourage home institutions.

I honestly believe that the League of American Wheelmen contains to day a greater proportion of intelligent men, than any organization of its kind in existence.

Did I not receive one iota of benefit I would pay my dues to help make it a success; and not try to make it a "laughing stock" in the eyes of the world.

I say it is *stealing* to take advantage of what an organization like this has given to the wheelmen at large, and not do something for its support.

We have had boy's play in the League, — so have other organizations; we have made mistakes, — so have others; but if we are *men*, we will drop our little selfish and personal spites, and make our League *the* League, — an organization of sound, broad principles, which we can turn to with pride, as we turn to our good and great country.

One of our best papers has "stabbed the League in the back" more than once, when it ought to have supported it.

You ask why. Well, it was not quite "English enough" to suit the Anglo-maniacs, and the League *publishes a paper*.

I hope the personal feeling against the League of *one* of our cycling editors, which crops out now and then, and which has been of long standing, will not lead him to taint the pages of an otherwise good paper, with, "not criticisms to better the League," as he says, but with remarks which have done much to hurt the League.

"Let us have peace"; and let us in unity of purpose make the "league of American Wheelman" an association which, we *as Americans*, can look up to with pride. It has done what the older and larger organizations of Europe were afraid to do, and if we all help a little, we can make it the greatest in the world.

HAVE seen the new cloth, and like it very much, but where is the report of co-t, etc., of the uniform which we are all anxiously waiting for?

I HOPE the shirt and stockings adopted by the League, will be of a material which will not shrink up so as to be too small after only a few weeks' wear.

THE "Ladies' Column," through the kindness of "Daisie," is a good feature of the BULLETIN, and I hope the ladies of the League — and there are just seventy at this date — will help her in her good work.

I notice no renewals of the goodly number of ladies of the Illinois Division, this year. Why is this?

I WISH there were more chief consuls like Mr. George R. Bidwell and a few others I might mention, for the work Mr. Bidwell has done the past year has been of incalculable benefit to the League at large.

We have some good representatives, too, in New York State.

I hope that Mr. Bidwell will not be forgotten at the Meet in St. Louis.

SHALL we reach fifteen thousand before the end of the year? I trust we shall. If each member will try to add another by showing the advantage of membership, it could be done without much trouble.

It would make the BULLETIN better than it is; and I now find much that is interesting in it. Members should read it more and help make it interesting. In this way we would increase not only our own interest but the interest of others.

The League does a good work in publishing a good paper.

Let us each and all "pay what we owe."

L. A. W. 2,747.

APRIL 26, 1887.

No. 5874 intends to wheel from Chicago to the Meet, and would like a companion. Leaving Chicago May 14. Particulars at 54 North State St., Chicago.

CYCLETS.

MAY,

WITH its flowers, its balmy weather,

AND its almost perfect roads.

THE month of the annual gathering, when we wind up the machine for another year.

NOW get your uniforms. Philadelphia has the contract.

IT looks as though Wanamaker would have to jump to clothe the men for the Meet.

THE committee has proved the wisdom of deliberate action. They have a reliable outfitter and a good contract.

OUR types made Louis F. Tracy Chief Consul of Connecticut. It should have read Louis A. Tracy.

THE *Wheel*, of April 29, has exterior and interior views of the Manhattan Athletic Club quarters.

THE Orange (N. J.) Wanderers will hold a century run June 4.

THE Ixions talk of holding a fifty-mile race on the Roseville track, on the morning of Decoration Day.

THINGS equal to the same thing, etc. The *Globe* and the *World* move to new quarters the same week.

THE Boston party to St. Louis is thinking of coming back by way of Niagara Falls, spending a day at that place.

NEW YORK wheelmen are working like beavers, getting signatures to the petition to the Legislature to pass the "liberty" bill.

BERT OWEN'S birthday run occurs next Saturday. Rex Smith and Will Robertson will play a match of polo, on Stars, during the festivities.

THE Springfield Bicycle Club Minstrels will appear at the Opera House, under the auspices of Wilcox Post, May 23 and 24, of Springfield.

THE Dorchester Bicycle Club finished its course of emergency lectures April 29, with an examination which was creditably passed by all those who took the course.

THE Hagerstown Bicycle Club have changed the date of their meet and races from June 2 to Monday, June the 13th, and they expect to eclipse their great meet of July, 1886.

ARTHUR L. ATKINS is expected to arrive in Boston in a few weeks. He comes east to take his family with him to the Pacific Slope, where he will permanently locate.

WASHINGTON wheelmen are in a hurry for the uniforms. They want to appear in them when they entertain their friends on the occasion of the National Drill.

THE *Bicycling World* will do its own printing in future, and announces many important new features, including a change of heading. They will locate on Pearl street.

WILLIAM SHAKESPEARE, of Waltham, lost a tricycle last week. He loaned the machine for an afternoon to a prepossessing young man who, instead of returning the tricycle to its owner, sold it in Newton for $60 and departed.

THE Bay City Wheelmen, of San Francisco, have had their century run, and claim to have done as meritorious a performance as the St. Louis Ramblers did last year, and to have carried as many men through.

THE new clubhouse scheme of the Cambridge Bicycle Club has fallen through. The location on Winthrop street was not acceptable to the majority of the members. It is possible that another location may be chosen, and the house be built, just the same.

W. T. FLEMING, of the Century Wheelmen, Philadelphia, starts for Nebraska on his wheel next week. It will be his fifth annual trip to that section. He is working for a record of 8,000 miles this year, and has covered 2,000 miles since January 1. Last year he made 5,400 miles, and in 1885 he rode 5,500 miles.

SOME fifty or more League clubs have not been heard from. A large number of the clubs now on record will, we think, prove not to be League clubs this year, and all such we wish to take from the books. Secretaries will please oblige us with statistics.

THE handy wheel attachment known as the odometer for measuring distance has long been used. A new instrument called the "autographometer" has now been contrived to automatically register, being carried about on a light vehicle, the difference of level of the points over which it passes. The art of surveying threatens to be reduced to the mere rolling of a wheel. — *Ex.*

THE Cleveland Club will offer a prize to each member riding one hundred miles within twenty-four hours; another to the one who covers the longest distance within twenty-four hours, and another to the one who covers one hundred miles in the best time on any day but Sunday. The Athletic Park Company will have a race meeting July 4, and a three days' tournament in August.

GEORGE UPDEGRAFF & SON offer very comfortable and serviceable riding gloves, a pair of which they have sent to us for trial. They overcome the objection usually attached to skin gloves by openings for ventilation at the back. The fingers are cut off, and the machine can be manipulated freely. The glove seems to be well adapted to riding purposes.

THE most flattering recognition of the usefulness of the wheel came from a most prominent business house of this city, which last week raised the salary of an employé five dollars a month. He had considerable outdoor work to do for the firm, and did it on his wheel, which his employers told him made him that more valuable to them in the saving of car fare, the economizing of time, etc. — *Spectator.*

THE Buffalo Bicycle Club will vacate its present clubhouse on April 30, the date of expiration of its lease. The effects of the club will be placed in storage until the new clubhouse is finished The lot is already secured, and the building will be pushed to completion as soon as arrangements can be made. All communications should be sent to the secretary, A. C. Richardson, 68 Mariner St., Buffalo.

THOMAS STEVENS writes: "Owing to large measure of success attending maiden efforts on lecture platform, Major Pond, celebrated New York manager, who managed Stanley, Beecher, Geo. W. Cable, etc., has taken charge my management. Will prepare and manage lecture tours about country. Am contributing series of cycle articles to *Harpers Young People*. Henry Sturmey *Cyclist*, Coventry, will handle autograph copies of "Around the World on a Bicycle" in England.

WASHINGTON wheelmen have had Thomas Stevens to entertain and to listen to. The date was April 20. The riders turned out and escorted him about the city, and showed him the sights. Afterwards came the lecture. Stevens had his wheel on the platform, and this excited no little interest.

THERE were five valiant scorchers, who, after indulging in a three days' tour, began to fancy their riding powers on the road. An old horse came up on the Newcastle road; it was an old, old skin, and they thought it would be a charity to take it on and send it as soon as possible to the tan yard. Alas, for human hopes so buoyed, they were beaten somewhat easily, and when the driver pulled up at a "pub," and offered to sell the old horse for ten dollars, they fancied their scorching days were o'er. — *Ex.*

WE saw Gideon Haynes ride an Apollo Safety with hands off the other day. He has ridden a stretch of two miles in this way, and he claims that it can be done on no other machine of the Rover type. We shan't attempt to disprove him, though we have some faith in Sam Patch's motto, "Some things can be done as well as others."

In *Outing* for May, Charles E. Pratt contributes a valuable addition to the bicycling literature of the day in discussing the legislative rights of American wheelmen to the highways of the country. The article is most opportune, and will serve to bring the question to the impartial discussion of the general public at the time when the Legislature is taking action in the matter.

THE Pope Manufacturing Company has published a beautiful lithograph, of unique and artistic design, suitable to display in door, window, or office, announcing that "This store closes on Saturday at two o'clock." By an arrangement of stickers, any hour can be given. The company will send, free, upon receipt of two-cent stamp to pay postage, one of these cards, securely packed, to any one who desires to display it for the purpose named.

THE PATH.

WOODSIDE rode 20 miles 202 yards within the hour, April 16, at Ball's Bridge.

THE Eastern Road Club will hold its first race on Saturday, June 11, over the Dorchester Club course. Each club will enter three men, and the race will be counted as in a lap race.

THE 25-mile road race of the University of Pennsylvania Bicycle Club was run April 27. The contestants were A. D. Whittaker and C. B. Keene. The former was the favorite, but was defeated by Keene by 13 minutes. Winner's time, 1.42.25.

AT Leicester, during the Easter races, Lees defeated Howell in the mile face, but the next day, in a 10-mile race, fortunes were reversed, Howell winning in 33.26.

A RACE meeting will be held by the East Hartford Wheel Club on May 10. The programme of races will not be determined for some weeks, but among the events already decided on are 1 and 5-mile open races, 1-mile 3.20 class, and half-mile handicap in heats. There will be three prizes in every race in which there are five or more starters, four in handicaps if there are six starters, and five prizes in the consolation races. The tournament is designed to bring out new riders.

THE annual spring season of the Woodstock, Can., Amateur Athletic Association will be held on May 24. The bicycle events will be as follows: Five-mile, championship of Ontario, gold medal. One-mile, green, first prize, gold and silver medal; second prize, silver medal. Five-mile, open, first prize, diamond ring; second prize, diamond scarf pin. One-mile, open, first prize, gold watch; second prize, diamond sleeve links. Two-mile, championship of Oxford, W. A. A. A. cup. Half-mile, open (in heats), first prize, silver tilting pitcher; second prize, opera glasses. Two-mile lap race, open, first prize, gold chain; second prize, silk umbrella.

OFFICIAL ANNOUNCEMENTS.

IMPORTANT.

NEW YORK, May 2, 1887.

To the members of the League of American Wheelmen:

THE contract for making the League uniform has been awarded to John Wanamaker, Philadelphia, Pa., at the following prices: Coat, $6.20; trousers, $4.34; shirt, $1.95; hose, 80 cents; cap, 84 cents. The prices, as above, cover delivery without extra charge to any part of the United States, reached by mail, or express facilities. The uniform and parts thereof will be supplied to League members only.

Those wishing the cloth for the purpose of having suits made by home tailor, will be supplied by the manufacturer of the uniform, at an advance of 25 per cent per yard. The cloth will be supplied to none but *members* and *procured only of Jno. Wanamaker, Philadelphia, Pa.*

A descriptive illustrated price list, order blanks, and blanks for self-measurement will be mailed to every member of the League at an early date.

The manufacturer is now ready to receive orders, and has facilities for supplying any reasonable demand at short notice.

N. MALON BECKWITH,
GEO. R. BIDWELL,
E. W. JOHNSON,
Uniform Committee, L. A. W.

TRANSPORTATION TO LEAGUE MEET.

IMPORTANT.

WHEELMEN of New York City and vicinity who intend going to St. Louis will please communicate at once with George R. Bidwell, 313 W. 58th street, who will furnish full particulars as to leaving time of train; rates of fare, seven cents. The party from New York and vicinity will leave *via.* West Shore R. R., May 17, 5.40 P. M. Early notification is desired in order to secure proper sleeping car accommodations. The reduced rates, as published in a recent issue, can only be obtained by certificate signed by me.

GEO. R. BIDWELL.

TO INDIANA WHEELMEN.

ARRANGEMENTS have been made for reduced rates over the Bee Line to the St. Louis Meet. The rate will be one and one third fare, and tickets will be sold at any point on the Bee Line or L. and St. L. R. on the certificate plan. That is, the purchaser pays the fare one way, gets a certificate, to which he procures the signature of the secretary of the meeting at St. Louis, which entitles him to one third fare home. The Bee Line officials have notified me that if a sufficient number go to require it, they will put on a special baggage car for wheels, and also a special chair car in which seats will be free.

The Indiana party will leave Indianapolis at 10.50 P. M., May 19, and arrive in St. Louis at 7.30 the next morning, and we hope to see every wheelman in the State turn out.

A. B. IRVIN, *C. C.*

RUSHVILLE, IND., April 25, 1887.

CENTRAL TRAFFIC ASSOCIATION.
Passenger Department.

OFFICE OF THE ASSISTANT COMMISSIONER.

CHICAGO, April 25, 1887.

GEORGE H. DANIELS, *Assistant Commissioner*,
215 La Salle St.

B. B. AYERS, Esq.,
212 Clark St., Chicago.

Dear Sir,— The Central Traffic Association has granted reduced rates for delegates attending the convention of League of American Wheelmen, to be held at St. Louis, Mo., commencing May 20, 1887, upon the following conditions, viz.:—

Each delegate must purchase a first-class ticket (either unlimited or limited) to the place of meeting, for which he will pay the regular fare, and upon request, the ticket agent will issue to him a certificate of such purchase.

If through tickets cannot be procured at the starting point, delegates will purchase to the most convenient point where such through tickets can be obtained, and repurchase through to place of meeting, requesting a certificate from the ticket agent at the point where repurchase is made.

Tickets for the return journey will be sold by the ticket agents at the place of meeting, at one-third the highest limited fare, only to those holding certificates signed by the ticket agent at point where through ticket to place of meeting was purchased, and countersigned by the secretary or clerk of the convention, certifying that the holder has been in attendance upon the convention.

It is very important that a certificate be procured, as it will indicate that full fare has been paid for the going journey, and that the delegate is therefore entitled to the special fare on return. It will also determine the route *via* which the tickets for return journey should be issued.

Tickets for return journey will be furnished only on certificates procured not more than three days before the convention assembles, and will be available for continuous trip tickets only; no stop-over privileges being allowed on tickets sold at less than full fares. Certificates will not be honored unless presented within three days after the date of adjournment of the convention.

Ticket agents will be instructed that the reduced fares will not be available unless the holders of the certificates are properly identified, as above described, nor unless the secretary or clerk has given notice in writing to the various ticket agents at the point at which the meeting is held; that one hundred or more persons who have purchased full fare tickets for the going passage, and hold properly receipted certificates, have been in attendance upon the convention.

The certificates are not transferable, and the signature affixed at the starting point, compared with the signature to the receipt, will enable the ticket agent to detect any attempted transfer.

Yours truly,
GEO. H. DANIELS,
Ass't Commissioner.

LIST OF ROADS WHICH WILL ACCEPT RETURN TICKETS ISSUED UNDER THE CERTIFICATE PLAN OF THE CENTRAL TRAFFIC ASSOCIATION.

Baltimore and Ohio (West of the Ohio River).
Chicago and Atlantic.
Chicago, St. Louis and Pittsburg.
Chicago and Grand Trunk.
Cincinnati, Hamilton and Dayton.
Cincinnati, Indianapolis, St. Louis and Chicago.
Cincinnati and Muskingum Valley.
Cincinnati, New Orleans and Texas Pacific.
Cincinnati, Wabash and Michigan.
Cincinnati, Washington and Baltimore.
Cleveland, Columbus, Cincinnati and Indianapolis.
Cleveland, Akron and Columbus.
Columbus and Cincinnati Midland.
Dayton and Union.
Detroit, Grand Haven and Milwaukee.
Evansville and Terre Haute.
Fort Wayne, Cincinnati and Louisville.
Grand Rapids and Indiana.
Grand Trunk (West of Toronto).
Indianapolis and St. Louis.
Indiana, Bloomington and Western.
Jeffersonville, Madison and Indianapolis
Lake Erie and Western.
Lake Shore and Michigan Southern.
Louisville and Nashville.
Louisville, Evansville and St. Louis.
Louisville, New Albany and Chicago.
Michigan Central.
New York, Pennsylvania and Ohio.
Niagara Falls Short Line.
Ohio and Mississippi.
Pennsylvania Company.
Peoria, Decatur and Evansville.
Pittsburgh and Lake Erie.
Pittsburgh and Western.
Pittsburgh, Cincinnati and St. Louis.
Scioto Valley.
Terre Haute and Indianapolis (Vandalia Line).
Valley.
Wabash, St. Louis and Pacific (East of Mississippi River).
Wheeling and Lake Erie.

NOTICE OF AMENDMENT.

To the Board of Officers L. A. W.,

Gentlemen,— I desire to give notice that at the meeting of the Board, in St. Louis, in May next, I shall move to amend Art. II, Sect. 1, of the By-Laws, so as to place the Annual Meeting of the League between the dates of the 15th of May and 1st of July, inclusive.

Also, Sect. 4, same Article, striking out the "Fall Meeting of the Board." and placing the "Winter Meeting between the 1st and 20th of January, at the call of the Executive Committee."

Giving also the president power to call special meeting of the Board, upon advice and consent of the Executive Committee.

C. S. BUTLER,
Rep. in and for New York.

BUFFALO, April 26, 1887.

TOURISTS, ATTENTION.

I DESIRE to arrange a complete list of Division, county, and club tourmasters; also, of all wheelmen connected with touring boards or committees. Will all such write me at once, stating name, address, nature of office held, and when appointed?

Fraternally,
N. L. COLLAMER,
Tourmaster.

APPOINTMENT.

OFFICE OF CHIEF CONSUL,
PA. DIV., L. A. W.

SCRANTON, PA., April 30, 1887.

I HAVE appointed J. J. Van Nort, of Scranton Bicycle Club, as representative for this Division L. A. W.; we being entitled to an additional one since the election.

GEO. A. JESSUP,
Chief Consul.

TO IOWA, ILLINOIS, AND MINNESOTA MEMBERS.

WHAT think you of this scheme? To those of you who intend going to the League Meet, *via* the St. Louis, Michigan and Northwestern Railroad, or St. Louis and Minneapolis Railroad, I would say, can't we manage, as many of us as possible, to take the same train, say the one that would put us into St. Louis, Friday A. M., at 7 o'clock, May 20. In this way we can become acquainted, and have a jolly good time while going down, which would prepare us for the better time we expect on arrival at St. Louis.

Let all who can, go via this route, which is accommodating to wheelmen (carry wheels free), and which passes through the town that is going to have the grandest road race the country has ever known. Let everybody come, and buy your tickets to stop over at Clarksville, Mo., on returning from the Meet.

H. C. CAKE,
L. A. W. 8123.

TRANSPORTATION TO LEAGUE MEET.

Circumstances have made necessary a change in the time of leaving of the L. A. W. train to League Meet, as published in this paper in a recent issue. The corrected time table is as follows:—

Time Table L. A. W. Special Train to Annual Convention, at St. Louis, May 20 and 21.

Leave Boston, Mass.	3.00 P. M.,	May 17,	via Fitchburg R. R.	
" New York, N.Y.	5.40 "	" "	" West Shore.	
" Albany, "	10.40 "	" "		
" Utica, "	12.59 "	" "		
" Syracuse, "	2.30 A. M.	" 18,		
" Rochester, "	4.32 "	" "		
" Buffalo, "	5.30 "	" "	via L.S.&M.S.R.R.	
" Dunkirk, "	6.33 "	" "		
" Erie, Pa.	8.00 "	" "		
" Cleveland, O.	11.00 "	" "	via Bee Line.	
" Union City, "	7.25 P. M.	" "		
" Indianap's, Ind.	10.50 "	" "	via I. & St. L. R. R.	
Arrive St. Louis, Mo.	7.50 A. M.,	" 19.		

Time Table to St. Louis, via Chicago, Ill., from Boston, New York and The East. New York and Boston, to Buffalo, N. Y., via L. A. W. Special Train, see table as above.

Leave Buffalo, N. Y.,	6.45 A. M.,	May 18,	via Mich. Cen. R.R.
" Detroit, Mich.,	1.30 P. M.,	" "	
Arrive Chicago, Ill.	9.30 "	" "	
Leave "	"	" 19.	
Arrive St. Louis, Mo.	A. M.	" 20.	

Wheelmen of the New England States (except Connecticut), who intend going to St. Louis, will please communicate at once with H. W. Hayes, 91 State Street, Boston, who will furnish full particulars as to time tables, rates of fare, etc.

The N. E. delegation will leave Boston via F. R. R., May 17, at 3 P. M., and application for tickets must be made on or before the 10th inst. in order to secure proper sleeping car accomodations. Arrangements will be made for those that desire to spend a day at Niagara Falls on the return from St. Louis. The special reduced rates from N. E. points can only be obtained by certificate signed by H. W. Hayes.

OHIO HOTELS AND CONSULS.

MASSILLON, OHIO, April 25, 1887.

ABBOT BASSETT, *S. E.*:

Dear Sir,— Please publish the following appointments for the ensuing year and oblige.

Yours fraternally,
JAMES R. DUNN, *Chief Consul.*

Consul.	*Hotel.*	*Rate.*	
	DEFIANCE.		
Chas. E. Slocum.			
	TOLEDO.		
H. E. Richards.	Jefferson.	$2.00	
	ELYRIA.	Reg.	
A. L. Garford.	Beebe House.	$2.00	No reduction.
	MEDINA.		Spec.
Blake Hendrickson.	American.	2.00	$1.50
	LE ROY.		
O. S. Wells.	Richards House.	1.50	1.00
	SEVILLE.		
O. S. Wells.	American.	1.50	1.25
	SANDUSKY.		
W. T. O'Brien.	Sloan.	2.50	2.00
	NORWALK.		
Geo. F. Titus.	St. Charles.	2.00	1.50
	FREMONT.		
J. W. Pero.	Ball House.	2.00	No reduction.
	FOSTORIA.		
A. E. Mugenthaler.	Earl House.		No rate.
	BROOKLYN VILLAGE.		
C. D. Andrews.	Bedford.		None.
	GIRARD.		
Jno. A. Flick.	Girard House.		None.
	FINDLAY.		
F. R. Goodrich.	Joy House.	1.50	1.00
	VAN WERT.		
Philip P. Oliver.	Van Wert House.	2.00	No reduction.
	MCCOMB.		
H. W. Scott.	McComb Hotel.	2.00	No reduction.
	LIMA.		
Jno. M. Wright.	Lima House.	2.00	1.50
	OTTAWA.		
A. L. Richmond, Jr.		2.00	No reduction.
	MARION.		None.
Chas. F. Olney.	Ker House.	2.00	20% off.
	KENTON.		
Geo. B. Scofield.	Reese House.	2.00	1.00
	ADA.		
Perry Sagebiel.	Young's Hotel.	2.00	1.50
	UPPER SANDUSKY.		
H. L. Christopher.			None.
	GALION.		
Will B. Gordon.	Central.	2.00	1.50
	CARDINGTON.		
Chas. A. Snyder.	Ben House.	2.00	1.50
	BELLVILLE.		
Sam. Brown.	Clifton.	1.50	1.00
	MANSFIELD.		
L. A. LeFlerz.	Wilkes House.		No rate.
	POLK.		
Byron J. Balliet.			No hotel.
	ALLIANCE.		
E. H. Field.	Russell House.	3.00	2.00
	CANTON.		
Chas. D. Painter.	American.	2.00	1.50
	MASSILLON.		
Frank C. Meyers.	Hotel Conrad.	2.00	1.50
	NEW CARLISLE.		
Felix R. Shepley.			None.
	NORTH LOUISBURG.		
Iowa Smith.			None.
	SOUTH CHARLESTON.		
J. M. Embrey.			None.
	SPRINGFIELD.		
Wm. J. Margrove.	Arcade.	2.50 & 3.00	2.00
	XENIA.		
Geo. Kepsay.	St. George.		No rate.
	BELLAIRE.		
S. D. Kingsbury.			None.
	COLLEGE HILL.		
T. C. Cochrain.			None.
	DAYTON.		
S. M. Goodman.	Phillips.	2.00	1.50
	MIDDLETOWN.		
A. W. Gump.			None.
Frank A. Jones.			
	PRESTON.		
J. L. Wakefield			None.
	LEVEL.		
H. Williams.			None.
	PLAINVILLE.		
T. Eustus Flynn.			None.
	EATON		
Chas. F. Ressler.	Reiche.	2.00	No reduction.
	HAMILTON.		
P. Benninghofen.	St. Charles.	2.00	1.60
	CINCINNATI.		
C. H. Schatzman.	Gibson.	4.00	3.00
M. A. High, for Cumminsville District Palace.		3.00	2.00 & 2.50
	QUILLE.		
Proctor E. Seas.	Hurd.	1.50	1.00
	COLUMBUS.		
Ward B. Perley.	Park Hotel.		2.00
	TIPPECANOE CITY.		
E. L. Crane.	City Hotel.	2.00	1.50
	WAPAKONETA.		
P. E. Davis.	Barnett.	2.00	1.50
	ST. MARY'S.		
LeRoy Piper.	Ducker House.	2.00	1.50
	POMEROY.		
Norman Horton.			None.
	GALLIPOLIS.		
Marcus Moses.			None.
	MIDDLEPORT.		
H. W. Webb.			None.
	NEW PHILADELPHIA.		
Geo. L. Taylor.	Exchange.	2.00	1.50
	AKRON.		
Grant C. McNeil.	Hotel Buchtel.	2.50	2.00
	YOUNGSTOWN.		
I. Grove.	Tod.	2.00 & 2.50	2.00 best.
	GARRETTSVILLE.		
Geo. J. Dunn.	Cameron.	1.50	1.00
	ROWENNA.		
R. E. Canahan.	Etna.	2.00	No reduction.
	NEW LISBON.		
F. W. Brenner.	Gregory.	2.00	No reduction.
	LEETONIA.		
W. G. Blatt.	Valley.	2.00	1.50
	SALEM.		
Chas. Ambler.	Greiver Brainerd.	2.00	1.50
	CANAL DOVER.		
C. F. Baker.	Icox City.	2.00	1.50
	UHRICHSVILLE.		
J. A. Everett.	Central.	2.00	1.50
	STEUBENVILLE.		
J. B. Griffith.	Imperial.	2.00	1.50
	ZANESVILLE.		
Chas. E. Pinkerton.			None.
	BRIDGEPORT.		
Jno. A. Topping.	Sherman.	2.00	1.50
	CLEVELAND.		
Geo. Collister.	Stillman.	3.00 & 3.50	No reduction.
	Hawley.	2.00	"

PENNSYLVANIA APPOINTMENTS.

PHILADELPHIA, April 28, 1887.

THE following have been appointed local consuls since the issue of the road-book:—

J. B. McKnight, Brookville.
A. L. Phillips, Pottsville.
A. F. Snyder, Weissport.
Dr. Elmer T. White, Connellsville
Frank Crissman, Milford.
W. C. Cruser, Montrose.
H. B. Worrell, Radnor.
Geo. F. Richmond, Wyoming.
Seward H. Murray, Sewickley.
Nate G. Lincoln, Athens.
John M. Daugherty, Indiana, vice S. W. Guthrie, resigned.

The complete list to date. Yours truly,

T. HOWARD WRIGHT,
Secretary-Treasurer.

INDIANA CONSULS.

THE following Consuls have been appointed for the year ending March 1, 1887:—

Crawfordsville, W. H. Pontious,
Columbus, W. G. Irwin,
Cambridge City, Frank Mason.
Elkhart, Dr. A. F. Kelly.
Frankfort, Chas. E. Fennel.
Greenfield, W. A. Hughs.
Greensburg, C. D. Tilson.
Huntington, Ed. F. Price.
Indianapolis, C. F. Smith.
Muncie, J. C. Abbott.
Madison, W. G. Heberhart.
Noblesville, W. G. Dunn.
Newcastle, D. W. Kerr.
Shelbyville, Geo. P. Davis.
Rushville, Geo. P. Davis.
Sullivan, M. D. Crawiy.
Roanoke, C. F. Crawford.
Terre Haute, J. Fred Probst.
Tipton, J. A. Gleason.
Lafayette, Frank Lewis.
Fort Wayne, Jno. M. Kuhns.
Warsaw, Jacob Phillipson.
Connersville, W. G. Heeh.
Logansport, J. F. Ritting.

INDIANA HOTELS.

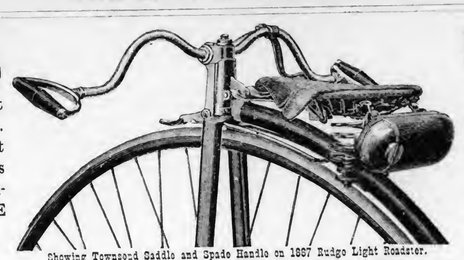
Town.	*Hotel.*	*Reg. Rate.*	*L. A. W. Rate.*	*Meals and Lodging.*
		$2.00	$1.50	
Sullivan.	McCannon.	2.00	1.80	50 & 25
Greenfield.	Guymon House.	2.00	1.00	25
Greersburg.	DeArmond.	2.00	1.40	
New Castle.	Bundy House.	2.00	1.50	40
Frankfort.	Coulter House.	2.00	1.50	40
Terre Haute.	National House.	2.00	1.50	40
Crawfordsville.	Nutt House.	2.00	1.50	40
Indianapolis.	Bates House.	3.00	2.50	
Madison.	Madison Hotel.	2.00	1.50	
Huntington.	Exchange.	2.00	1.50	40
Warsaw.	Hotel Hays.		1.50	40
Kokomo.	Clinton House.	2.00	1.50	40 & 50
Cambridge City.	Slaters Central.	2.00	1.50	40
"	Smalley's, Oyster Bay.			
Brookville.	Valley House.	2.00	1.00	40
Lafayette.	Lake House.	3.00	1.75	50
Noblesville.	Wainwright's Hotel.	2.00	1.40	35
Connersville.	Buckeye House.	2.00	1.50	

NATIONAL DRILL.

WASHINGTON, D. C., April 30, 1887.

IN connection with the national drill to be held in this city from the twenty-third to the thirtieth day of May next, the District of Columbia Division of the League of American Wheelmen propose holding a Division League Meet, for the reception and entertainment of L. A. W. members visiting Washington at that time. In view of the greatly reduced rates of transportation, and the fact that it will be an easy matter for wheelmen attending the St. Louis Meet to extend their trip to Washington, it is hoped that a large number will be present on this occasion accompanied by their wheels. Extensive arrangements have been made for the comfort and pleasure of visiting L. A. W. men, and all that is necessary to insure the success of the enterprise is the presence of a large number of wheelmen. Will you

Townsend * Saddle.



Showing Townsend Saddle and Spade Handle on 1887 Rudge Light Roadster.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, $6.00.

SPADE * HANDLES.

More comfortable. Great power in hill climbing. Perfectly adjustable and detachable.

You are behind the times if you don't have them.

PRICE, $5.00.

To be happy, you must have your bicycle fitted with the TOWNSEND SADDLE and ADJUSTABLE SPADE HANDLES. To be obtained or fitted by any of our agents. ☞ See *inside* of *front cover.*

STODDARD, LOVERING & CO., 152 Congress Street, Boston, Mass.

DON'T DO IT!

The man who proposes to GIVE something for nothing is the same man who is trying to GET something for nothing.

WATCH HIM

Don't believe him when he tells you that a cheap Bicycle with cart-wheel bearings is "just as good" as a high-grade machine with Bown's Adjustable Ball-bearings. Nothing is had for nothing. Buy the best, and it will behave well, ride well, look well, and SELL WELL, after you have ridden it for years. Victor Bicycles are all forged steel.
If you find one ounce of cast metal in a Victor Bicycle, bring it to us, and we will pay $100 for it. All interchangeable. Catalog free.

OVERMAN WHEEL CO.,

182-188 COLUMBUS AVE. - - - - BOSTON, MASS.

Victor Bicycles, Tricycles and Safeties.

kindly advise the undersigned, without delay, about the number of your men who will visit Washington at the above stated time, in order that our arrangements may be perfected and programmes issued.

W. H. STEARNS,
Chairman of Committee.
KELLOGG BUILDING, WASHINGTON, D. C.

NOTES AND QUERIES.

[*Readers are requested to contribute answers to questions propounded.*]

(35) WHICH Division of the League claims seniority? H *Ans.* New Hampshire, organized Sept. 18, 1882.

(36) WHERE has the electric timing been used? and is it a success? Where can one obtain information regarding it? J. J. C.

(37) SUPPOSE a bicycle be bought and used for two months in England; its identity established before United States Consul; be brought to this country in steamer with owner; in such a case is the wheel subject to duty? 8844. *Ans.* No duty should be charged for the wheel.

(38) 1. WOULD like to know if it is advisable to take a lantern (hub) when touring? 2. Should like to know if it is possible to ride from Albany, N. Y., to Philadelphia, *via* Binghamton, Scranton, etc., distance, condition of roads, etc.? 3. Can some one suggest a good route from Philadelphia to Long Branch, not to take longer than six days? 13080.

(39) ALLOW me to offer my personal experience on the perspiration question. When a boy, I could not perspire, and consequently suffered greatly from the heat. I then attempted to keep cool by daily cold baths. This caused profuse perspiration as long as practised. Lately, I have used warm or tepid water for bathing, and find the perspiration much reduced. Try warm baths, and avoid iced drinks, if you wish to keep cool in hot weather. C. E. DURVRA.

(40) MR. COLLAMER'S advice for the "sweaters" is so good, I must indorse and recommend it. If he wishes to keep his direct spokes tight, he can do so by wiping the threaded end and the hole in the hub perfectly dry, and then dipping the end in powdered pumice before "sending home." This answers very well, if the thread is not too much worn. I hope he will be as much benefited by this, as I am sure the sweating contingent will, by his advice. 13480.

(41) IN the BULLETIN of April 1, 3913 wants to know if the St. Louis roads are ridable for a tricycle. Yes. When you come, bring your three-wheeler, and you will never regret it. Every foot of our roads is ridable for a trike. 12470.

(42) REPLYING to No. 28, I can inform the writer that the very best possible way to get along with dogs, is to run over them. Not being a rider of a very small wheel, I am not sure that my experience will be of any benefit to him, or, perhaps, her. When I see a dog in eager readiness for attack, I entice him into proper position, and, taking all advantage of time, I run him down with a 54-inch Coffee Mill Star, weighing about eighty pounds, independent of the rider's avoirdupois. When doggie regathers his faculties, it is with a sort of compression, which he puts in the form of a resolution to ever after avoid even the shadow of a cycle.

(43) TELL No. 28 to argue with a dog. Let him laugh at the canine, and tell him he is a fool to run after a wheel. In many cases the dog will go home in a sheepish way. If that does n't do, let him get off and kill the dog with a brick. KAY.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws.

Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 85 — Total 131.

BOSTON, May 2, 1887.

CALIFORNIA DIVISION — 10.

Unattached.
14537 Beolstad, A., 913 Geary St., San Francisco.
14538 Bremer, J. M., Jr., 4th and Townsend Sts., San Francisco.
14492 Fox, Edwin B., Alameda.
14539 Hall, W. S., San José.
14540 Hutchison, W., 11 Stevenson St., San Francisco.
14421 Kelley, J. M., 401 E. 11th St., E. Oakland.
14542 Klingsbury, W. D., Univ. Pacific, San José.
14450 Saxe, F. K., M. D., " "
14451 Saxe, Mrs. F. K., " "
14541 Schultz, W. A., 523 Front St., San Francisco.

CONNECTICUT DIVISION — 3.

Unattached.
14543 Fowler, Fred B., Berlin.
14505 Gordy, E. S., Ansonia.
14544 Laudgraf, Otto H., Hartford.

GEORGIA — 4.

Brunswick Wheelmen.
14506 Bostwick, J. O., Brunswick.
14507 Brown, C. F., "
14508 Elliot, C. L., "
14509 King, Anson, L., Washington.

ILLINOIS DIVISION — 3.

Chicago Bi. Club.
14520 Benson, J. A., 163 State St., Chicago.
14521 Groeger, G. G., 155 Washington St., Chicago.
Joliet Cycle Club.
14422 Dickman, R. N., 212 N. Joliet St., Joliet.

IOWA DIVISION — 2.

Council Bluffs Ramblers.
14423 Reed, C. E., Council Bluffs.
Williamsburg Wheelmen.
14522 Hughes, Howard, Williamsburg.

KANSAS DIVISION — 21.

Leavenworth Co. Wheelmen.
14523 Jewett, E. R., Leavenworth.
14524 Morrow, F. C., cor. Spruce and Augusta Sts., Leavenworth.
14525 Neeley, R. M., Leavenworth.
14526 Phelps, Harry M., "
Topeka Wheelmen.
14527 Stevenson, Geo. T., 627 Kansas Ave., Topeka.
Wichita Wheelmen.
14452 Allen, Chas. C., 108 E. Douglas Ave., Wichita.
14453 Cook, Will S. "
14454 Dyer, Arthur L., 102 " " "
14455 Evans, H. F., Box 937, "
14456 Everest, H. H., 243 No. Main St., "
14457 Frey, Arthur F., Box 836, "
14458 Jones, Wm. Gifford, 4th National Bank "
14459 Lawrence, Chas., 102 E. Douglas Ave., "
14460 Lesh, Harry, "
14461 Mead, James L., "
14462 Morehouse, C. H., "
14463 Schultz, J. S., "
14464 Walker, David V., 132 No. Main St., "
14465 West, Harry T., c. o. Lombard Mt'ge. Co., "
14466 Wilcox, Ed. L., Lock Box 309, "
14467 Woodman, U. Grant, 143 No. Main St., "

KENTUCKY DIVISION — 1.

Newport Bi. Club.
14424 Wallingford, Geo. C., 220 Washington Ave., Newport.

MAINE DIVISION — 1.

Portland Wheel Club.
14528 Hannaford, J. H., 180 Middle St., Portland.

MASSACHUSETTS DIVISION — 10.

Amherst Coll. Wheel Club.
14510 Derr, Lewis, Amherst.
14511 Wilder, G. W., "
Jamaica Cycle Club.
14425 Eldredge, Wm. D., Roslindale.
Roxbury Bi. Club.
14426 Palmer, Geo. B., 29 Glenwood St., Roxbury.
Wayside Wheelmen.
14427 Lowden, M. C., 283 County St., New Bedford.
Worcester Bi. Club.
14529 Cook, Chas. S., 808 Main St., Worcester.
Unattached.
14493 Dole, Fred L., Amherst.
14512 Parkyn, Ch. C., 143 Tremont St., Boston.
14468 Southwell, R. W., 1 Dexter Row, Charlestown.
14545 Turnbull, Ernest H., Box 166, Amherst.

MICHIGAN DIVISION — 1.

Ann Arbor Bi. Club.
14428 Ellis, Hudson P., Ann Arbor.

MINNESOTA DIVISION — 10.

Mercury Bi. Club.
14469 Albee, N. E., Rooms 228 and 229 Boston Block, Minneapolis
14470 Angir, B. W., 300 Nicollet Ave., "
14471 Byers, J. F., 300 " "
14472 Chute, W. Y., 7 and 9 University Ave, N. E., "
14473 Kennedy, L. F., 36 Washington Ave., South, "
14474 Leavenworth, F. J., P. O. Box 904, "
14475 Schober, J. E., care of 1st National Bank, "
14476 Todd, F. D., 504 4th St., S. E., "
14477 White, C. D., 328 Nicollet Ave., "
Unattached.
14530 McFadon, O. E., 34 7th St., "

MISSOURI DIVISION — 4.

Unattached.
14531 Merrill, Leonard, National Stock Yards, Illinois.
14532 Metcalf, Thomas A., " " "
14494 Packard, A. A., 2905 Thomas St., St. Louis.
14533 Sutherland, Willis H., National Stock Yards, Illinois.

NEBRASKA DIVISION — 1.

Omaha Wheel Club.
14546 Darrel, W. W., Omaha.

NEW HAMPSHIRE DIVISION — 1.

Granite Wheel Club.
14495 Stiles, Ned E., Dover, N. H.

NEW JERSEY DIVISION — 9.

Elizabeth Wheelmen.
14547 Jenkins, A. G., 664 Madison Ave., Elizabeth.
Hudson Co. Wheelmen.
14496 Strugnell, H., 292 Barrow St., Jersey City.
New Jersey Wheelmen.
14497 Hall, A. M., 115 Liberty St., New York.
Passaic Co. Wheelmen.
14429 King, Jno. E., Passaic.
14430 Sengstack, Gustave, Passaic.
14431 Van Winkle, Ed. Paterson.
Unattached.
14432 Misel, David, Stanhope.
14478 Nicholl, T. J., Scotch Plains.
14498 Parsons, Geo. W., Millville.

NEW YORK DIVISION — 18.

Elmira Bi. Club.
14433 Brown, T. A., 153 Lake St., Elmira.
14434 Easterbrook, W. W., "
14435 Jacobus, W. D., 114 W. Water St., Elmira.

IT BEATS THE WORLD!

AND THE WORLD IS HARD TO BEAT.

1405 MILES IN 142 HOURS!!

Ridden by ALBERT SCHOCK, at Minneapolis, in competition with most of the great American professionals.

Mr. Schock writes: — "I am pleased with the Victor in every respect. I soon found it a vast improvement on all other wheels ridden by me."

Victor Wheels are built to ride. Bicycles, Tricycles, Safeties. Catalog free.

OVERMAN WHEEL CO. - - - 182 Columbus Avenue, Boston.

Unattached.
14534 Boyd, Andrew Z., 313 Hicks St., Brooklyn.
14513 Bullard, A. D., Elmira.
14436 Clarke, S. S., New Berlin.
14437 Crick, Chas. F., Niagara Falls.
14438 Dodsworth, L. A., Union Square Hotel, New York.
14535 Dorr, Geo. W., 142 W. 105th St. "
14479 Hassey Emile A. 14 Second St., "
14548 Hunter N. Herbert, Catskill.
14549 Kelley, Solomon J., 33 Bennett St., Buffalo.
14480 Little, Carleton B., 20 W. 16th St., New York.
14449 Medrow, E. A., 174 W. Main St., Rochester.
14550 Peck, F. H., Canisteo.
14514 Richards, G. A., 107 So. Main St., Elmira.
14481 Titterton, Geo. E., Box 2805, New York.
14482 Weed, N. H., Box 67, "

OHIO DIVISION — 8.

Logan Co. Bi. Club.
14500 McLaughlin, B. H., Bellefontaine.
14501 Osburn, J. C., Zanesfield.
14502 Smith, E. L., Bellefontaine.
Unattached.
14551 Follansbee, H. S., Elyria,
14503 Landis, Orville F., Shelby.
14439 Matthews, Fred. C., St. George Hotel, Xenia.
14440 Teeple, J. H., Delta.
14441 Topping, Jno. A., Bridgeport.

PENNSYLVANIA DIVISION — 13.

Allegheny Cyclers.
14112 Graff, H. H., 226 Sheridan Ave., Pittsburg.
14443 Steele, Chas. A., Franklin.
Highlanders.
14515 Barker, C. H., Ebensburg.
14516 Barker, A. V., "
14517 Buck, A. W., "
14518 Kittell, M. D., "
14519 Myers, H. H., "
Lancaster Cycle Touring Club.
14536 Miller, Jno. B., Lancaster.
14444 Schmidt, H. A., N. Queens St., Lancaster.
14445 Tragesser, Jno., E. Chestnut St., "
Pittston Bi. Club.
14446 Daman, O. G., Pittston.
Wilkesbarre Ramblers.
14483 Wildermuth, M. S., 12 Dana Place, Wilkesbarre.
Unattached.
14447 Corman, W. P., Hazleton.
14448 Horn, A. J., "
14504 Seltzer, Harry Kent, Ephrata.

VIRGINIA DIVISION — 1.

Unattached.
14449 Boyde, Jno. J., Harrisonburg.

WISCONSIN DIVISION — 8.

Racine Bi. Club.
14484 Bailey, Fred, Racine.
14485 Carpenter, C. R., "
14486 Dean, W. G., "
14487 Driver, Philo., R. "
14488 Evans, Newton D., "
14489 Gunther, E., "
14490 Knight, Jno., W. "
14491 Smith, W. A. J. "

IMPORTANT.

The ***Grand Union Hotel***, opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

Advertisements will be inserted in this column as follows: $1.00 for four lines, first insertion; 50 cts. for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

HUMBER TANDEM for $165. good as new, costing $265. Call or address "TANDEM TRICYCLE," 118 Warren St., New York City.

$55 BUYS 52-inch Standard Columbia, ball bearings, enamel and bright finish, cowhorn bars, Hub Lamp, H. & T. automatic bell, all in A1 condition. H. H. BROWN, Wappingers Falls, N. Y.

A BARGAIN. — My 55-inch Rudge Light Roadster, built to order last season, with extra rake of forks, and 6-inch cranks. Been ridden but little, and good as new. Price, including ball pedals and Butcher cyclometer, $100. Cost over $150. W. G. KENDALL, 176 Tremont St., Boston.

TANDEM FOR SALE. — A Humber Tandem, can be used single or double. Cost $260.00. Been used one season. Is in good condition. Will sell for $150. CHAS. W. HOFFMAN, Hagerstown, Md.

IMPORTANT. — 60-inch Rudge Light Roadster, as good as new, for sale cheap. The first reasonable offer accepted. RUDGE AGENCY, 152 Congress St., Boston.

A GREAT BARGAIN. — A 42-inch Facile, same as 52-inch crank, the safest and easiest machine in the world to ride. N. J. WHITEHILL, West Randolph, Vt.

FACILE. — 46-inch, for sale. All the improvements of 1886, bought from importer, October, 1886, ridden not 25 miles, is in perfect condition, no marks of use. REV. PROF. J. B. FOCHT, Penna. College, Gettysburg, Penn.

OUR SPECIAL BARGAINS IN NEW AND second-hand machines are having an unprecedented sale, and we are going to keep it up. We are constantly receiving fresh stock in all the desirable patterns of bicycles, tricycles, and Safeties. Write to us what you want, *it will pay you*. List free. L. H. JOHNSON, Orange, N. J.

BICYCLES FOR SALE. — Bicycles and Tricyles — all kinds, descriptions, and prices — from $35.00 upwards. Call and examine, or send for list to RUDGE AGENCY, 152 Congress St., Boston, Mass.

FOR SALE. — A 48-inch full nickelled Columbia Expert bicycle, ball-bearing wheels and pedals, Kirkpatrick saddle, double step; the machine is just as good as new, never been run ten miles, and there is not a scratch on it. I will accept best offer over $100 for it, between now and May 20. For further particulars and reason for selling, address M. R. WILLIAMS, Ypsilanti, Mich.

FOR SALE. — 52-inch Victor, balls all round, in excellent condition, with or without cyclometer. Address, D. W. N., 30 Summer St., Boston.

FOR SALE. — 55-inch Apollo, balls all round, spade handles; ridden only one month; good as new. Reason for selling, I wish to ride the Apollo Safety. Address or call on F. W. PERRY, 415 Shawmut Ave., Boston.

WANTED. — New or second-hand tricycle, sociable or tandem. Don't mind the condition only so it is cheap. State make, condition, age and lowest cash price, F. O. B. The Cycleries, 1406 New York Ave., Washington, D. C.

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FOR SALE. Two Rudge Humber Tandems, suitable for 52 and 54-inch respectively. Ball pedals, latest pattern, in good order. For particulars, apply at the Rudge Agency, 152 Congress St., City.

SPECIAL BARGAINS in New and Second-Hand Machines, prior to removal April 1st to more central location in Orange. Bicycles, Tricycles, Tandems, and Safeties. Send for list. Write to us what you want, *it will pay you*.
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BARGAINS. — Experts, Rudges, Victors, Standards, all sizes. Kangaroos and Rudge Safeties; Single and Tandem Tricycles, *cheap*. Send for list stating wants. NEW YORK BICYCLE CO., 38 Park Place, New York.

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60-inch Expert Columbia, good condition	$65 00
50 " " " "	65.00
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No more blistered or cut hands. The reinforced, half-fingered, open-back Buck Glove is a sure preventive.

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Hard, Glossy, Black, Dries Instantly.
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$5. This is the price of each of the twenty L. A. W. Smyrna Rugs I have left. This is the last of the second lot, and I shall weave no more until next season, if then. Order now if you want to be sure of getting a rug.

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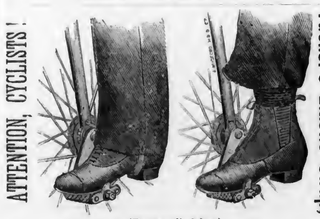
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We make a specialty in these **Garments**, and our prices are very reasonable. We refer to a large number of wheelmen, and who use our goods.

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Tucker's Elastic Strap,

(Pat. applied for.)

For Cyclists, Military Men and Equestrians.

Endorsed by the leading Wheelmen and Military men.

It holds the pants close to the **Ankle** and **free** from the **Wheel**, with nothing **visible** from the outside of the pants. **It is Neat, Stylish, and Easily Applied or Detached.** For sale by Bicycle Agencies and Gents' Furnishing Goods Houses. Also by the Manufacturers, **TUCKER & HUBBARD, P. O. Box 1029, Hartford, Conn.** Liberal Discount to the Trade. **Price, 25c. per pair** (mailed). Full directions with every pair.

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Made of Georgia Mahogany.

Presenting the brightest and most attractive finish of any of the native American woods. No pains or money has been spared to make these tables the most attractive piece of furniture ever offered.

L. A. W. SYMBOL.

Finely painted, ten inches in diameter, making the handsomest Card Receiver ever offered. Read what they say of it:

The beautiful finish and fine appearance of these Tables render them so attractive that L. A. W. members must prize them, as both ornamental and useful.
(Sgd) AUG. H. HANSELL, Judge Superior Court.

The Georgia Mahogany works beautifully in all finishing work, and we should think that this Table would be very attractive for the L. A. W. members for whom it is designed.
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Mr. W. F. Moss: It affords me pleasure to commend the beauty and strength of the L. A. W. Card Receiver manufactured by you. The bright and pleasing color will make it attractive to Wheelmen or any one else. Yours,
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There seems to linger in the delicate and peculiar shade of Georgia Mahogany lumber, something of the rich sunlight that has fed it and nourished its sturdy growth. It would strike the eye of an artist anywhere, and it exquisite finish would rival the famed hard woods of the world. Mr. Moss deserves and should receive encouragement, he is taking the crude elements of our wealth and turning them into money.— *Thomasville Enterprise.*

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Is made of the Finest Kangaroo or Dongola, in any size or width and warranted superior to any Bicycle Shoe made.

Price, per pair, $3.00.

These shoes being laced to the toe, afford comfort to the wearer, in whatever position the foot is placed; and, also, are the most durable shoe made.

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The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

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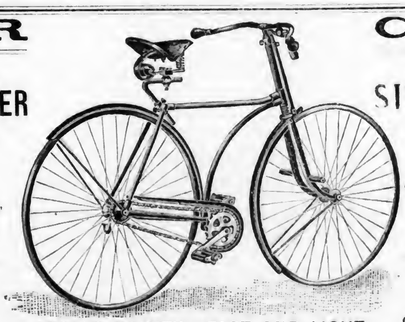
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NO DEAD CENTRES. FULL POWER UTILIZED. CLIMBS ANY HILL.

The best machine for ladies, as there are no revolving pedals to catch the skirts. The only Tricycle that can be ridden equally well by lady or gentleman, grown person or child.

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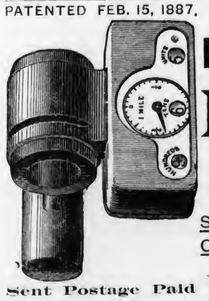
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A Well-Built, Durable Machine. All Steel.
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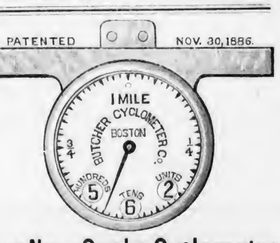
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Butcher Cyclometer
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The Most Accurate, The Easiest to Read from the Saddle, and the BEST WORKMANSHIP ever put into a Cyclometer. Send for Circular to the
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SUITABLE FOR
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A NEW PATTERN OF TRIGWELL'S BALL-HEAD, much better than last year;
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DETACHABLE HANDLE BARS, LACED SPOKES, ETC.

DON'T Buy an inferior or old model wheel, until you have examined the latest and best. Owners of genuine Royal Mails will hear something of interest to them by sending their name and address to

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The same is said, in fact, of all the Cunard Cycles. Send for Catalogue and Testimonials, now in the Press.

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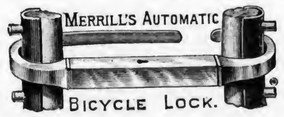
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Strongest and Lightest Handle in the Market.
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THE BROOKS IDEAL CYCLOMETER.
SIMPLEST, MOST RELIABLE AND BEST.
FULLY WARRANTED, only $5.00.
SEND FOR CIRCULAR TO
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Large stock constantly on hand to select from. Repair parts and sundries supplied.

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The Keystone Bicycle Saddle!
Improved for '87; fits any Bicycle. Price, $5.00.
— MANUFACTURED BY —
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Member C. B. C. and L. A. W.
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Cambridge Agent for New Mail and Springfield.
Agents wanted all over America. Patented.

Patented 1881.



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The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges**, $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.

Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & aCo.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.



New Style H.

THE CYCLE BRUSH TOOL
THE ONLY MEANS OF KEEPING YOUR BEARINGS FREE FROM GRIT.



FOR SALE BY THE TRADE.

The Sensation of 1887!

ABSOLUTE PERFECTION!!

The Latest American High Grade Wheel,

THE NEW MAIL.

A Perfectly Made Light Roadster.

OUR SPECIALTY,

Perfection Strengthened Backbone and Forks.

BACKBONE. — Warwick's pattern, new this year. It is well known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is handsomer and stiffer than the round.

FORKS. — Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives a very strong rigid fork.

A SUPERB LIGHT ROADSTER.

At least, Examine one before purchasing your mount, or get a Circular!



With Our Specialty, Trigwell's Ball Head.

Extract from a London letter to the L. A. W. Bulletin January 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it, — but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that is a vast improvement over the Stanley head, with cone or hemispherical centres, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

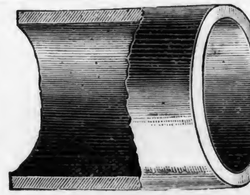
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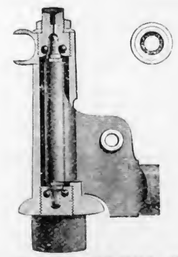
✻SEE THIS WHEEL BEFORE PURCHASING.✻
ASK YOUR DEALER FOR IT.



Warwick's New Hollow Rim,

With thickened bottom. Seamless and perfectly smooth outside.





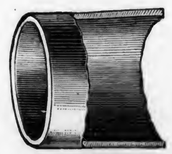
Trigwell's Ball Head. Greatest Modern Improvement.



Sectional and end view showing strengthened neck end of Backbone.



Sectional view showing Backbone and Forks when made up. A Splendid Improvement.





Sectional and end view of back fork end of Backbone.

Handsome Photograph OF THE **NEW MAIL** Sent for *14 Cents in STAMPS.*

CEMENTED TIRE.

Good Agents Wanted in Every Town.

SEND STAMP for Fully Illustrated Circular of this Perfect WHEEL, with Full Representation of All Parts.

WM. READ & SONS, Manufacturers - - 107 Washington St., Boston, Mass.

A FEW INTERROGATION POINTS, GENTLEMEN.

Why be deceived by middle-men who call themselves manufacturers and are not?

If their statements about themselves are untrue, why not their claims regarding the merits of the wheels they sell, or rather attempt to sell?

Why be deceived by statements about records acquired on wheels so frailly constructed as to be useless on the road?

Is not the effort to associate the performance of one wheel with another, because only it is sold by the same middle-men, an effort to deceive?

Is it not reasonable to suppose that the buyer can get a better value for his money from the agent of the manufacturer than from the agent of the manufacturer's agent?

Is it not logical and wise to conclude upon a mount from the arguments and testimony of road riders who hold all the more important world's road and long-distance records, obtained too on American champion roadsters, rather than from the testimony of riders using 22-pound machines on specially prepared surfaces?

If you wish to be convinced, why not send a one-cent stamp for a special catalog of testimonials, parts, etc., to

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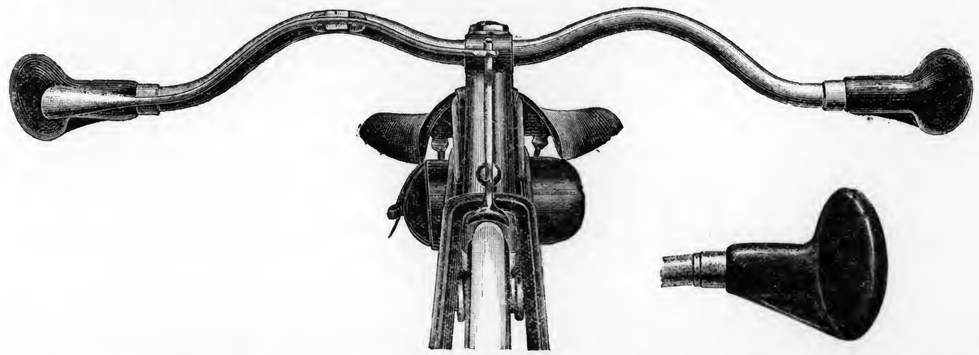
The largest Manufacturers of Bicycles, Tricycles, and Sundries in America.

THE L. A. W. BULLETIN.

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN: PUBLISHED WEEKLY: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

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Possess all the advantages of the Pear or Spade-Shaped Handles, with the added advantage of an easier rest for the hands while touring or riding on level roads, and are less liable to break.

These Handles, when ordered, are furnished with the Expert and Light Roadster Columbias, and are almost invariably so ordered by the purchasers.

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A PURSE OF

$250.00 IN GOLD!

PROVIDING HE RIDES A

RUDGE LIGHT ROADSTER.

And Breaks the World's Record for that Distance.

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BOSTON, MASS.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY. DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

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Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

AND now New York wheelmen have a field to work in, which will bring forth fruit in abundance if it is skilfully cultivated and nurtured. The "Liberty bill" has passed the Lower House of the Legislature and is now in the Senate, where some opposition is expected, the degree of which cannot be anticipated. To defeat this opposition the senators must be impressed with the great demand on the part of the people, for the passage of such a bill as this, and the demand can best be shown by the size of the petition which goes to them. Blank petitions have been sent to wheelmen throughout the State, and these should be filled at once and forwarded to Chief Consul Bidwell. Beyond this, wheelmen should bring to bear upon the senators any and all influences that they can. It is of the highest importance that this bill should pass. It will stand as a precedent for other State Legislatures and its passage will do the cause a world of good. Give a day to the cause, gentlemen of the New York Division, and do not keep your coat on, either.

THE Board of Officers have hardly yet made the best rule for proxy voting. Under the present rule, a man must write on the blank the name of his proxy, and stand a good chance of sending it to a member who has more proxies than he can use. There should be a provision whereby any member could send his proxy to the Secretary of the meeting with definite instructions regarding each vote that he desires cast. Under such a rule as this, the Secretary could not abuse the proxy system, for he would have no power to transfer the proxy, nor to vote it on any question except those where special instructions are given. Very many men will be unable to vote at St. Louis for want of a proxy appointed under the present rule of the Board.

The *Bicycling World* has put on a tasty uniform, and looks well in the new dress. The three columns on a page have given place to two wider ones, and ornamental headings have been adopted. C. W. Reed has designed a new heading for the paper, and altogether an improvement has been effected. We wish our contemporary all manner of success, and we trust that the marked improvement in its appearance will be duplicated in its business department.

FROM A FEMININE POINT OF VIEW.

I HAVE been looking over a number of interesting letters that came to a good friend of mine, who contributed an article on "Tricycling for Ladies" to a religious paper, and I have been surprised to find how little is really known regarding the tricycle, if we may judge from these epistles, by those who live in places remote from the large cities.

A VERY large number ask for particulars regarding the machine, as though my friend had been telling of some new and wonderful thing that would astonish the world at an early date, and then of course, there was the oft-repeated question, "which is the best machine to buy?"

ONE lady wrote for particulars on behalf of her pastor, who has been a great sufferer from dyspepsia, and she told my friend that if he thought the "new machine" would rid him of the trouble, she had no doubt the parish would present him with one.

ONE letter came from Germany, and was written by a lady, who said she was a sufferer from a nervous affection, and unable to walk, and she thought that perhaps the tricycle would come to her aid in furnishing an agreeable outdoor exercise.

THESE letters show that there is a field that has not yet been fully cultivated by the dealers. A very large contingent of would-be riders stands ready to take up the wheel when its advantages are made known by a practical demonstration. This work of practical demonstration is being done most faithfully by those who ride. I have a very large acquaintance among those ladies who have taken to the wheel in Boston and vicinity, and among them I know of not one who lacks enthusiasm for the sport, nor do I know of one who fails to urge her friends to follow her example.

BUT riding the wheel has its unfortunate limitations. The fact must be admitted that there are but few places in America where a lady can ride and enjoy it. On the sea coast of Massachusetts, in the Orange district of New Jersey, and in the parks of Buffalo, New York, and other large cities, a lady can ride, and get very much pleasurable exercise without hard work. But, alas, that I should be forced to say it, America has a preponderance of sandy and cart rutted roads, passable on the foot-path for our brothers on the bicycle, but presenting to a lady on a broad-guage three-wheeler the disheartening legend, "No thoroughfare." The improvement of the highways in America presents a problem so stupendous that it would seem to call for many Leagues, with very large memberships and very great influence, to impress upon the public mind the necessity for some settled policy of road building which shall give us, in the dim future, better paths for our wheels.

"VIOLET LORNE" has been taking me to task for some sayings of mine which give her displeasure. I will give what she says just as it comes from her pen:

"Daisie's views upon the great dress question are quaint enough to induce the unworthy suspicion that she is but a theoretical wheelwoman after all. Could any rider of experience seriously suggest silk and linen, or Lisle thread gloves as useful wear, or advise a ventilated helmet as head-gear? But it is on the subject of gowns that she is most eccentric in her advice. 'The skirt,' she says, 'should be without back drapery, and each one can suit her taste and pleasure about the front.' The liberal spirit of this permission is borne out by the neat, gracious assurance, 'a little drapery can do no harm in riding.' This is a great relief to the anxious beginner, but to the more experienced rider the mental vision of a gown elaborately draped in front, and devoid of decoration behind, has a weird and gruesome effect, necessitating a desire on the part of the dismounted wheelwoman perpetually to practise the correct mode of exit from the presence of royalty. 'Daisie's' concluding direction — 'Make the skirt of ordinary walking length in front, with a slope of three inches at the back,' shatters into fragments the last fond dream of this surviving hope of escape."

Violet has a very unfair way of taking a person's words and distorting them into grotesqueness and then arguing from the conception which is her own. She did this a few months ago, when I said that the Chelsea ladies had a small bow of ribbon, of the club color, on the head of the machine, for she drew a picture of wheels *elaborately* trimmed with ribbons, and condemned the practice. Mark the same word "*elaborately*" to describe the front drapery of a skirt which I said need not be entirely plain.

If there is anything better than the costume I described, I would like to have Violet describe it. I have worn the dress described, not *theoretically* but practically over many, many miles of the road. I have found it comfortable, inconspicuous, both for its want of elaborate trimming and for its want of plainness, and admirably suited to its uses; and, moreover, there are many more just such dresses in Massachusetts.

If kid or dogskin gloves are preferred to the ones I recommended, the ladies may wear them. I have tried nearly everything and I still hold to the flexible and well-ventilated gloves to which Violet is not yet a convert.

DID I recommend the helmet? Oh, no! I was careful not to do that, for I know that there is a prejudice against it. Read me aright, and you will see that I said that I wore such a headgear. I will not deny that I wear it, because I find it the coolest and most serviceable all-round head wear that I ever tried, and I have tried many. It is not the prettiest, I will admit, but it is not altogether ugly.

DAISIE.

THE OWL.

AN evening paper, which has a so-called cycling column, edited by the "horse editor," says: "A. B. Rich expects to win about twenty-five first prizes this season. How refreshing this is? Mr. Rich *may* win his twenty-five firsts, if there are that many local races around New York, as he is the only racing man here; but when he comes against such men as Du Bois, Foster, and Crist, he won't find the winning so easy. Crist has spent the winter in the gymnasium, and will come to the track in the spring meetings in fine condition. Taking the closing form of last season as a basis, and allowing an equal percentage of improvement in form and condition in both Crist and Rich, I think that the Washington flyer will ride from three to five seconds faster in the mile than Rich. Should Crist improve as much as it would be reasonable to expect on his last year's form, he will take record this season in some of the intermediate distances. Rich's strong point lays in his spurting abilities, while Crist's is in stamina. There is not a man in America who can ride a waiting race till the stretch is reached, and beat A. B. Rich over the line. Yet, a half mile dash, ridden at a slashing pace, would kill him, while Crist, being a "vater," could carry that distance in almost a continuous spurt.

THE latest from Philadelphia is the information that "we will back Kirk for the next presidency." Supplementing the "backing" is the information that this great "backing" is given solely on account of Kirk's (whoever that may be) ability as a story-teller of some kind or other. On what small things the destiny of people often revolves! A few grains too much pepper in his Weiner Schnitzel might put Bismarck in such raging irritation that war with France would be declared at once, so, from the telling of some story or other, this Mr. "Kirk" is doomed to lose the "presidency." Some time since in this column appeared an item to the effect that they had begun preparations for building a clubhouse in Philadelphia by fencing out the cows, etc. The latest bulletin regarding this important rural affair is in the following paragraph

"Right you are, friend 'Owl'; not only to keep out the cows, but the calves and donkeys." My apologies are due Philadelphia for leaving out these representative citizens of a village, though, of course, I know that building in Philadelphia without this precaution would be an extremely hazardous and annoying undertaking.

THE manufacturers of a certain make of wheel advertised, a few months ago, that a rider of one of their bicycles had ridden it 13,498 miles within the year just passed. Do you know when you deal with the figures involved in this claim, the performance is but little short of a miracle? Taking for granted the rider employed only sixty-five days in the whole year for business, etc., and devoted the remaining three hundred to riding, he would have to average about forty-five miles per diem for each of the three hundred days. Supposing, an impossibility, that the rider found the roads, weather, and himself in suitable condition for riding, on each of the three hundred and sixty-five days in the year, he would still have averaged about thirty-seven miles per day. Can this be possible? In default of any information of a definite kind we will suppose that the rider accomplished this wonderful performance upon an averaged sized wheel, say a fifty-two inch, he would then have to cause it to revolve a fraction over 5,234,039 times. Taking an average road gait of seven miles an hour, he would have to ride night and day without varying or stopping for over eighty days. To put it mildly, in the light of the foregoing figures, I doubt if any such distance has been or ever will be covered in the average number of riding days in a year. The only record that I see rightfully belongs to the claimant of the foregoing mileage is one that Ananias has heretofore held undisputed possession of for over two thousand years, but who will now have to "throw up the sponge" after this claim for 13,498 miles in a year is made.

A TWO-page treatise on cycles for military purposes, in the programme of the Twelfth Regiment, N. G. S. N. Y. at their recent athletic games, was well written, and attracted much attention. The writer uses a term in reference to Rover-typed wheels, that strikes me as being particularly appropriate, — he calls them the "Shetland Pony of cycling."

The following postal-card explains itself. Therefore, my noble six hundred, let it be said of you, as was said of the same number at Balaklava

"Boldly they rode, and well
Into the brewery, the six-hundred."

OFFICE ANHEUSER-BUSCH BREWING ASSOCIATION.
ST. LOUIS, May 2, 1887.

Dear "Owl." — Some time ago, you stated in the BULLETIN that you knew of at least six hundred men (in your mind) who would visit, or rather come to the "Meet," providing an invitation was given to visit the brewery. Well, sir, this has been done, and you are requested to bring your six hundred along. Fraternally,

7,300.

N. B. The signature "7,300," is the writer's L. A. W. number, not the number of drinks of beer allotted each visitor.

THE above, and the subject treated (no pun) of, brings to mind the fact that Kennedy-Child and Frank Belden were here last week, and put me through a part of the initiation of that most noble order, known as the "Wild Earthmen of America," which requires that the Earthman drinks whatever the presiding officer orders. I am a little bit in doubt as to the closing part of the performance, but I *am* positive I had everything from a Manhattan cocktail to a *pousse-café*, before I lost track of drinks and events. Should Kennedy-Child start the organization of the Wild Earthmen in America, the foregoing branch of its initiatory proceedings will be a grand success, especially if the presiding officers *pays* for, as well as orders, the liquids. My advice would be to him to make some arrangements beforehand with an undertaker, on a commission, as business in this line will be boomed, if the balance of the ordeal for a neophyte be as severe as above-mentioned.

AT the dog show, now in progress at Madison Square Garden, there are representatives of four hundred different kinds of canines, and among these, I could not find my old enemy the "yaller dorg," whose proclivities for snapping at cyclist's legs has made him well-known to every rider of the wheel in the world, and of a pronounced enough type, to entitle him to exhibition honors. I should dearly delight in seeing every one of this species of dog that the universe contains, and they are millions, exhibited at the end of a rope, one end around the dog's neck in a noose, and the other tied up high enough to cause the lovely canine's hind feet to be almost a foot from the ground. THE OWL.

QUAKERTOWN QUILLINGS.

EUGENE M. AARON'S resignation has been accepted by the Pennsylvania Club, and that important and extensive organization shows its usual wisdom in remaining loyal to the League. Mr. Aaron proposes to retire entirely from cycling, and has offered his different machines for sale to the highest bidder. To very many Philadelphia riders Mr. Aaron's withdrawal is felt as a blow at the interests of the sport. Others think it the best thing for him to do under the circumstances, but all unite in a friendly farewell to the man who has made so big a rumpus, even though they may not altogether endorse the aforesaid rumpus.

The feature of the past week has been the first Annual Dinner of the Century Wheelmen. Eighty members, with their invited guests sat at the festive board and enjoyed themselves to the fullest extent; some to an unwalkable extent, like Mark Twain's frog. The new Chief Consul, Mr. Geo. A. Jessup, of Scranton, responded to the toast of "The L. A. W.," and ex-Consul Wells made appropriate reply on behalf of the "Cycling Press." Mr. Frank Read, President of the Germantown Club, acted as toastmaster, and did it *brown*. Altogether an exceedingly pleasant evening was passed.

C. B. KEENE, University of Pennsylvania, won the mile race and fell in the two-mile, at Wilmington, Del., May 7. He had three seconds start on Wilhelm, of Reading, in the mile, and gained over fifteen seconds on him, winning in 3.19, on a very poor track.

MR. L. ROBERTS, of the Pennsylvania Club, is about to take a trip through England, Ireland, Scotland, and part of the Continent on a tricycle. He will leave early in June, and expects to be gone until Fall. Mr. Roberts is a well-known photographer, and his object is the securing of photographic views. He will fit out at Coventry, having a tricycle made that will be specially adapted for his requirements.

MESSRS. Bailey and Fleming, of the Century Wheelmen, on Sunday last, rode from the clubhouse to Uniontown, beyond West Chester, and returned. The cyclometers showed that nearly eighty miles had been covered, the best one-day's ride of the season.

THE Meet of the Pennsylvania Division at Wilkesbarre, on the Fourth of July, promises to be an interesting affair. Races on the new track will be one of the prominent features of the Meet. Some of the fastest men in the State reside in the Lehigh and Wyoming Valleys, and will enter the races.

We have had much talk lately of a proposed race on the road between the Camden wheelmen and some of our city clubs, The University Bicycle Association is also on the lookout for a road-race, and it is not improbable that the two may come together. W. Byrd Page, President of the University Athletic Club, and the record holder for high jumping, is also a bicyclist, and is anxious to get a race on with Frank Kohler, of the Pennsylvania Club, from Philadelphia to Staunton, Va., 291 miles. This would be a road-race with a vengeance, but there is little probability of Kohler accepting any such race. Page goes to England this summer with the Manhattan Athletic Club team, New York.

The Athletic Club, of the Schuylkill Navy, will give an out-door meeting on Saturday, May 28, at the grounds of the University of Pennsylvania. The track is four laps to the mile, cinder, and in good condition, and is beautifully shaped. The cycling events on the programme are one and two mile bicycle races, and one mile tricycle, for gold and silver medals, with an additional gold medal if record is broken. As 2.38 has been done on this track (in a private trial), it is quite possible that if some of the fliers from down east or from Washington come on, the state record of 2.47 will have to go. Entries, 50 cts. each event; close 21st inst., and should be sent to Edward Milligan, 403 Walnut Street. The A. C. S. N. has also arranged with the West Philadelphia Athletic Association for the use of the great "five-lap track" grounds, etc., for members of the former association.

C. Barton Keene, about the fastest man we have hereabouts, has entered for the A. C. S. N. races, and considerable interest is manifested in the race between him and Wilhelm, of Reading, who is expected to be on hand, also. Richwine, of the Pennsylvanians, is also rumored as wanting his little opportunity at Keene. PHACTOTUM.

ST. LOUIS.

THE fact that the BULLETIN is fairly teeming with Meet news is a source of deep gratification to Missouri. Never before has the approach of our annual gathering been so thoroughly advertised or excited so much attention as this year. Despite our distance from the Eastern centres, we may even see the biggest attendance of any year, and our little colony anticipates that not a little hustling will be needed to cope with the crowd. We intend doing it, though, and are clearing the decks for action so systematically that all committees will pull together, disposing of the work in hand like a Samson dealing with Philistines, — but more gently.

CUT out the pointers I gave you last week, and stick them in your hat. You will find them useful, and they may save you from a sunstroke. I overlooked one little item, I think. Those who are bent on seeing everything in town, and want to do it quickly, can do no better than to take the elevator at the Custom House and visit the top of the dome, which is the highest point in the city and commands a wide view of the thoroughfares.

THE General Committee thoroughly canvassed its work last night. Nothing startling was evolved, and about all that now remains is to complete the last details and prepare for some very hard work. The pretty spot in Forest Park which has been suggested as best for the reunion after the parade, will probably be selected, and I hear some talk of winding up the hotel banquet, on Saturday evening, with a rousing cycling song accompanied by string music.

HAL GREENWOOD will be in charge of the De Soto-to-Montesano run. Those wishing to see the very monarchs of the hills we have boasted so much about, will find Greenwood and assistants at the Union Depot, Friday morning. Those who go will, of course, miss the business meeting, and will not see the city until the following morning. Saturday's general run, however, will atone for this, and the DeSoto ride will never be forgotten. A word of caution — don't go unless your brake is O. K. and you can coast. Remember, the excursion boat and supper await you at Montesano, and note, also, that another run to the springs starts *south* at 1 P. M. from the clubhouse.

MR. BASSETT, I hear, intends to sacrifice his own enjoyment for the League's sake, by running away to Boston without witnessing the road race or partaking of the good things at Clarksville. He will lose a needed rest after his arduous work during the Meet, by doing this, and the League may gain a few dollars. Fellow members, will you let him get away?

AS for Ducker, let him beware! It seems that Burley Ayers and a few others, at the Boston Meet, conspired to take hold of the poor man and not give him peace until they had "done him up" in regular Big-Four style. But he eluded them. This time, Whittaker tells me, the Springfield chieftain will give "sedateness" the go-by and come out in knee-pants, ready for the worst. Burley, sail in, pull in the secretary-editor, president, and ex-president, and we will watch the result.

RHODES and Neilson, with Daniels their trainer, arrived to-day and were accompanied to Clarksville by Percy Stone to-night. I believe St. Louis, if she would, could bring forward a number of good men for this race; but, as I have intimated before, most of our riders prefer toughness to scorching. Those who have watched Percy Stone's system of training, his recent good record on the De Soto hills, and his fine form, are about convinced that he will win the race.

THE Missouri Club meeting of Tuesday was well attended. They have about $1,000 in bank, and are flourishing in every way, the associate reserve list being away over the limit, and the active list about full. Further appropriations were made toward decorating the house, and the club fund, for entertaining visitors to the quarters during the Meet, was found to be $300.

JACK ROGERS — plain Jack Rogers, now, and suppose he is glad of it — was seen on the road again last Sunday. He rode a new tandem, in company with Lindell Gordon, and the two made a record of twenty-one minutes from Barthold's to Forest Park, about six miles. Gordon and Stewart also took the tandem to Ballwin and back recently, to the tune of 5 1-2 hours. The tandem is coming to the front.

GREENWOOD essayed to break the round-trip record on the De Soto road last Sunday, but was unsuccessful. He started at 6 A. M., several others having gone ahead about an hour, and caught his men at Bulltown. A hot day, macadam, and a strong headwind on the down trip were against him, and the party did not reach the city again till 10 P. M., Greenwood having occupied seven hours riding each way.

WE are having an unusual amount of rain for this season, but it will render fine weather all the more probable for the Meet.

W. W. CARPENTER, one of our hardest and most unassuming workers, has gone to San Diego, Cal., to reside. PHŒNIX.

OWING to a misunderstanding, our offer of $250 to the winner of the Clarksville road race is withdrawn. STODDARD LOVERING & CO.

JERSEY.

THERE was a meeting of the representatives of New Jersey Division held at Oraton Hall, Newark, on Saturday night, May 7, for the transaction of routine business, and the discussion of questions of policy to be advocated at the St. Louis Meet. Chief Consul Cooley, of Plainfield; Secretary Bonnell, of Jersey City, and Representatives Brown, of Elizabeth, Smith and Lunger, of Newark, Wright, of Montclair, and Kinch, of Westfield, were present. Ex-Chief Consul E. W. Johnson also attended by invitation. It was decided to send to the St. Louis Meet, at the expense of the division, a sufficient number of representatives to cast all the votes to which the State is entitled. As the chief consul can cast six, and a representative three, it will require the attendance of the chief consul and three representatives. Dr. Cooley has appointed Dr. Brown, and will announce the other two appointments immediately, as the delegation will leave for St. Louis next Tuesday.

THE resignation of Secretary Bonnell was tendered and accepted with great regret, as he had made an admirable and careful secretary. Ex-Chief Consul Johnson explained that the resignation was tendered at the suggestion of himself and Dr. Brown. Mr. Bonnell was about to go away to be absent all summer, and the interests of the Division demanded that there should be a secretary convenient for communication with the chief consul. Dr. Cooley then appointed Mr. Field, of the Plainfield Bicycle Club, to fill the unexpired term.

THE treasurer reported a balance of about $400 in the treasury, with about $100 owing the division from headquarters. The full report will be sent to the BULLETIN for publication.

NO ironclad directions were given the representatives binding them to the support of any particular candidate for president of the L. A. W., though I believe that the delegation has a strong and unanimous leaning toward Kirkpatrick.

THE State Meet will probably be held at Orange. A committee was appointed to confer with the directors of the New Jersey Cycling and Athletic Association to see what arrangements could be made for holding a race meeting on the Roseville track in case it were decided to hold the State Meet at Orange.

THE delegates received full instructions as to the policy to be advocated on the various questions to be discussed, and I understand that some valuable suggestions will be made, and radical changes proposed.

AFTER reading the Secretary-Editor's defence in the last number of the BULLETIN, to the complaints made by applicants for League membership that tickets had not been received, I dropped into the office of Dr. G. Carleton Brown, one of the members of the Membership Committee, to hear what he had to say in reference to the charges against himself and brethren. He received me affably, and with a big bundle of correspondence. "On May 4," he said, "I received a letter from Secretary Bassett stating substantially his troubles, as set forth in his editorial in the BULLETIN. E. F. Hill, of Peekskill, N. Y., is chairman of the committee, and Chief Consul J. K. Dunn, of Massillon, Ohio, the other member, beside myself. I immediately wrote Mr. Bassett that Mr. Hill had all the papers and protests in his keeping, and that I had not heard from him since some time previous to the Boston Meet of last year. Of course, with all the papers in Mr. Hill's possession, I, for my part, was powerless. I wrote to the chairman, but received no reply. On Saturday I went to see President Beckwith about the matter. He told me that some two months ago he had written to Mr. Hill, and had received a reply that he had been sick, but would attend to the business immediately. Since then he had heard nothing from him. Also, at Mr. Bassett's suggestion, I wrote to Mr. Dunn inclosing an order signed by myself, and to be signed by him, directing, on the authority of the majority of the Committee, the Secretary-Editor to issue tickets to all applicants up to May 20 not under protest. This morning I received a letter from him, he not yet having got my letter inclosing the order, stating, substantially, his experience to be that of mine with the chairman. I suppose by this time the order is signed and in Mr. Bassett's hands. I do not blame the Secretary-Editor for making public his defence. He could do nothing else in justice to himself. As to Mr. Hill, I am at a loss to account for his present dereliction, as in past years I have always found him to be a faithful, prompt, and ables worker."

THE road records of the Elizabeth Wheelmen are beginning once more to assume proportions indicative of extensive riding. D. B. Bonnett reports 360 miles for April, making his total over 1,000 up to May 1. His son, Louis, scored 256 during the month.

THE Brunswick Bicycle Club of New Brunswick, had their annual dinner in the early part of last week. From the long list of toasts responded to, I should judge that the eating, drinking, and speech-making must have taken up a liberal share of the night.

KLUGE told me on Saturday, that the King wheel, which is exciting so much curiosity in this section, would be out on the road by Tuesday of this week. Great secrecy has been observed in the shop in Newark, where it is being made, and curious would-be intruders have failed to force their way into the mysterious chamber of its birth.

PROBABLY few wheelmen are aware of the gigantic collection of bicycle records in possession of C. F. Coddington, of the Atalanta Wheelmen of Newark. It has been his hobby for years, and the compilation dates from 1880. In a conversation with me the other day, he said: "I have never made any fuss about the matter. It was my hobby, and I did it only for my own amusement. I have twenty-eight books in all, and they contain about 28,000 records. I have two blotters of 500 pages each; two classification registers of 480 pages each, in which the records are arranged by distances; a personal register; a ledger account with every man, giving all his running performances; and a comparison register for the recording of disputed times. I have fully two hundred correspondents and I accept no record until thoroughly authenticated and vouched for. I have all the certificates of time and distance filed away. I do not know whether I shall ever publish my records; but men have told me that the compilations were worth at least $1,000 for each year."

A BUILDING committee has the scheme of a new clubhouse for the Atalanta wheelmen in charge. Architects have submitted plans, and the committee has in view a site on the corner of Clifton and Fifth avenues, the latter being a continuation of Park avenue, Orange. The house will be quite an elaborate affair, and will be fitted with bowling alleys, billiard rooms, and all the appurtenances of a first-class club.

TEN clubs have notified Secretary Bridgman of their intention to enter teams in the road race on Decoration Day. They are the Harlem, Citizens, and New York, of New York; The Kings County, Ilderan, and Brooklyn, of Brooklyn; and the Elizabeth, Hudson County, Rutherford, and Union County, of New Jersey. With the forty starters that these entries will furnish, the race promises to be the greatest in the history of cycling in this country, as far as the number of contestants is concerned. The Citizens, New York, and Union County clubs will make their first appearance in the races of the association; all the others entered having competed in one or both of the previous contests. Of the men who will comprise the teams, little will be known until the names are sent in, a week before the race, as the committees are keeping both light and dark horses very dark. There will probably be hardly a club in the State that will not have a run through Orange on Decoration Day, and view the race in the afternoon.

A RAILING is being put above the pickets on the fence that skirts the Roseville track.

AN appropriation of $1,500 has been made by the Roseville authorities for the macadamizing of Roseville Avenue, between Sussex and Fifth.

TO encourage road riding the Atalanta wheelmen have offered four prizes: one for the biggest year's record, one for the most club runs attended, one for each century run, and one for the new member joining before July 1, who makes the largest average per month to the end of the season. Six members during April made an aggregate of one thousand six hundred and eighty-five miles. C. G. Hulsey leads the record men with four hundred and eighty miles up to May 1.

TIME trials are of daily occurrence over the Irvington-Milburn course. The usual rumors of fast time are afloat, and the same ridiculous mystery about performances is observed. I do not look for as fast time as that made last fall when all the conditions were absolutely perfect. I will back my opinion to the extent of a good cigar that 1.40 is not beaten one minute.

JER. C.

May 9, 1887.

IN MEMORIAM.

THE Albany (N. Y.) Wheelmen met and adopted the following memorial on the death of Eugene F. Brainard:

Whereas, It has pleased Him who doeth all things well, to call from among us our friend and fraternal brother, Eugene F. Brainard, to the ranks of the celestial league; therefore, be it

Resolved, That the Albany Wheelmen do sincerely mourn the loss of him who has been the first to be called hence; and in his death this club has lost an earnest and efficient member, and one who has endeared himself to us by his genial ways and unassuming manners, and his ever readiness to respond to all duties which he was called upon to perform in the interest of this organization.

Resolved, That these resolutions be entered upon the minutes of the club, and a copy thereof be sent to the family of the deceased; and be it further

Resolved, That this club attend his funeral in a body.

E. V. DENISON,
WILLIAM HOSIG,
H. C. FOSTER,
Committee.

SECOND ANNUAL TOUR OF THE MINNESOTA DIVISION.

THE Touring Board of the Minnesota Division, L. A. W., have decided upon a week's tour, to begin Monday, June 27, and close Saturday, July 2. Over two thirds of the distance will be run on prairie roads — the wheelman's paradise — while some seventy-five miles of the route lies along the Minnesota Valley, affording good roads and fine scenery.

While the tour is conducted under L. A. W. auspices, yet it is by no means intended to include only League members. A most cordial invitation is extended to every wheelman in the State who can spare a week to join the party.

Wheelmen intending to take the trip are requested to fill out a blank form, and forward to any member of the touring board, with one dollar as a guarantee. If for any good cause, any person forwarding such sum finds it impossible to go on the tour, the money will be refunded. The expense of the trip will not exceed $15 per man, which sum, less the guarantee, will be placed in the hands of the tourmaster the morning of the start, and receipts given therefor. The tourmaster will settle all bills

and attend to all details en route. The party will stop at the best hotels on the route, and will be given a special entertainment by the Redwood Falls Bicycle Club.

Tourists should take no more baggage than can be conveniently carried in a bundle carrier at the head of the wheel: an extra suit of underclothing is sufficient. Cork helmets are the most desirable head gear. If a party of twenty-five can be secured to start, a team and wagon will go along to carry baggage, repairs, and "lame ducks."

The Alert Bicycle Club will entertain tourists at the Windsor Hotel, St. Paul, previous to the start.

THE ROUTE.

Monday, June 27. Leave Windsor Hotel, St. Paul, 9 A. M. Wheel to Minneapolis, 15 miles, *via* Fort Snelling and Minnehaha. Dinner at West Hotel, as guests of Minneapolis wheelmen On at 2. Wheel to Shakopee, 25 miles. Supper. On at 7 to Merriam Junction, 5 miles, where take train for Henderson. Keller House over night.

Tuesday, June 28. Leave 8 A. M. for St. Peter, 20 miles. Dinner at Nicollet House. At 2 P. M. visit hospital for insane. Wheel to Mankato, 12 miles. Mankato House over night.

Wednesday, June 29. Leave 9 A. M. for St. Peter. Dinner at Nicollet House. On at 2 P. M. for New Ulm, 30 miles. Dakota House over night.

Thursday, June 30. Leave 8 A. M. for Redwood Falls, 40 miles. Dinner, 11 A. M., Lone Tree Lake. Arrive Redwood Falls 3.30 P. M. Hill-climbing contest 5 P. M. for medal offered by Redwood Falls Bicycle Club, local wheelmen barred. Oopsehaugh Hill is three eighths of a mile long, with ascent of one foot in seventh part of the way, and two sharp turns. Evening, hop at Dunnington Opera House.

Friday, July 1. Leave at 7.30 A. M. for Glencoe, 65 miles. Dinner at Hector, half way. American House over night.

Saturday, July 2. Wheel to Minneapolis, *via* Excelsior, 45 miles. Any desiring can take train for cities during forenoon.

Further information can be obtained by writing to any member of the Touring Board, or to S. F. Heath & Co., 14 South Fourth Street, Minneapolis.

TOURING BOARD.

Tourmaster, A. M. WELLES, Redwood Falls.
Captain, F. H. MERRIAM, St Paul, (Northwestern Shot Co.)

Ch'n Bureau of Information, C. H. PORTER, Winona.

APRIL 23, 1887.

CYCLETS.

AND now we are off to the Meet.

ST. LOUIS, we are all looking at you.

EASTERN men will train to and at St. Louis.

RUMOR points to the union of two New York bicycle clubs.

THE last *Clipper* has a picture of F. F. Ives, the "professional bicycler."

C. R. OVERMAN took a header in the West last week, and received a bad cut in the jaw.

THE Springfield Club has organized a band. This club was always disposed to make music.

THE California Division will hold a meet at Santa Cruz. It is n't the place where the rum comes from, though.

MR. F. W. WESTON, after a year's rest, has again assumed the position of chief consul of the Cyclists' Touring Club.

THE annual dinner of the Berkshire County Wheelmen was held on May 3, and twenty-six covers were laid.

A STEAM tricycle and a Victoria, the latter to be ridden by the Boston delegation, will be novelties of the St. Louis parade.

THE Overman Wheel Company have an "Unknown" who will go into the Clarksville road race. Can it be Lacy Hillier.

E. H. WILCOX, formerly of Chicago, and W. L. Surprise, of Memphis, have established the "Chicksaw" agency at Memphis.

STODDARD, LOVERING & Co. will hang up a purse of gold containing $250 before those who ride their wheel in the Clarksville road race.

BOB ENGLISH, the ex-amateur, was beaten in his twenty-mile match with T. Battensby by half a length, after a slow race. Time, 1.11.20 4-5.

NO riding on sidewalks in the race of the Eastern Road Club. You must get off and walk if you can't pass a team except by going upon the sidewalk.

MR. R. E. BURNETT supplies the vacancy in the executive of the Eastern Road Club, made by the resignation of Capt. L. H. Frost, of the Chelsea Club.

THE Canadian Wheelmen's Association has issued a guide book, containing a description of roads, the constitution and by-laws, and a list of hotels, consuls, etc.

THE Paynesville (Mo.) Wheel Club wil have a five-mile road race on May 28, on a branch of the Clarksville belt road, which holds the fifty-mile record of the world.

L. D. MUNGER has written he will enter the Clarksville road rate on a tricycle. He does n't expect to beat the bicyclists, but hopes to lower the tricycle road record.

NEW JERSEY wheelmen will hold a mass meeting shortly for the purpose of instructing their delegates how to vote on certain matters likely to be brought up at the St. Louis convention.

PERCY FURNIVALL commenced this season by winning a five-mile scratch-race at Norwich, and doing the last lap (440 yards, grass) in 39s., which is at the rate of 2.36 for the mile.

MR. LADISH has sent us a very fine photo. of the cup to be offered as first prize in the road race, and also a view of Clarksville from the river. Copies of the Clarksville picture may be had of Mr. Ladish.

EXPERT COLUMBIA, No. 9,118 was stolen from Henry E. Ducker, of Springfield, last Monday. Information regarding it should be sent to Mr. Ducker, or to the City Marshal of Springfield.

CAPT. L. H. FROST, of the Chelsea Club and vice-president of the Eastern Road Club, goes to Chicago to take up his permanent residence. Chicago wheelmen will find him a good club worker and a hard rider.

MARTHA'S VINEYARD residents have appropriated $500 for the entertainment of the wheelmen who will meet there in August. There promises to be a large attendance of wheelmen from all parts of the State.

HAL GREENWOOD, of St. Louis, has been riding for the record to De Soto and back. He made the ninety miles in fourteen hours. The roads to De Soto are not sandpapered, and we doubt if Eastern men would call them roads at all.

WON'T some one send Mr. Ruskin a bicycle? He can't have a good machine or he would never say he is prepared to spend all his best bad language in reprobation of every contrivance for superseding human feet on God's ground. — *Herald.*

SECRETARY-TREASURERS are not members of the Board of Officers by virtue of the office. We state this at the request of one Secretary-Treasurer, who has been asked to use a proxy at St. Louis, by one who thought he was a member of the Board.

S. G. WHITTAKER has been playing in bad luck again, or is being properly punished for his carelessness. He took a bad fall the other day and was seriously injured, in the doctor's opinion, but not in his own, for two days later he was out riding.

THE Clarksville road race will be a good sample of animated hash, for professionals, promateurs, makers' amateurs, and amateurs will make up the field. Here they are: Neilson, Munger, Eck, McCurdy, Frazier, Rhodes, Stone, Whittaker, Prince, Bullock, Hardwick, Ashinger, Van Horn, and the 'Unknown."

A SAN JOSE, Cal., correspondent writes: "It highly amuses me to read some of your correspondents' letters in regard to the "coming" season. During the past eight months, I have ridden from twenty-five to ninety miles every Sunday, with the exception of three rainy days. That's the kind of roads and climate we have here."

ROBERT M. WELCH, chief consul of the California Division, arrived in Los Angeles April 25, having ridden his bicycle all the way down from San Francisco. Mr. Welch has the honor of being the only Californian who has ever accomplished this heavy trip.

THE new clubhouse scheme of the Cambridge Bicycle Club has temporarily fallen through, as the location on Winthrop Street was not acceptable to a majority of the members. A new and satisfactory location may be found, and the plan carried through. President Hayes is on the lookout for land.

FREDERIC JENKINS is taking a very despondent view of the situation. He writes us that he will have to give up the wheel. Last week he dislocated his knee, for the fifth time in three years, while jumping over a fence. A few weeks ago he underwent a second operation on his eyes. Jenkins has been a valuable man to cycling in many ways, and he will be sadly missed.

W. M. WOODSIDE, in an attempt to ride a bicycle twenty miles in an hour on the track at Ballsbridge, Dublin, Ireland, on April 16, covered the distance in 1h. ¾s. He was stated to have ridden about 198 yards over the distance. Woodside, W. J. Morgan, and Ralph Temple were to have left for Scotland April 19, where they were to appear at the Bon Accord, Aberdeen.

THE Springfield Bicycle Club, together with its infant offspring, the bicycle minstrels and the newborn bicycle band, celebrated its sixth birthday on Friday, May 6. An excellent supper was served at Barr & Barry's. Mayor Maynard was there, and Ducker, too, but no distinguished "bike" men from other cities. It was planned as a genuine "family celebration," and this idea was carried out to the letter.

SINGER'S "Victoria," with a crew of ten up, made its appearance in Birmingham on Saturday afternoon, and created a tremendous sensation, a crowd of nearly two thousand persons collecting to see the novelty start back on its journey to Coventry, the crowd being so great that the police had to hurry the riders through their tea and get them off in order to disperse the crowd and get the streets clear. — *Cyclist.*

THE Cambridgeport Cycle Club has issued a neat programme card of the road race which is to be run under its auspices on May 30. The course will be twenty-five miles, and it is expected that it will be covered in very speedy time. There will be five prizes for the winners, and in addition souvenirs, which will be given to every man riding the race to a finish. The first prize will be a cyclometer, the second a pair of rat-trap ball pedals, the third a saddle, and the other two useful cycling accessories.

THE Worcester (Mass.) Bicycle Club has opened new rooms at 52 Pleasant Street. On the door there is a very pretty curtain, painted by Woodward, on which is a large bicycle wheel with "L. A. W." near the hub. The room is sixty feet long by about twenty-four wide. At first it was the intention to fit it up as a club room, but experience has taught the "boys" that more riding and less club room would be productive of better results. In view of this, the room has been fitted as a wheel room, or a room in which to keep bicycles. The ground floor was selected with this in mind, and it is especially designed so that twenty or even more machines can be kept therein.

THE BULLETIN discusses the "Tough" question and we accord to Brother Bassett our heartiest commendation on his remarks. It is a lamentable fact, that there are many, far too many, cyclers who are decent enough fellows in their way, but who render themselves extremely obnoxious in public places. We have seen wheelmen act in the most boorish manner at hotels hereabouts, and we know that there are many hostelries which much prefer their room to their company. It is a sad criticism on cyclists, when even the money-grabbing hotel proprietor spurns their gold. We fail to see how the evil can be corrected, unless it be by the action of such wheelmen as appreciate the situation and do a little missionary work when the opportunity offers. — *Bicycling World.*

THERE would be a great saving of headers if all wheelmen were as philosophical as Arthur Young. When he comes to a bad place in the street or road he gets off and walks if he feels like it, but it must be said he does n't often walk, as he is a veritable tough. He reasons like this: "I know I can ride that bad place, but what's the use of going to the trouble." He says one day he and Felix (when "Fee" was tender) came to some fresh macadam. He dismounted, Felix rode on. A spectator said: "Why, how 's that, Art? I thought you were a better rider than Felix?" "That's the reason," said Art, "that I walked. I knew I could ride it and was n't ashamed to walk, but Felix, not being so certain of his ability, made the attempt to see what he could do." — *Spectator.*

BERNAY'S cycle brush tool is made and put upon the market by a practical rider, who saw the necessity for some such tool for ease of cleaning cycles. The cut tells its own story. There is a brush so shaped as to be useful in the intricate parts of the wheels, a screwdriver, spanner, and utility point The brush is of ivory, and the attachments of the best steel.

A MATCH between three bicyclists and a Russian trotter took place April 12, in Vienna. The prize was 2,000 francs, and the distance ten thousand metres, being forty times around the course. Three bicyclists took part in it, H. O. Duncan and Jules Dubois, from Paris, and Paul Medinger, from Bordeaux. The Russian trotter, a handsome gray, belonged to Herr Stefan Tupan, of Vienna. After the second round the bicyclists took the lead, and finally, after a nineteen-minutes' race, the horse was easily beaten, the result being a dead heat between the two Frenchmen. The second race, in which the three previous competitors ran again, was won by Duncan, who rode one thousand metres in 1 m. 52 s.

ARRANGEMENTS are being made for a road race from Ashton in on May 16. The prizes will consist of medals, the first to be to the value of the first ten entrance fees received, and the second of the balance. Crist, Robertson, Church, Rittenhouse, and several other local cracks, have already signified their intention of entering, and a few are expected from Baltimore. The contestants will leave Crist & Higham's, Sunday, the 15th, at 9 A. M., taking dinner and stopping over night at Ashton; and the start for home will be made at seven sharp, the next morning, finishing at the starting point. It is thought the present record of 1.35 will be lowered considerably. — *Wheel News.*

THE many friends of Dr. E. M. Senseney, among the wheelmen and medical men of this city, will be pained to hear of the death of his wife, which occurred on shipboard. Dr. Senseney was formerly Chief Consul of the Missouri Division, League of American Wheelmen, and a year ago graduated in medicine in this city. He left St. Louis some weeks ago with the intention of spending a year in the clinics of Vienna, Austria. He was accompanied by his wife, who had been ailing from heart disease for some time. When a few days at sea, the unfortunate lady died, and a cablegram to friends here states that the young husband, by the rules of the ship, was compelled to see the remains given ocean burial. Mrs. Senseney left one child, which is with relatives in this city. The bereaved husband will probably continue his journey, and in sadness take up his lonesome studies. — *Post-Despatch.*

THE Lindell Hotel is the League hotel at St. Louis, and will be the League headquarters, not only of the local committees, but of the visiting delegations so far as heard from. They have made a rate of $2.50 per day to wheelmen. For those who prefer the European plan, the Hotel Barnum has been secured. It is conveniently located half a block away from the main entrance of the Lindell, on the opposite side of the street. These two houses can undoubtedly accommodate the visitors who attend. This rate of $2 50 does not gives one a room by himself or provide bath, but it is not thought that there will be any occasion for crowding uncomfortably. If persons desire special accommodations, they will of course have to pay for them, and they should make their contracts when registering.

A CLERK in the Post Office Savings Bank, named Meek, brought an action in the Queen's Bench Division, yesterday, before Mr. Justice Denman and a common jury, to recover damages from the defendand, a Mr. Milichamp, for personal injuries sustained. In February last year, the plaintiff was riding down Cheapside on a bicycle. When near the Peel statue, the defendant sprang out from the curbstone and kicked the large wheel, throwing the plaintiff down and injuring his wrist. Plaintiff got up and turned round to the defendant, who, it was said, struck him a blow in the mouth and knocked him down. The defendant was charged at the police court, and, being of unsound mind, was sent to an asylum. The substantial defence was that the damages sustained were not so severe as alleged, and the defendant paid £10 into court, and contended that that would be sufficient. Ultimately the jury found for the plaintiff for £20, including the £10 paid into court. — *Pall Mall Gazette.*

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

ST. JOSEPH, MO.

MR. EDITOR: — Won't you please crowd out a few lines of your numerous Eastern correspondence, and let the only Ruralist Bicycle Club be heard from?

An original name, Ruralist, but out here in Northwestern Missouri, like the broad world over, a man is nobody if not original. How we envy your Eastern correspondents, who dwell in such glowing terms over the fine condition of their made roads, while we passively sit and wait for tardy nature to fan and smooth our gumbo roads with her fierce and blustering prairie breezes.

A year ago we had two riders here; business was flat, trade dull, and the natives were unfriendly to wheelmen. To-day we number thirty; business is booming, trade rushing, and wheelmen are welcome everywhere — a convincing argument that civilization and wheeling go hand in hand.

Well, Mr. Editor, we dare not ask to occupy too much space in our valuable BULLETIN, but I would like to add that the Ruralist Club are awfully glad to have any of their brethren of the wheel pay them a visit. Our latch-string is always out, we've a hearty welcome for any that chance this way, and we want you to know, that in the west, as well as the east, some of nature's noblemen are found astride the wheel. DILLUELUE.

WHY SHOULD NOT WHEELMEN USE SIDE WALKS?

EDITOR BULLETIN: — Does a wheel occupy more room than a pedestrian?

Is a wheel dangerous when ridden by an experienced wheelman?

Will not the same sidewalk accommodate three times as many travellers on wheels as on foot in the same length of time?

Will not the usefulness of many men (reporters, physicians, etc.,) be vastly increased?

Will not the community as a whole use many less horses, and thus effect a large saving in expense?

Cannot the houses be scattered over more ground, and will not the city be healthier?

Would not many men wheel home instead of using horse cars, and would they not obtain needed exercise?

Was there any accident at Buffalo when seven hundred wheelmen used the sidewalks, business streets and all, for three days on the occasion of the L. A. W. meet? 286.

BEHAVIOR.

EDITOR BULLETIN, — In a late issue of the BULLETIN I was glad to see an editorial on the subject of the conduct of wheelmen.

That "they sometimes forget they are gentlemen" does not express it. That term implies occasionally; the fact of the matter is, this is frequently the case. Hardly a gathering of wheelmen, hardly a club run wherein numbers participate, but that we hear of their indulging in these puerile pranks, to the detriment of the participators, the interests of the wheel, and to the disgust of all observers. I have known instances where these vulgar, ungentlemanly, clownish, and ill-bred demonstrations have been indulged in. Any one not knowing the source, or those interested, might with good reason consider themselves in the vicinity of lunatics or rowdies. Enjoyment can be had without resorting to such methods. Those who ride the wheel, and who have its interests at heart, should comport themselves so as to be respected, and those interests furthered. If not, they should at least, when in the presence of ladies and gentlemen, respect their rights. If possible, let us eliminate this tendency. Those using the wheel are supposed to be men of breeding and gentlemanly bearing. When in public let these qualities show forth.

If necessary to take the aggressive, let it be obligatory upon those applying for membership to the League to make such membership dependent in part upon their comporting themselves as gentlemen, at least when a-wheel, or in the society of wheelmen or when holding themselves out as such.

That it shall also be the duty of any member observing any ungentlemanly conduct on the part of a fellow-member to report the same to the membership committee for consideration and action. The same course to be pursued by those now members. If clubs will not recognize this evil seeking to rectify, nor the individuals themselves endeavor to maintain their good manners and bearing, then I say let the L. A. W. "take the bull by the horns" and stamp the thing out.

For the protection of the organization and the interests it seeks to enhance, it cannot afford to recognize or allow such proceedings within its ranks.

Yours in furthering the interests of the League.

No. 5080.

POPULAR VOTE.

EDITOR BULLETIN: — Having waited with feverish anxiety for several weeks for some one to knock off the chip that I placed on my shoulder *in re* League organization, it comes rather flat to find not a single officer take up my challenge, and defend the mode of electing our president by the Board, and not by the members at large. You did editorially give me the compliment of a reply, and with you I will have to cross swords, although you were not half as pronounced an antagonist as I would like. If your readers (or those who may have looked through my former letter) will carry their minds back, they will remember that there were two counts in my indictment; first, that the Board had ignored the positive instruction of their constituents, in general meeting assembled; and second, that they had in other things gradually assumed an autocracy that was not conferred on them by any legal enactment; with the incidental reflection that our whole plan of organization had become an abortion.

That I am now in the charmed circle myself does not in the least alter my opinion that the Board has power that, if not in itself too great, is at least very ill-defined. Your argument against my proposition to return to a popular election of the president involved only one phase of it; that the election should be by the membership present at the annual meeting. My principal reason in advocating this was to introduce an element of interest to draw a large attendance to the Meets; but if we waive this consideration, what possibly can be the objection to having a mail vote by the whole membership cast for president on the same ballots that name the consuls and representatives? Nothing that I can see, except the absurd notion that an officer has a certain sort of God-given wisdom that is not shared by the common herd. For myself, I cannot find that I know any better how to select a president, now that I am a representative, than I did when I was a common, private member; and I don't believe there is any more judgment and common sense in the Board than out of it.

The advantages to be gained by popular election are, a free expression of opinion by the entire League, as to who will best represent it as its executive head, and on the other hand, an avoidance of the not only possible, but to a certain extent, actually existing evil: that men will be chosen for the Board not because they will make good representatives or consuls, but because they will vote for this or that man as president. It is a well-known fact that the State Legislatures, which have senators to choose, are invariably below the very low average of ability that prevails at our State Capitals; and the same causes will work in the same direction with the League, unless we reform our methods.

I would very much like, too, to hear what other members have to say of the suggestion that our constitution be re-modelled into a real organic law; which, while making the Board of Officers a counterpart of the National Congress, as the supreme legislative body, shall at the same time define and restrict their powers within lines which they cannot break through of their own will merely, but in amending which they must have the sanction of the whole membership, either by mail vote, in general meeting, or by popular, not representative, action at the Division Meets. I want to see our government changed to a system of law, from what is practically the dictation of a comparatively few men, tempered only by the fact that there is an annual election.

Yours truly,

EDWARD J. SHRIVER.

NEW YORK, April 30. 1887.

OFFICIAL ANNOUNCEMENTS.

BOARD OF OFFICERS.

ADDITIONAL REPRESENTATIVES.

PENNSYLVANIA. Chief Consul Jessup has appointed S. H. Murray, of Sewickley, an additional representative.

MASSACHUSETTS. Chief Consul Hayes has appointed John B. Seward, of Chelsea, and W. G. Marsh, of Springfield, to be representatives for Massachusetts.

NEW YORK. Chief Consul Bidwell has appointed the following representatives: F. Bingham, 49 Rose street, New York City; F. B. Graves, Rochester; E. A Bradford, 398 Madison street, Brooklyn; Allen G. Wood, Utica; F. T. Davis, Mt. Vernon; Dr. H. T. Appleby, Buffalo.

OHIO. Chief Consul Dunn has appointed the following representative: H. S. Livingston, Cincinnati, Ohio.

NEW JERSEY. Chief Consul J. H. Cooley has appointed C. V. Bitter, of Salem, to fill vacancy in list of representatives caused by the resignation of G. O. Waterman.

TO OHIO MEMBERS.

I REGRET the necessity of announcing the resignation of Secretary-Treasurer George S. Atwater, and the loss to the Division in his removal from this State.

I have this day appointed as secretary-treasurer, Mr. Frank C. Meyer, of Canton, feeling assured of his entire ability to fill the office to the honor of the division.

Mr. H. S. Livingston is appointed representative for Ohio Division, our growth in membership entitling us to one additional member of the Board.

I take this occasion to urge upon all the importance of attending the next annual meeting in St. Louis.

Address all inquiries regarding routes and rates from Ohio points to Mr. A. A. Bennett, Chairman Committee on Transportation for Ohio Division, No. 6 Fourth street, Cincinnati, Ohio. Respectfully, yours,

JAMES R. DUNN,
Chief Consul.

PHILADELPHIA DELEGATES.

PENNSYLVANIA representatives who will be unable to attend the approaching meeting at St. Louis are earnestly requested to place their proxies in the hands of some fellow-member who will go. The following have already signified their intention of being present at the Annual Meeting:

Isaac Elwell, Philadelphia.
S. H. Murray, Sewickley.
J. J. Van Nort, Scranton.
Geo. A. Gorgas, Harrisburg.
J. E. Harder, Clearfield.
Geo. A. Jessup, C. C., Scranton.

It is desired to have our full voting strength represented at this meeting.

GEORGE A. JESSUP,
Chief Consul.

T. HOUARD WRIGHT,
Sec'y-Treas.

NEW JERSEY SECRETARY-TREASURER.

To the members of New Jersey Division:

MR. F. R. BONNELL having resigned the office of Sec'y-Treas., I have this day appointed Robinson Pound, of Plainfield, N. J., Sec'y-Treas. for the unexpired term.

J. H. COOLEY,
Chief Consul.

May 7.

OHIO RATES TO THE MEET.

CINCINNATI, OHIO, May 7, 1887.

THE committee of Ohio on transportation and rates, consists of Messrs. R. B. Carey, of Elyria, Ohio; Frank Meyer, of Canton, and A. A. Bennett, Cincinnati, Ohio. Wheelmen are to take the train which starts from Cleveland, at 11 A.M., on 19th May, over the Bee Line *via* Indianapolis, buying round-trip tickets.

From points South of the Bee Line, take the train of the P. C. and St. Louis (the Pennsylvania system), leaving Pittsburg, at 8.55 Thursday morning, Columbus at 3.30 afternoon, Richmond, Ind., at 8 P. M., reaching Indianapolis at 10.20 P. M. Leave Springfield at 2.25 Thursday, Xenia at 3.10, Dayton, 6.05 P. M.

From Cincinnati take the Ohio and Mississippi Railroad train at 7 P. M. The fare will be one and one third the round trip.

A. A. BENNETT,
Rep. Ohio Div. of L. A. W.

ATTENTION SOUTHERN WHEELMEN.

ARRANGEMENTS have been made with the Southern Passenger Association for special rates to the Meet in St. Louis on the 20th and 21st inst. Full fare will be charged to St. Louis, and one-third fare for return trip, by presenting certificates which will be furnished by Mr. B. B. Ayers, at St. Louis. It is to be hoped that brother riders throughout the South will take advantage of this special inducement.

HARRY H. HODGSON,
C. C., La. Div.

NEW ORLEANS, May 4, 1887.

KENTUCKY DIVISION.

THE annual meeting of the Kentucky Division, will be held at the Kenton Wheel Club House, Covington, on Wednesday, May 18, at 7.45 P.M. Besides the election of a secretary-treasurer, a constitution will be adopted.

EDWARD H. CROSINGER,
Chief Consul.

COVINGTON, KY., May 5, 1887.

INVITATION ACCEPTED.

To the Sec. of Manchester Bicycle Club, Manchester, N. H.

DEAR SIR, — The kind invitation extended by your club to the New Hampshire Division, to hold its annual meet in your city; was duly accepted with thanks; I therefore shall call it on Monday, July 4, in your city, and hope it will be as successful and well attended as the previous ones at Portsmouth.

(Signed) H. M. BENNETT,
Chief Consul N. H. Div.

GEO. F. HILL,
Secretary.
MANCHESTER, N. H., May 5, 1887.

MEETING OF THE BOARD.

LATE advices from St. Louis inform me that the Board meeting will be held in the Exposition Building.

ABBOT BASSETT,
Sec.-Ed.

ILLINOIS ELECTION.

Dr. N. M. BECKWITH,
Pres. L. A. W., No. 21 W. 37th St., New York.

DEAR SIR: — Following is the result of election for Illinois Division L. A. W., as per certificate of canvassing board: —

For Chief Consul.

N. H. Van Sicklen, of Chicago, 151 votes.

For Representatives.

Chicago District,
Fred A. Ingalls, of Chicago, 90 votes.
W. A. Davis, " 101 "
Rockford District,
Freeman Lillibridge, of Rockford, 152 votes.
Peoria District,
H. G. Rouse, of Peoria, 153 votes.
Galesburg District,
E. H. Sleight, of Moline, 115 votes.
Paris District,
Milton O. Dole, of Paris, 111 votes.
Springfield District.
Chas. Hansel, of Springfield, 112 votes.

Illinois is now entitled to eight Representatives, but at time of election to seven only.

Quite a number of others received scattering votes, but the canvassing board, not deeming it necessary, omitted to make a note of such votes, hence a complete account cannot be given, the ballots having been destroyed immediately on adjournment of Board.

Very truly yours,

S. B. WRIGHT,
Secretary-Treasurer.

CHICAGO, April 27, 1887.

MICHIGAN CONSULS.

APPOINTMENTS OF CONSULS FOR MICH. DIV.

Ann Arbor, C. W. Wagner.
Flint, E. M. Gordon.
Howell, W. E. Beach.

Fraternally,

J. H. JOHNSON,
C. C. Mich. Div.

DETROIT, May 2, 1887.

MASSACHUSETTS HOTELS.

Place.	*Name.*	*Day.*	*Brk.*	*Din.*	*Sup.*	*Ldg.*
Amesbury,	American House,	$2.00	.50	.50	.50	.50
Arlington,	Arlington House,	1.50	.50	.50	.50	.50
Boston,	Tremont House,	3.50				
"	Clarendon Hotel.	2.50	.75	.75	.75	1.00
Brockton,	Hotel Belmont,	2.00	.50	.50	.50	.50
Chelsea,	City Hotel,	1.50	.50	.50	.50	.50
Clinton,	Hotel Oxford,	1.60	.40	.40	.40	.40
Danvers,	Danvers Hotel,	1.50	.50	.50	.50	.50
Dorchester,	W. H. Tileston,		.35	.50	.50	
Down'r L'd'g,	Rose Standish,	2.50	.75	.75	.75	1.00
E. Braintree,	Vaughns Bdg. House,	1.00				
Fall River,	Deans Hotel,	1.50	.40	.50	.50	.50
Fitchburg,	Fitchburg Hotel,	1.50	.50	.50	.50	.50
Florence,	Hotel Florence,	1.25	.35	.35	.35	.35
Framingham,	Central House,	1.50	.50	.50	.50	.50
Gardner,	Windsor Hotel,	2.00	.50	.50	.50	.50
Gloucester,	Pavilion Hotel,	2.00	.50	.75	.50	.50
Gt. Barr'gton,	Miller House,	2.00	.50	.50	.50	.50
Greenfield,	Mansion House,	2.50	.75	.75	.75	.75
Haverhill,	Hotel Webster,	2.00	.50	.50	.50	.50
Holyoke,	Windsor Hotel,	2.50	.50	.75	.50	.75
Hopedale,	Hopedale House,	1.50	.25	.50	.25	.50
Hyde Park,	Mrs. Stevens		.35	.35	.35	
Lawrence,	Franklin House,	2.00	.50	.50	.50	.50
Leominster,	Leominster Hotel,	2.00	.50	.50	.50	.50
Lowell,	American House,	2.00	.50	.50	.50	.50
Lynn,	Hotel Oxford,	1.50	.50	.50	.50	.50
Manchester,	Manchester House,	1.50	.50	.50	.50	.50
Marlboro,	Central House,	2.00	.50	.50	.50	.50
Medford,	Hawes Hotel,	1.50	.30	.40	.30	.40
Merrimac,	Prescott House,	2.00	.50	.50	.50	.50
Milford,	Mansion House,	2.00	.50	.50	.50	.50
Magnolia,	Willow Cottage,	2.00	.50	.50	.50	.50
New Bedford,	Mansion House,	1.75	.50	.50	.50	.50
Newburyport,	Merrimac House,	2.00	.50	.50	.50	.50
Newton,	Woodland Pk Hotel,	3.00	.75	1.00	.75	1.00
North Adams,	Richmond House,	2.00	.50	.50	.50	.50
Northampton,	Norwood Hotel,	2.50				
North East'n,	Packard House,	1.00	.25	.25	.25	.25
N. Attleboro,	Wamsutta Hotel,	1.50	.50	.50	.50	.50
Palmer,	Nassowamno House,	1.75	.50	.50	.50	.50
Pittsfield,	Berkshire House,	1.50	.50	.50	.50	.50
Quincy,	Robertson House,	2.00	.50	.50	.50	.50
Salem,	Essex House,	2.00	.50	.50	.50	.50
Springfield,	Haynes Hotel,	2.50	.75	.75	.75	1.00
Turner's Flls,	Farrin House,	1.80	.45	.45	.45	.45
Wakefield,	Noyes Hotel,		.30	.35	.30	
Waltham,	Prospect House,	1.80	.50	.50	.50	.50
Westborough,	Whitney House,	1.80	.45	.45	.45	.45
Weymouth,	Cushing House,	1.00	.40	.50	.35	.75
Worcester,	Lincoln House,	2.50	.75	.75	.75	.75
Whitman,	Bates House,	1.50	.35	.50	.35	.50
Wales,	Wales Hotel,	1.00	.25	.25	.25	.50
Walpole,	Walpole House,	1.50	.50	.50	.50	.50
Wellesley,	Hagar House,	1.50	.50	.50	.50	.35
Upton,	Hotel Pleasant,	2.00	.50	.50	.50	.50
S. Fram'gh'm,	Old Colony House,	2.00	.50	.50	.50	.50

Members must show their tickets to obtain these rates, and any failure to obtain them, or poor accommodations must be reported to me.

H. W. HAYES,
Chief Council.

MASSACHUSETTS CONSULS, 1887.

Amesbury.	James. F. Higgins.	J. S. Poyen & Co.
Beverly.	J. E. Wood.	Rantoul St.
Boston.	A. D. Peck, Jr.	Winthrop Sq.
Brighton.	H. A. Fuller.	Western Ave.
Brockton.	W. M. Pratt.	218 Main St.
Cambridge.	John Amee.	Harvard Sq.
Charlestown.	Justin H. Brown.	Fitchburg R. R.
Chelsea.	E. A. Phemister.	Dickinson Type Foundry.
Clinton.	E. A. Evans.	Lancaster Mills.
Canton.	Edwin S. Morse.	Brooks Block.
Dorchester.	F. W. Archer.	Washington St.
East Braintree.	C. G. Sheppard.	Shaw St.
Elmwood.	A. B. Parker.	Carver Cot. Gin Co.
Everett.	F. H. Edmester.	17 Liberty St.
Fall River.	A. A. Bryson.	105 So. Main St.
Fitchburg.	Jos. D. Lowe.	218 Main St.
Florence.	Wm. Haven.	20 Park St.
Gardner.	J. Myron Moore.	First Natl. Bank.
Gloucester.	H. A. Burnham, Jr.	25 Mason St.
Great Barrington.	C. H. Booth.	Natl. Mahaiwe Bk.
Greenfield.	C. H. Field.	Wells Bros. & Co.
Haverhill.	H. A. Chase.	15 Washington St.
Holliston.	W. H. Fiske.	164 Washington St.
Holyoke.	E. C. Clarke.	63 Main St.
Hyde Park.	F. E. Norris.	40 Fairmount Ave.
Jamaica Plain.	Geo. F. McCausland.	Station 13.
Leominster.	Geo. W. Todd.	7 Mechanic St.
Lowell.	Edw. Ellingwood.	Opp. Post Office.
Lynn.	S. S. Merril.	6 Andrews St.
Malden.	E. F. Russell.	Summer St.
Manchester.	C. A. Collins.	
Medford.	Geo. H. Perry.	134 Riverside Ave.
Merrimac.	J. W. Logan.	J. B. Judkins & Son.
Milford.	C. H. Fisher.	154 Main St.
Milton.	H. C. Gallagher.	J. Webb & Co.
Magnolia.	H. A. Burnham, Jr.	Gloucester.
New Bedford.	Geo. W. Parker.	100 William St.
Newburyport.	Geo. F. Avery.	Savings Bank.
Newton.	A. A. Glines.	Centre St.
North Adams.	H. E. Goodrich.	T. W. Richmond & Co.
Northampton.	L. L. Campbell.	26 King St.
North Easton.	E. H. Kennedy.	First Natl. Bank.
North Attleboro.	F. B. Brigham.	Wamsutta Building.
Palmer.	L. E. Chandler.	*Journal* Office.
Pittsfield.	E. F. Hill.	29 North St.
Quincy.	Arthur Benson.	96 Hancock St.
Roxbury.	J. E. Savell.	149 Warren St.
Salem.	R. H. Robson.	39 Boston St.
Saugus.	Walter Scott.	F. Scott & Sons.
Springfield.	W. C. Marsh.	Pynchon Natl. Bk.
Taunton.	Geo. W. Closson.	Mason Ma. Works.
Waltham.	M. H. Gilbert.	Waltham Watch Co
Westborough.	F. O. Swallow.	15 Main St.
Weymouth.	B. W. Burrell.	E. Braintree.
Wilkinsonville.	John Gregson.	
Worcester.	E. F. Tolman.	195 Front St.
Whitman.	Jos. Pettee, Jr.	Dunbar, Hobart & Whidden.
Wales.	H. E. Shaw.	Dell Mills.
So. Framingham.	Ira B. Forbes.	

Above consuls are appointed to serve until March 1, 1888, and as enthusiastic workers in the cause, I would recommend them to all L. A. W. members in want of information.

H. W. HAYES,
Chief Consul.

APPOINTMENTS.

NEW ORLEANS. Chief Consul Hodgson has appointed Harry W. Fairfax, local consul for New Orleans, La.

LEAGUE CLUBS.

THE Secretary's office is still without definite information regarding the following clubs. Secretaries will please give us at once the date of organization, the date of joining the League, and a certificate that the club still remains a League club. Many of the clubs below we know to be league clubs, but we have no record of the necessary dates. We are about to number the clubs, and those who do not give us data must expect to be placed at the end of the list or stricken from the rolls.

Ashtabula, O.	Lebanon, Penn.
Bay City, Cal.	LeMars, Iowa.
Boonville, Mo.	Little Falls, N. Y.
Central Cyclers, Kan.	Lock Haven, Penn.
Chester, Penn.	Marion, O.
Clarksville, Tenn.	Mauch Chunk, Penn.
Clearfield, Penn.	Mercer, Penn.
Concordia, Kan.	Morris Wanderers, N. J.
College Hill, O.	New London County, Conn.
Council Bluffs, Iowa.	North Side, O.
Crawfordsville, Ind.	Omaha, Neb.
Derby, Conn.	Oskaloosa, Iowa.
Eurota, Mo.	Schenectady, N. Y.
Fairfield, Iowa.	Scioto, O.
Findlay, O.	St. Louis Star, Mo.
Ft. Wayne, Ind.	Star, O.
Garretsville, O.	Sylvania, Penn.
Grand Rapids, Mich.	Terre Haute, Ind.
Homestead, Penn.	Tioga Pt., Penn.
Humboldt, Iowa.	Titusville, Penn.
Indiana, Penn.	Topeka, Kan.
Indianapolis, Mo.	Trojan Wheelmen, N. Y.
Knockabout, Mass.	Tuscawaras, O.
Knoxville, Tenn.	Waiontha, N. Y.
Junction City, Kan.	Washington, Del.
Lackawanna, Penn.	Xenia, O.
Laramie, Wyo.	

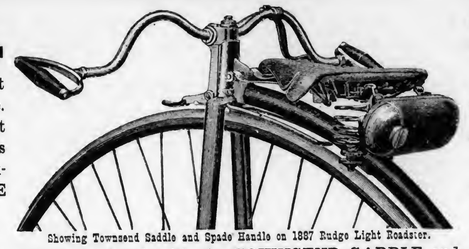
TYPOGRAPHICAL HEADER.

LEAGUE cloth will cost members *twenty-five cents* advance over manufacturer's price and not twenty-five *per cent*, as our types had it last week. Net price, $2.17 70-100 per yard.

Townsend * Saddle.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, $6.00.



Showing Townsend Saddle and Spade Handle on 1887 Rudge Light Roadster.

SPADE ♠ HANDLES.

More comfortable. Great power in hill climbing. Perfectly adjustable and detachable.

You are behind the times if you don't have them.

PRICE, $5.00.

To be happy, you must have your bicycle fitted with the TOWNSEND SADDLE and ADJUSTABLE SPADE HANDLES. To be obtained or fitted by any of our agents. ☞ See *inside* of *front cover.*

STODDARD, LOVERING & CO., 152 Congress Street, Boston, Mass.

NOTES AND QUERIES.

[*Readers are requested to contribute answers to questions propounded.*]

(44) WHAT is the best course of gymnastic exercises for a wheelman to take to fully develop himself? I would like to hear what my brothers in the L. A. W. would recommend. Speak up, all who have had experience. BROTHER 12248.

(45) INTENDING to ride from Havre de Grace, Md., to Detroit, Mich., on my 'bike," about the first week in August, I would like to correspond with some League member who would go along, a part or all the way. L. H. ASCHERFELL,
Havre de Grace, Md.

(46) CAN any one inform me where a book treating on the subject of road construction, etc., can be procured, — if such a work has ever been published, — also the price of same. B.

(47) MINNESOTA MEMBERS, — I am desirous of fixing up a frame of pictures, containing a minette size photograph of every L. A. W. member in the State, and would like to exchange that size photos with all the boys. Please send name and League number with all pictures. Think others should take hold of this scheme, as a frame of this kind would be a very attractive ornament on the walls of any club room. Will be pleased to hear from all the State members. GARDNER E. HART,
Pipestone, Minn.

(48) WHAT is the best thing for muscular pain induced by hard riding? H. N. *Ans.* Try arnicated oil. 2. What is the best ointment for saddle soreness? *Ans.* Try camphorated ice.

(49) TELL 9392 that he will not sweat much if he doesn't drink water. A few peppermint drops carried in the pocket and occasionally eaten, will remove the desire for drink. S. T.

(50) In reply to No. 928: The best road from New York to Kingsbridge is via the Boulevard. From 155th Street he will have to take the sidewalk till it ends, then keep straight ahead. This is much shorter and better than via Jerome Avenue. Have tried both routes scores of times on a Rudge tandem, and have run from 58th Street to Kingsbridge in 1 hour and 5 minutes. Should be glad to meet 928 some Saturday P. M. and show him the way. 1908o

(51) In answer to query 30 in issue of April 29, in regard to road to New York from Springfield, would say, that he will find the best road by going direct south through Hartford to New Haven, and thence west through Bridgeport to New York. The road on east side of Connecticut River to Hartford, is good, and from Hartford to New Haven is good, by going through New Britain to Meriden, and then through Cheshire to New Haven. Hartford boys will put him on right road. From New Haven take shore road to Milford, thence by turnpike road to Bridgeport, and on to New York. From New Haven to New York is the worst part of the road, but it is ridable but rather sandy. If he looks up the N. H. B. C. when in New Haven, any of the boys would be glad to post him and start him right. 9992.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them.* After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 86 — Total 91.

BOSTON, May 9, 1887.

CONNECTICUT DIVISION — 3.

Middletown Wheel Club.
14566 Newell, Walter S., Middletown.
Unattached.
14588 Saunders, Geo. A. Avon.
14589 Sears, W. C., Box 676, Stamford.

DISTRICT OF COLUMBIA DIVISION — 1.

District Wheelmen.
14552 Baldwin, H. L., Jr.

ILLINOIS DIVISION. — 4.

Unattached.
14614 Bane, Chas. F., 210 Franklin St., Chicago.
14615 Clark, J. M., Box 813, Champaign.
14553 Lord, John, Marseilles.
14554 Phelps, P. J., Joliet.

INDIANA DIVISION — 4.

Pastime Club.
14616 Foulks, H. Jessup, Vincennes.
14617 Glover, Wm. H., "
14618 Isaacs, Sheridan H., "
Unattached.
14555 Parry, S. C., Connersville.

IOWA DIVISION — 7.

Elmira (N. Y.) Bi. Club.
3408 Brown, L. H., Sioux City.
Humboldt Bi. Club.
14619 Harvey, E. D., Humboldt.
14620 Knowles, N. H., "
14621 Perkins, H. H., "
14622 Rogers, T. W., "
14623 Taft, Sid. A., "
Unattached.
14590 Buxton, B. C., Oskaloosa.

KANSAS DIVISION — 6.

Concordia Bi. Club.
14591 Alexander, Hugh, Concordia.
14592 Edwards, Frank S., "
14593 Kelley, John H., "
14594 Marshall, Chas. H., "
14595 Morgan, Wm. S., "
Wichita Wheelmen.
14596 Deweese, H. C., Lock-Box 196, Wichita.

KENTUCKY DIVISION — 1.

Harrison Wheel Club.
14570 Haviland, Robert S., Cynthiana.

MAINE DIVISION — 4.

York Co. Wheelmen.
14571 Jose, Harry, Saco.
14572 Marston, Joseph H., Biddeford.
14573 Milliken, R. W. E., "
14574 Webber, Levi H., "

MASSACHUSETTS DIVISION — 14.

Dorchester Bi. Club.
14578 Ballard, J. W. V., 96 Boylston St., Boston.
14579 Ballard, Wm. B., " " " "
14580 Codman, Frank L., Neponset.
14581 Hayward, G. Warren, "
14582 Holton, Albert H., 511 Washington St., Boston.
14583 Longstreet, James W., Mill St., Dorchester.
14584 Thomson, James, Ceylon St., "
Jamaica Cycle Club.
14577 Grant, N. L., Rockview St., Jamaica Plain.
14507 Riley, Geo. F., " "
14575 Woodworth, E. J., 3 Oakdale St., " "
Rovers' Cycle Club.
14598 Robbins, Charles E., Bolton Pl., Charlestown.
Roxbury Bi. Club.
10393 Goodrich, H. B., 212 Columbus Ave., Boston.
14567 Howard, Frank, 1 Hudson St., Dorchester.
Somerville Cycle Club.
14585 Peterson, E., 59 Franklin St., Somerville.

MINNESOTA DIVISION — 1.

Winona Bi. Club.
14556 Sims, J. Frank, St. Charles.

MISSOURI DIVISION — 4.

Missouri Bi. Club.
14557 Culver, H. H., 3503 Morgan St., St. Louis.
14559 Krall, G. W., 3057 Olive St., " "
14560 Jacobs, E. T., 3457 Chestnut St., " "
Unattached.
14558 Hurck, Richard, 2728 Olive St. " "

NEW JERSEY DIVISION — 1.

Unattached.
14599 Deutz, S. Cutler, Harrison, N. J.

NEW YORK DIVISION — 20.

Buffalo Ramblers.
14600 Gentzsch, John, 509 Linwood Ave., Buffalo.
14601 Messing, E. G., 128 Howard " "
Cortland Co. Cycling Club.
14561 Melvin, F. W., Cortland.
Dutchess Wheel Club.
14602 Horton, Wilson S., Fishkill Village.
Kings Co Wheelmen.
14625 Cheney, C. F., 100 Rodney St., Brooklyn.
14626 Lapham, W. S., 384 Bedford Ave., "
14627 Hall, H. J., Sr., 1529 Pacific St., "
Long Island Wheelmen.
14628 Alden, Carl C., 115 Henry St., "
14640 Taber, Chas. S., 570 Lexington Ave., Brooklyn.
14641 Whitney, Wm. M., 19 Halsey St., "
New York Bi. Club.
14568 Shultas, Chas. F., 167 W. 12th St., New York.
Prospect Bi. Club.
14562 Matthews, H. P., 208 Berkeley Pl., Brooklyn.
Troy Bi. Club.
14603 Allendorph, J. H., 318 River St., Troy.
14604 Conners, J. P., Troy and Boston Ticket Office, Troy.
14605 Crowley, L. H., Mansion House, "
14606 Heister, Fred, Troy City Bank, "
14607 Heister, T. S., "
14608 Hudson, H. M., 198 Vail Ave., Lansinghurgh.
14609 Keefe, A., Troy City Bank. "
14610 Shepard, C. H., 210 River St. "
14611 Sweet, H. D., 124 Congress St., "
Unattached.
14563 Bedinger, Henry, Mattewan.
14566 Booth, Emmett K., Groton.
14628 Everett, Geo. C., 25 Irving Pl., Brooklyn.
14587 Hicks, Percy, Sands Point.
14569 Mandeville, W. S., 241 Court St., Rochester.
14564 Owen, Gerald B., 112 W. 69th St., New York.
14612 Scoville, Edw. E., 38 E. 62d " " "
14629 Weed, Geo. R., 428 Sackett St., Brooklyn.

OHIO DIVISION — 4.

Bedford Bi. Club.
14630 Kenyon, Ed. H., Bedford.
14631 Whitaker, W. C., "
Unattached.
14643 Archibald Jas. J., Wyoming.
14565 Wilson, Simpson G., "

PENNSYLVANIA DIVISION — 3.

Keystone Bi. Club.
14632 Pitcairn, David A., 933 Pennsylvania Ave., Pittsburgh.
Unattached.
14633 Noll, Edw. A., Box 240, McKeesport.
14634 Scheuffelen, August, 1230 N. 41st St., Philadelphia.

RHODE ISLAND DIVISION. — 1.

Unattached.
14576 Mills, Mrs. W. S., Warren.

WISCONSIN DIVISION — 4.

Unattached.
14635 Adams, A. H., Fond du Lac.
14636 Fuhrman, J. C., " "
14637 Lamb, W., " " "
14613 Pfeiffer, Well, Neenah.

DON'T DO IT!

The man who proposes to GIVE something for nothing is the same man who is trying to GET something for nothing.

WATCH HIM

Don't believe him when he tells you that a cheap Bicycle with cart-wheel bearings is "just as good" as a high-grade machine with Bown's Adjustable Ball-bearings. Nothing is had for nothing. Buy the best, and it will behave well, ride well, look well, and SELL WELL, after you have ridden it for years. Victor Bicycles are all forged steel.
If you find one ounce of cast metal in a Victor Bicycle, bring it to us, and we will pay $100 for it. All interchangeable. Catalog free.

OVERMAN WHEEL CO.,

182-188 COLUMBUS AVE. - - - - - BOSTON, MASS.

Victor Bicycles, Tricycles and Safeties.

THE CLUB.

WICHITA WHEELMEN, Wichita, Kan.—Officers elected for 1887: President, Oscar DeLong; vice-president, Ed. Wilcox; secretary, L. Charles Miller; treasurer, Jas. L. Mead; captain, Frank S. Van Tuyl.

CHEYENNE BI. CLUB, Cheyenne, Wyo.—Officers elected for 1887: President, J. D. Corey; vice-president, M. M. Mason; secretary, Fred Bond; treasurer, J. J. Nairn; captain, Frank Gillespie.

PEQUONNOCK W. CLUB, Bridgeport, Conn.—Officers elected April 4: President, Geo. H. Johnson; vice-president, E. Stewart Sumner; secretary, W. M. Richardson; treasurer, Jas. H. Smith; captain, Calhoun Latham.

COLUMBIA WHEELMEN, Columbia, Pa.—Organized April 5. Officers elected: President, H. F. Yerzey; vice-president, William Bailey; secretary, Enos. S. Mann; treasurer, F. G. Johns; captain, J. S. Musser.

CRESCENT BI. CLUB, Great Falls, N. H.—Officers elected at annual meeting: President, Geo. H. Pierce; secretary-treasurer, Geo. F. Hill; (re-elected) captain, C. E. Benson.

HUMBOLDT BICYCLE CLUB, Humboldt, Iowa.—Officers elected April 26: President, S. A. Taft; vice-president, T. W. Rogers; secretary, E. D. Harvey; treasurer, H. H. Perkins; captain, O. A. Ward.

THE Kincardine, Can., Bicycle Club now has the following officers: President, H. A. McIntosh; vice-president, F. A. Herman; captain, F. E. Coombe; first lieutenant, W. R. McIntosh; second lieutenant, Ross Robertson.

THE Forest City Bicycle Club, of London, Can., have chosen these officers: President, J. N. Edy; vice-president, W. K. Evans; secretary, W. M. Begg; captain, W. S. Chisholm.

EXETER BICYCLE CLUB, Exeter, N. H.—Officers elected April 24: President, Albert N. Dow; secretary-treasurer, Fred. S. Fellowes; captain, A. H. Giddings.

LANCASTER BICYCLE CLUB, Lancaster, Pa.—Officers for 1887: President, Jno. A. Burger; vice-president, Geo. F. Kahler; secretary-treasurer, C. H. Obreiter; captain, S. B. Downey.

CALUMET CYCLING CLUB, Brooklyn, N. Y.—Officers elected April 26: President, Robert Mabie; vice-president, C. J. Hauck, Jr.; secretary, J. W. B. Quail; treasurer, I. G. Davis; captain, N. L. Wills.

PENTUCKET WHEEL CLUB, Pentucket, Mass.—Officers elected May 2: President, Herbert A. Chase; vice-president, Amos M. Spurr; secretary-treasurer, Arthur E. Leach; captain, H. E. Guptil.

MT. KILBURN WHEEL CLUB, Bellows Falls, Vt.—Officers elected May 2: President, H. D. Ryder; vice-president, W. T. Russell; secretary-treasurer, C. W. Black; captain, E. L. Howard.

HARRISON WHEEL CLUB, Cynthiana, Ky.—Officers for 1887: President, T. Y. Cooper; secretary-treasurer, J. L. Shanhan; captain, J. M. Cromwell.

STAR WHEEL CLUB, Cleveland, O.—Officers elected for 1887: President, A. R. Scott; secretary-treasurer, C. Fogelberg; captain, H. E. Chubb.

PAYNESVILLE WHEEL CLUB, Paynesville, O.—President, F. W. Temple; vice-president, A. W. Forgey; treasurer, Harry Jackson; captain, E. M. Forgey.

The annual meeting of the Middletown Wheel Club, was held Tuesday, May 3, and the following officers elected for the ensuing year: President, E. G. Camp; vice-president, H. B. Starr; secretary, C. L. Brockway; treasurer, E. B. Stevens; captain, S. V. Coffin; first lieutenant, E. J. Clark; second lieutenant, F. E. Singleton; directors, H. C. Ward, J. Spear, E. J. Clark and S. P. Calef; auditors, A. L. Allin. After the meeting, the club adjourned to Hotel Chaffee, where a sumptuous banquet had been prepared. Speeches and music followed.

THE PATH.

LYNN, MASS., May 7.—Races run under the auspices of the Institute of Technology Athletic and Cycling Clubs, at Lynn bicycle grounds:—

Two-mile bicycle.—C. H. Warner (1), 6.40 1-4; J. P. Heywood (2), 6.56 1-4; E. S. Hutchins (3) 7.01.

One-mile club record.—C. H. Warner (1), 3.16 2-5; E. S. Hutchins (2), 3.17 2-5.

Three-mile handicap.—C. H. Warner, scratch (1), 12.57; Willison, scratch (2), A. L. Davis, 50 yards; retired after one lap.

WE confess to a feeling of wonder at the report of the handicapping of the American team in Aberdeen last Saturday. Who is Linnsden that he should give America's champion two laps start in ten miles. We are not surprised, too, that the hard-headed Aberdeenians did not approve of Morgan beating Woodside in an exhibition race. We should counsel Morgan not to play the game in this way. It savors of mountebank business.—*Wheeling.*

FRED WOOD will not probably leave Australia before June some time, as he has engagements to race with Rolfe, the Australian, during the latter part of May.

ALBERT SHOCK and Louise Armaindo are to have a six-hour race, two hours per night, at Eau Claire, Wis., May 12, 13 and 14.

WOODSIDE and Howell, in London, May 2, signed articles for a series of races from a push-off, Wolverhampton rules to govern, at one mile, five miles, ten miles, twenty miles, and twenty-five miles, each race £20 a side. The first race and the longest to take place on May 21, at Belgrave grounds, Leicester, where Howell lives.

THE Cleveland *Plain Dealer* arouses curiosity as follows: "There will be an Ohio professional wonder on the racing path this summer. He is n't a Clevelander; will ride the mile in 2.30 or better; is six foot two inches high, and will ride a 59-inch wheel. He will weigh one hundred and seventy-five pounds in condition, and is a professional."

THE directors of the Lynn Track Association held a meeting May 2, and arranged the following programme for the meeting, Monday, May 30: First race, one mile novice, amateur; second race, three-mile handicap, amateur; third race, one-mile for boys under fourteen years of age; fourth race, five-mile professional, handicap; fifth race, two-mile 6.10 race, amateur; sixth race, one-mile run-and-ride, amateur; seventh race, Rowe *v.* one-mile record; eighth race, one-mile team, open to clubs.

THE following list of bicycle races are to be run at Cheltenham Beach, Cook County, Ill., 26th inst., under L. A. W. rules, etc.: One-mile novice, one-half mile dash, one-mile 3.20 class road machines, five-mile open, one mile-handicap, two-mile lap race, three-mile open, road machines, and consolation one mile. Suitable prizes awarded.

THE TRADE.

THE Pope Manufacturing Company has always advised prospective wheelmen who are not familiar with mechanical construction, to seek the advice of a first-class mechanical expert, and they are willing to rest the question—if there is any question—of the superiority of Columbia bicycles and tricycles with the opinion of any unprejudiced mechanical expert or engineer of ability. Isn't it fair to presume, that with ten years of experience, the best of material, the most skilful workmanship, the finest machinery and the largest plant, the products of the Columbia factory should excel anything produced elsewhere.

DR. E. W. BOGMAN, of Providence, R. I., has purchased a Columbia tandem. On one of his recent rides he met several wheelmen, and accepted their challenge to climb the hills in Roger William's Park. These hills, it will be remembered, are the ambition of novices. The tandem went readily up every hill, to the surprise and admiration of the dozen wheelmen assembled.

JESSE POWERS, on a Columbia Light Roadster, won the 5 mile race at the 12th New York Regiment Games, Monday night.

THE Pope Manufacturing Company is one of the very limited number of bicycle manufacturers, and the only American manufacturer who uses seamless steel tubing for forkes, the great expense of this material and the necessary work upon it, keeping nearly all of the manufacturers from using it.

CLAIMS can be as thin as the paper they are printed upon. The Pope Manufacturing Company back up all their statements with a showing of facts.

THE double grip handles used on the Columbia machines seem to be the popular handles of the day. One of their principal advantages is the easy rest they give the hand while riding upon smooth roads.

THE Columbia bicycle is the only machine that has been ridden around the world. It has been ridden the greatest distance within the hour, has been pedaled across the continents many times, and its riders hold the best world's records.

FOR ten years the majority of American riders of high grade machines have ridden Columbias, and are riding Columbias today,—the best possible evidence that the Columbias, for all around or special use, are superior to any other machines in the market.

INDIANAPOLIS, IND., April 30, 1887.

GORMULLY & JEFFERY MANUFACTURING CO.,

Gentlemen,—Your "American Light Champion" was received last week. Since trying it, I have had every reason to be satisfied with the wheel. The bearings run well, the machine light, and the wheel rigid as a board; the ball-head has a perfectly free movement, without being too complicated; there is a good throw to the cranks that makes every kick count; but when it comes to the handle and bar, you have simply beaten your own record. A person with as short arms as I have is in a position to appreciate bars that are easily adjustable to any length of arm, besides you can get just the right purchase for a good solid pull. Every time I show the wheel to some 'cycler it is a case of "love at first sight." There will be many more here to keep it company before long.

Yours truly,
GEORGE S. DARROW,
Editor Wheelmen's Record.

CHICAGO, April 23, 1887.

GORMULLY & JEFFERY MANUFACTURING CO., CITY,

Gentlemen,—I have had the pleasure of taking a beautiful header on my new "Light Champion," just because it ran away from me. My last mount, a —— Light Roadster, which cost me $140, cannot be spoken of in the same breath as regards easy-running qualities. Your bearing is certainly the most easy running by far that I have ever tried, and if I don't "get there" in the Pullman Race, it will not be the fault of my machine.

Yours truly,
R. H. EHLERT.

E. F. LANDY will represent Yale College on a 53-inch Rudge Racer, during 1887.

ONE of the most noted divines in Buffalo, N. Y., uses a Rudge Bicyclette in his pastoral duties.

AT the spring races of the Massachusetts Institute of Technology, held at Lynn, May 7, 1887, C. H. Warner of '89, won all three bicycle races on a 57 Rudge Racer.

THE Citizens' Bicycle Club, of New York, has a Rudge Crescent Tandem, which is let to different members at a nominal charge per day. So far it has been a very good investment.

IMPORTANT.

The ***Grand Union Hotel***, opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

Advertisements will be inserted in this column as follows: $1.00 for four lines, first insertion; 50 cts. for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

BEST OFFER TAKES ANY ONE OF THEM.—Rare chance for long legs. 57-inch Columbia Light Roadster, 58-inch Expert, 58-inch Royal Mail, 58-inch Victor, 58-inch Harvard, 58-inch Yale, 58-inch Apollo, and 60-inch Expert. W. B. EVERETT & CO., 6 and 8 Berkeley St., Boston.

FOR SALE.—48-inch Royal Mail, 1886 make; warranted as good as new, having been used only a very little. Price, $100. Address, WM. E. ROWLAND, P. O. Box 1436, New Haven, Conn.

$92.—Splendid 52-inch "Victor," balls all round, including pedals; extras. 45 Saunder's Ave., Philadelphia.

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FOR SALE.—Red Irish Setter Puppies, by Champion "Glencho," out of "Rue" (A. K. R. 3987), prize winner at Westminster Kenel Club, March show, 1886. For pedigree and full particulars, address ROBT. W. EVANS, Hudson, N. Y.

FOR SALE.—At a bargain, one of two 54-inch Victors, '85 and '86 patterns; write for price and exact condition; no use for but one. DAVID FLAGG, Putnam, Conn.

TRICYCLE CHEAP, PREMIER, ENAMEL AND nickel finish, balls to all bearings; run two years, in excellent condition, for only $50. P. O. LOCK-BOX 22, Wappingers Falls, N. Y.

BARGAINS.—One 50-inch Columbia Light Roadster, $100; one 57-inch Columbia Light Roadster, $90; one 56-inch Royal Mail Racer (new, 25 pounds), $90. BENNETT & HALE, New HAVEN, Conn.

FOR SALE.—51-inch Star, $35; 52-inch American Club, $35; 50-inch American Club, $80; 50-inch Standard Columbia, $50; 50-inch Harvard, $50; 50-inch Expert Columbia, '86 pattern, $95; 51-inch British Challenge, $75; 52-inch Expert Columbia, $85; 56-inch American Club, $80; 54-inch Harvard, $75; 54-inch Harvard, $75; 54-inch Standard, $60; 54-inch Expert, $90; 54-inch Royal Mail, $86-90; 54-inch Rudge, $1 0; 54-inch Rudge, $110; 56-inch American Club, $85; 56-inch Columbia Expert, $95; 58-inch Expert Columbia, $100; Kangaroo Bicycle, $65; Kangaroo Bicycle, 75; Humber Tandem, $200; Rudge Coventry Tandem, 110; Columbia Tricycle, two track, $115; Columbia Tricycle, two track, 100; Marlboro Tandem, $200. All our wheels have been thoroughly overhauled by competent employees on our premises. SCHWALBACH & WILLDIGG, Prospect Park Plaza, Brooklyn. Taken in exchange for new Mails.

FOR SALE CHEAP.—Star, 48-inch, two thirds nickel; machine two weeks old; ridden less than one hundred miles. Inquire L. W. BEASLEY, JR., 85 Beaver Street, N. Y.

WANTED.—A Bicycle Tandem Connection for a 54 and 56-inch Bicycles. P. O. BOX 821. HARRY E GOODRICH, League No. 11,664.

IMPORTANT.—56-inch Rudge Light Roadster, as good as new, for sale cheap. The first reasonable offer accepted. RUDGE AGENCY, 152 Congress St., Boston.

OUR SPECIAL BARGAINS IN NEW AND second-hand machines are having an unprecedented sale, and we are going to keep it up. We are constantly receiving fresh stock in all the desirable patterns of bicycles, tricycles, and safeties. Write to us what you want, *it will pay you.* List free. L. H. JOHNSON, Orange, N. J.

BICYCLES FOR SALE.—Bicycles and Tricyles—all kinds, descriptions, and prices—from $35.00 upwards. Call and examine, or send for list to RUDGE AGENCY, 152 Congress St., Boston, Mass.

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FOR SALE. Two Rudge Humber Tandems, suitable for 52 and 54-inch respectively. Ball pedals, latest pattern, in good order. For particulars, apply at the Rudge Agency, 152 Congress St., City.

SPECIAL BARGAINS in New and Second-Hand Machines, prior to removal April 1st to more central location in Orange. Bicycles, Tricycles, Tandems, and Safeties. Send for list. Write to us what you want, *it will pay you.*
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50 " " " "	65.00
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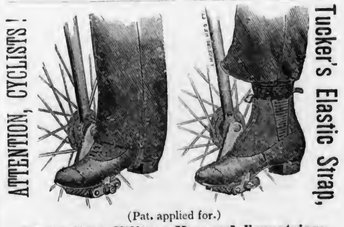
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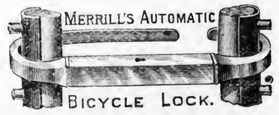
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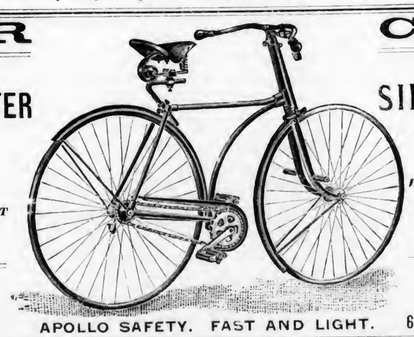
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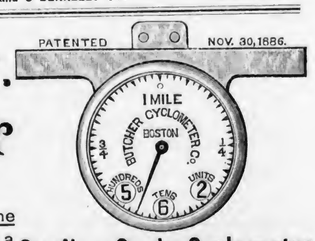
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A Well-Built, Durable Machine. All Steel.
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THE NEW
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Sent Post-Paid on receipt of Price,
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The Sensation of 1887!
ABSOLUTE PERFECTION!!
The Latest American High Grade Wheel,
THE NEW MAIL.
A Perfectly Made Light Roadster.

OUR SPECIALTY,
Perfection Strengthened Backbone and Forks.

BACKBONE.—Warwick's pattern, new this year. It is well known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is handsomer and stiffer than the round.

FORKS.—Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives a very strong rigid fork.

A SUPERB LIGHT ROADSTER.

At least, Examine one before purchasing your mount, or get a Circular!



With Our Specialty, Trigwell's Ball Head.

Extract from a London letter to the L. A. W. Bulletin January 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

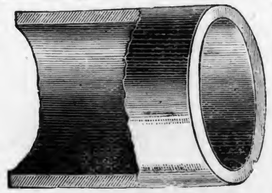
What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it,—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

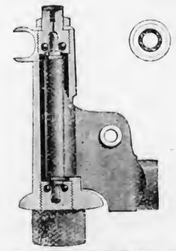
Of course the extra cost of construction will preclude its being used on second grade machines, but that is a vast improvement over the Stanley head, with cone or hemispherical centres, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

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SEE THIS WHEEL BEFORE PURCHASING.
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Warwick's New Hollow Rim,
With thickened bottom. Seamless and perfectly smooth outside.

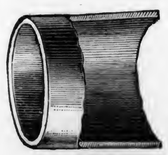



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Sectional and end view showing strengthened neck end of Backbone.



Sectional view showing Backbone and Forks when made up. A Splendid Improvement.




Sectional and end view of back fork end of Backbone.

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SEND STAMP for Fully Illustrated Circular of this Perfect WHEEL, with Full Representation of All Parts.

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A FEW INTERROGATION POINTS, GENTLEMEN.

Why be deceived by middle-men who call themselves manufacturers and are not?

If their statements about themselves are untrue, why not their claims regarding the merits of the wheels they sell, or rather attempt to sell?

Why be deceived by statements about records acquired on wheels so frailly constructed as to be useless on the road?

Is not the effort to associate the performance of one wheel with another, because only it is sold by the same middle-men, an effort to deceive?

Is it not reasonable to suppose that the buyer can get a better value for his money from the agent of the manufacturer than from the agent of the manufacturer's agent?

Is it not logical and wise to conclude upon a mount from the arguments and testimony of road riders who hold all the more important world's road and long-distance records, obtained too on American champion roadsters, rather than from the testimony of riders using 22-pound machines on specially prepared surfaces?

If you wish to be convinced, why not send a one-cent stamp for a special catalog of testimonials, parts, etc., to

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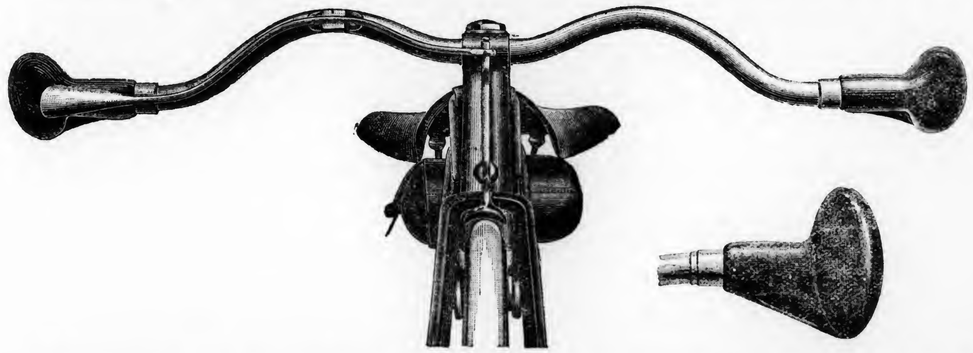
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THE L. A. W. BULLETIN.

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN: PUBLISHED WEEKLY: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, MAY 20, 1887. | VOL. IV. No. 20. WHOLE NUMBER, 9.

COLUMBIA DOUBLE-GRIP HANDLES.



Possess all the advantages of the Pear or Spade-Shaped Handles, with the added advantage of an easier rest for the hands while touring or riding on level roads, and are less liable to break.

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The most Comprehensive Cycling Catalogue published. Fifty-two Pages, Forty-seven Engravings. Sent free by Mail upon Application.

Owing to a misunderstanding, our offer of $250 to the winner of the Clarksville Road Race is withdrawn.

STODDARD, LOVERING & CO.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

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Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

WE are in St. Louis. When this meets the eye of the reader, the annual meeting of the Board will be in process, the long line of wheels will be moving along the asphalt streets of St. Louis, or mayhap the moon will be shining down upon the revels of the merry crowd on board the Mississipi steamer. We shall be storing up rich experiences in any event.

WE have been not a little surprised at the reception our article on "Rowdyism" met with From all parts of the country have come letters with words of commendation and an indorsement of our idea that "rowdyism" in cycling circles is a growing evil, calling for the attention of League officials, and for the restraining force of the moral influence of the rank and file. If we would have the world say that "wheelmen are always gentlemen," we must cry down the rowdy.

THE New York Road Book is out, and the New York Division is to be congratulated for its successful completion of a most meritorious publication. Following the style of the book issued by the Pennsylvania Division, the compilers have reaped the benefit of the experience of their predecessors in this line of work, which has entailed greatly to their advantage. Mr. Barkman and his assistants, W. S Bull and W. H. De Graaf, are worthy of much commendation for the untiring labor they have given to this work.

WE know what such a book means in the way of work, for we have seen our Massachusetts committee at their task, which demands of them the hours of every evening till late into the night, and the sacrifice for many months of the time generally given to riding, to social duties, or to well-earned leisure. Thus do the workers among us evidence that the League does not exist in vain.

LATE advices from Albany give great encouragement to New York wheelmen that their bill will pass. Chief Consul Bidwell writes us:—

"I have information from Albany that the judiciary committee of the Senate have decided to report favorably on our bill, and, as I understand it, this means that the committee will report favorably over the protest filed by the Park Commissioners. I also understand that this protest was not an official one, and has never been before the park board meeting. Judging from this state of affairs now at Albany, I have reason to believe that our bill will pass the Senate within a few days, and will then go to the Governor."

THE following despatch received as we go to press:

[*Special despatch to Bulletin.*]

New York May 18.

"Liberty bill passed Senate." No. 13,080.

FROM A FEMININE POINT OF VIEW.

THIS week all eyes are turned in the direction of St. Louis, and we who cannot partake of the festivities must perforce listen to the tales that are told by those who are fortunate enough to be the recipients of the hospitality of the great city of the West.

NOTHING has been done, so far as I can hear, about a ladies' run. Where are the ladies of St. Louis and Chicago that they should allow so pleasant a feature of the Boston Meet to find no duplicate at St. Louis? Can it be wondered that few ladies are attracted to St. Louis if no inducement is offered them to attend?

WE have all been interested in the story which has been told of Mr. and Mrs. G. B. Mason, who rode on a tandem, from New Orleans, through Indiana to Louisville. Here is their story as told by Mr. Mason, at Louisville: "It has been about sixty days since we left New Orleans. My wife has ridden with me on the whole trip. We came up the west side of the Mississippi, through Louisiana, Arkansas, Missouri, into Iowa, then through Illinois and Indiana into Ohio, and back through Indiana, till here we are. We have ridden as high as forty miles a day, and I don't believe any day a ride has been less than twenty-five. My wife had inflammatory rheumatism, and I was paying six to eight dollars a day for doctor's bills and medicines. It did her no good either. She was in constant pain, and we could hardly touch her to turn her in bed. I met a homeopathic doctor and he told me to get a tricycle for my wife and let her ride. I got one for her and one for myself; after using it about a week she bantered me for a ride, and here we are. But I've got enough of it for the present. We will take the iron horse for a while. My wife seems entirely cured." The ride will show a mileage of not less than 2,000 miles. And now, those who suffer from rheumatism need no longer carry a horse chestnut about with them, nor will they have need to experiment with patent medicines. A dose of steel is the best remedy after all, and Mrs. Mason's practical testimonial will have very much weight with the public.

ARLO BATES is responsible for a story which is incomplete. He vouches for the truth of the narrative and we must take his word.

A WEALTHY westerner, a man who has been married a score of years, but who has no children, has recently sailed for Europe on a quest of which the result is likely to be curious if he carries out his plan. He wishes to adopt two children, and for some reason by no means evident, has determined to select them on the other side of the water. His wife, who accompanies him, gave no better explanation than that European children were more picturesque than American ones, a statement which, if this meet her eye, I trust she will pardon my disagreeing with. The man has taken with him a phrenologist, a professor of physiology in a western college, who is his life-long friend, and his wife's brother, who prides himself on his skill as a physiognomist. These five people are to select a boy and a girl. The gentleman intends to educate the pair without regard to expense, to bring them up as if they were his children, and to make them marry if he can. He is confident that he shall be able to carry out this programme, even to the last item; although he acknowledges the possibility of a failure in the matrimonial scheme so far as to say that if they will not marry he shall divide his millions equally between them. In a romance they would of course hate the idea, quarrel with their benefactor, vow each to wed somebody else, and end by coming peacefully and happily together in the last chapter. What the result in real life will be is likely to depend upon the skill with which the physiognomist and the phrenologist do their work. It is almost a wonder, in these days of witchery and occultism, that an astronomer, astrologer, or a cheiosophist was not added to the party, but coming from the West, the gentleman is probably hardly up to these late improvements.

IN support of the truthfulness of the above, and to save his reputation for veracity, Mr. Bates says: "I do not expect anybody to believe this tale, but it happens, nevertheless, to be true. Indeed, it is so extremely improbable that I said to the man who first told me of it that my only ground for believing it would come from its innate absurdity if from anywhere. Whether it will be carried out, I cannot, of course, pretend to say, but it is a curious instance of the things people will do. The wife, it is only fair to add, acknowledges that she has moments when she doubts the wisdom of the scheme."

WILL they ride a tandem? or will they prefer a sociable? The wealthy Westerner has neglected to take a cycle expert with him to sound their opinions regarding the side-by-side or the single file double. I will nominate Mr. Weston, he is a man with pronounced ideas regarding the dual machine, and it might not come amiss to let the Duke of Wellington go along also. I can believe that the company would not lack entertainment if these two worthy gentlemen should come together and discuss double mounts.

I AM told that Miss Minna Caroline Smith, whose dainty book of poems, entitled "In Fruitful Lands," published last year in Cambridge, was so favorably received, has in the press of D. Lothrop Company a western story of juvenile life, entitled "The Boys of Carey Farm," which will shortly be published. We have lately missed Miss Minna from the ranks of the road riders, and we have seen no cycling stories from her pen. The reason has come out, she has been writing a book.

I HAVE often thought it might not be a bad idea to compile a list of the remarks that one hears while riding. I have many interesting ones in my note book that may come forth some day. A few evenings since I was riding along a country road, when I was thus saluted by an urchin, "Say, Sis, ring the chestnut!"

DAISIE.

THE OWL.

THE Ixion's fifty-mile Road Championship will be run on Decoration Day, over the club course, between New York and Tarrytown. Much interest is manifested among their members regarding it.

THE L. A. W. Meet programme has arrived. Well done, St. Louis! If the affair be only one-half as successful as it is pictured. I am indeed sorry that I won't be with you. The part I shall especially miss and regret, is the parade, that is, if the illustration is intended to portray the event. Usually I don't go in for parades, but under the circumstances as illustrated, I should be pleased to make an exception in favor of St. Louis, provided, of course, that I did not have to wear the same kind of a summery uniform, as the lady does in the engraving.

LITTLE thought the fond parents of Miss Ophelia Hedd, a recent convert to tricycling, how appropriate that name would prove, when their fair daughter later in life, would take an involuntary plunge from saddle to ground. It needs no injunction of "O! feel y'er head" when you land that way.

THE following is not original, which probably accounts for its being any good:

"How much racing men are like old shoes:
For instance, both a sole may lose;
Both have been tanned; both are made tight
By cobblers; both get left and right.
With shoes the last is first; with racing men
The first shall never be the last; and when
The shoes wear out, they're mended new;
When the men wear out, they're men dead too.

I HAD been reading a Western wheel paper, till my pipe had gone out, and my eyes, despite all my efforts to the contrary, closed themselves. I slept and dreamed, as follows: The League Meet in 1897 had been completed and the banquet finished, and among the many speakers there, a gentleman named Radish, if I remember right, was called upon to answer the toast of "The Amateur," and he responded as follows: "It must be about ten years since a large part of the discriminating cycling public was engaged in attempting to find the precise geographical situation and whereabouts of the amateur. The searchers for him were always baffled. He was harder to find than the North Pole. He was always waiting, or was said to be, at the next corner or across the street. Sometimes his counterfeit presentment, a thing of black racing tights and a twenty-pound wheel, mocked the weary explorer, directed by some faithful trainer. Sometimes it seemed as if a furtive and disappointing glimpse of the elusive amateur was caught by the seekers, but it always turned out to be an effect of mental mirage. The more the amateur was sought, the more he fled. He was as unknown and mysterious as the burial-place of Moses, as fugitive as Fortune, a needle in the haystack of the universe, a gipsy, and an unattainable boon. Because he could n't be found, every one was anxious to find him. Was he a licentiate of the School of Cads? Was he a distinguished traveller from the Land of Chumps? Who knew? Who could find out? The great question of where is the amateur, continued for some moons to employ the attention of the inquisitive, and wiggle the risibilities of the wags. Time has fuged since then, and curiosity been deadened, and, lo! the amateur is revealed upon the camera of ages" — Just at this important point, as I leaned forward with straining eye to discover this wondrous specimen of the genus amateur, I awoke, and I am therefore unable to tell my readers who this *rara avis* that Mr. Radish was going to exhibit was. So the niche reserved in history for the amateur had better have a sign of "To Let" put upon it, or else be auctioned off to the highest bidder among the professionals.

I DON'T want to intimidate any one, but I would suggest that my cousin, "The Raven," on the *Bicycling World*, take a few feathers from the wing of fancy, and place them in the tail of discretion, in his remarks concerning me. That's all.

SEVERAL New York racing men are going to Alaska to race this season. They have found out that there is a glacier there that moves only a mile in a year, and they think that, with a liberal handicap, they have at last found something they can beat.

"SIR," said an astonished landlady to me the other day, when I had sent up my glass the seventh time for milk, "you must be very fond of milk." "Yes, madam, I am," I replied, "or I should never have drunk so much water to get a little."

DR. BECKWITH is a military man which may account for the following: He and I went riding the other day, and I was taking a mean advantage of the safety of the bicyclette, to put him through a course of sprouts over some of the worst roads on Manhattan Island. Finally, he says, "Do you know this road reminds me of an ammunition box"? "How so?" I asked, eagerly searching for some military lore. "Because it is full of cart-ridges." Doctor declares I ran over a goat, but I know better; it was the awfulness of this pun that lifted me from the saddle and landed me prone upon my face.

DO members ever read the BULLETIN? Sometimes it seems to me they don't. Take, for example, the League uniform. Now, Wanamaker, as every one knows, or should know, makes that, and yet Spalding has had orders for over thirty suits within the past ten days. I don't know how well the Philadelphia house make them, but if they beat the ones Spalding has turned out, they are to be congratulated.

SONG of the racing man — Hum, sweet Hum."

A TIRED cycling novelist — Rider Haggard.

IF there be anything in a name, then surely *Rhodes* ought to win the *road* race at Clarkesville.

I SEE, by a Western cycling paper, that my given name in private life is Barney. Well, perhaps it is! I have given up trying to know anything, even about myself, until I have consulted the latest issues of the wheel press. They know it all, or think they do, and when it gets into print, that of course makes it a fact, and we must all abide by the verdict of these nineteenth-century Solomons.

IN my dissertation last week on amateur flyers on the path, I without intent, omitted the name of one here in New York, who will be heard from, well up in the procession, before the season is over, that is Jesse Powers, of the Harlem wheelmen. He is a fast, fearless, and safe man on the track, and is today as near the ideal pure amateur as exists in America.

YOU make me, in my comments on Crist in your last issue, call him a "vater," when I tried to use the racing term rater. Must I, too, follow Ducker's example and get a type writer? THE OWL.

QUAKERTOWN QUILLINGS.

ACCORDING to the Philadelphia *Times* of May 13, "A clergyman at Millersville, Lancaster County, has been obliged to give up the use of his bicycle, because it seemed to lessen his dignity and influence for good in the community. On the whole this clergyman deserves credit for his self-denial; but it is small credit to to his congregation that it should contain a large enough number of narrow minds to make such a step on his part neccessary."

It is gratifying to know that wheelmen in this vicinity have at least one paper which is not afraid to come out and express plain, hard, horse-sense views in cycling matters, but the *Times* did not need to go so far from home even as Millersville to find an example of fossilistic foolishness equal to the above. In Germantown, but seven miles from the heart of this big village, there is a little Baptist church, the pastor of which is the Rev. J. S. James, an earnest, hard working, God-fearing man, with an immense district to cover in the discharge of his parishional duties. Although the roads of this district are not of the best, at the same time they are rideable, and Mr. James, who has devoted some of his little leisure to exercise on the bicycle, recently proposed to use his wheel as an aid in making his professional rounds. Most of his people saw no harm in this, and saw rather a benefit to themselves in the parson's increased time. Two or three old deacons, however, managed in some way to get an idea each, — a heretofore unheard of performance, — and of course that idea was detrimental to the use of the bicycle in any shape or form. As a result, the cycling ranks lose a member from whom much good might have been expected, and the devil scores one on the church through the deacons.

THE Souther tourists, under command of Roadmaster Wells, left Philadelphia about ten o'clock Tuesday, May 10. The party numbers twenty-six, and were accompanied to Paoli by ten other riders from the city, the majority from the Century Wheelmen. Two of the latter went as far as Lancaster, and reported everything moving smoothly to that point, with the exception of a few small accidents, such as the utter break down of Tourmaster Collamer's machine, several headers all round, etc., etc. A somewhat general amusement is expressed at the shortness of the rides allotted to each day. With a good early start, Lancaster should have been the dining place for the first day, instead of Paoli.

THE University Bicycle Association is awaiting a challenge to a road race from the Penna Bicycle Club, and the P. B. C. is also patiently awaiting a challenge from the U. B. A. Neither club is apparently anxious to take the initiative, and in the meantime the chance of the race seems to be about *nil*. Page, Keen, Whitaker, and Kolb should make lively running for almost any four of the Penna Club, and Art. Roberts, Richwine, Hill, and Shaeffer would have to keep moving to win; but we should like to see the race just the same.

THE two mile bicycle race, May 14, at the sports of the University of Pennsylvania Athletic Association, was won by Louis J. Kolb, medical department, in 6.08, being the college record C. B. Keen was entered, but fell on the completion of the first mile. Keen has had hard luck lately; three falls in as many races in one week.

THE date of the Schuylkill Navy Athletic Club sports, the 28th inst., was an unfortunate selection, inasmuch as the intercollegiate championship sports come on the same day. Keen and Kolb are both out of the A. C. G. N. races, as they are bound for the intercollegiate. PHACTOTUM.

JERSEY.

THE Hudson County Wheelmen are now housed in their new club rooms on the corner of Montecello and Crescent Avenues, Jersey City. the suite consists of a club, wheel, and locker room. The headquarters are located near the handsome house of the Jersey City Athletic Club, of which many of the wheelmen are members. As far as convenience, the location is not all that can be desired, since to reach fairly ridable road a bumping over two miles of Belgian block to Marion is required; but then Jersey City is a town of such badly paved streets that there is but little choice of location. Capt. E. P. Bagot, the new commander of the H. C. W., has entered on his duties. Yesterday the club had a well-attended run through the Oranges, and enjoyed themselves after the delightful manner of their most popular kind.

I STOPPED in at the new King bicycle factory, on my way to Orange, on Saturday, and under the guidance of Saich, the veteran wheel maker, was piloted through the recesses of the place, that have so long been shut off from public gaze. Everything is ready to put a large supply of the machines in the market at short notice. The whole truth of the delay is, that the powers that be, have been making so many changes that none can be actually completed until the suggestion of improvement runs to an end. Then again, Saich has changes of his own, on which he is obtaining patents; but everything is ready for turning out machines at short notice, as I saw a large stock of "parts" made and ready to be put together. So you may expect to see them in the dealer's hands, any day. Saich showed me the machinery of manufacture, every piece of which is of his own pattern and invention. I saw the tubes for the forks and backbone of the racer, that is to be made for Kluge, in which much of the success of the machine will depend. It will weigh but twenty-two pounds, and its speed will be exhibited by Kluge, in all the races in which he is eligible.

CAPTAIN and Mrs. Porter, of the Orange Wanderers, left last Thursday for a tandem tour of a week or so along the Massachusetts coast.

HERE is a story which may be of interest to Socialist Weston. The other day, a tall, supercilious anglo-maniac dude entered Johnson's at Orange.

"I want to hire a sociable, sir."

"I am very sorry, sir; but the only one I have is now out. But I have a tandem I can let you have."

"A tandem, sir?"

"Yes, sir, a tandem. And I will guarantee that you will find that it will run one third easier than a sociable."

Looking at "Llew" with a smile, half affronted and half of pity at his ignorance, he replied with a toss of the head, "Opinions differ, sir," and left the store.

As far as it is possible for an outsider to be interested, I am in the discussion "Daisie" and "Violet" are having over the dress question. From the great variety of makes and materials that I see worn by the ladies of the vicinity, I think that it is a problem that well needs solution. Certainly, the lady riders of the L. A. W. should come to some agreement as to uniform. Why not have a convention of the ladies, tailors, and man milliners of the League to settle this vital issue, which threatens, if not the disruption of the wheel sisterhood, at least brain fever to "Daisie" and "Violet"? And what a convention it would be! Imagine it! Picture it! The gory contests of the annual meeting would be peace pow-wows by comparison.

THEY have accomplished a great missionary victory up at Orange lately. The barriers of prejudice have been broken down in that pretty borough at least. Two ladies, leaders of a most conservative set, and pillars of propriety, have shown their independence of narrow-minded opinion in general, and men in particular, by buying a sociable, and enjoying it every pleasant day. And, bless their dear souls! why should n't they? I rejoice to see that the independence of American women is becoming more pronounced every day, and I am no woman's rights man either; but independence of bigotry in matter of propriety and modesty I do admire.

THE Montclair Wheelmen are out in their new uniforms, and a very tasteful combination it makes — dark blue coat and stockings, with light gray caps and Knickerbockers, with blue strip down the seam. And right here let me confess to my Montclair correspondent, that I have mislaid the list of officers recently elected, which he so kindly sent me.

DURING the greater part of April, bad weather prevented riding, still the fourteen men of the E. W., who have handed in their records, have managed to make an average of one hundred and twenty-five miles each. The leading racers are: D. B. Bennett, 360; L. B. Bonnett, 341; Barrows, 159; Caldwell, 149; G. Roorbach, 130; and Sylvester, 125. The boys have taken every advantage of the recent fine "spell of weather," and May will show some big figures. The first meeting was held in the new clubhouse, on Wednesday. A reception will soon be given to afford local friends an opportunity of seeing the cosy little quarters, and later on, the neighboring bicycle clubs will be invited to warm the house.

THE proposed century run of the Orange Wanderers, on June 4, has excited the ambition of the other clubs, and some day in June, Capt. Martin will pilot a party of Elizabethans over the hundred. The past records of at least twenty-five of the men, make him believe that there are fully that number who can stay the distance, if they can get off from business, and will make the attempt. It is hoped that the club century badges, and the company will be sufficient inducements for a trial. No attempts will be made to make time, but simply to get as many as possible ever the distance.

THE Plainfield Bicycle Club will divide itself up into two divisions for the Decoration Day outing. One will go to Red Bank and Long Branch, and the other to Orange and the road race. The new house erected last fall has given the club a great boom and it has now sixty-four members.

On Decoration Day the Elizabeth Wheelmen will start at 9 o'clock for a run through the Oranges, and will, of course, be on hand at the race in the afternoon. A stage will take up a party of ladies in the afternoon. I fear it is too late now to make arrangements; but it would have been an excellent idea for all the clubs to have had a joint run in the morning, as all the clubs in this vicinity are Orangeward bound on that day. It is expected that fully 1,000 mounted wheelmen will view the contest.

THE prominent candidates for places in the Jersey teams are: L. B. Bonnett, Caldwell, D. B. Bennett, Barrows, and Bowman from Elizabeth; Burnett, Moore, Farrington, Pierson, Hetfield, and Warner, from Union County; Iveson, Jackson, Burgess, Dean, Doolittle, and Hingle from Rutherford; and Stenken, Bagot, and Smith from Hudson County. The course is in prime condition, and fast time has been made in the practice spins. Stenken has covered ten miles of the distance in 36.40 and 37.30. Whether Hall's 1.37.12 4-5 of last fall will be beaten is a question; but that the middle men and stern chasers will show considerable improvement over the pace of the last race is now pretty well assured.

FRAZIER, Brooks, and McCurdy will represent the Star people in the Clarkesville race. They went a week ago to the course, accompanied by Wallace as trainer. Great things are expected of the team, all of whom are in prime condition, especially is it so with Frazier.

THE eccentricities of the Inter-State Commerce Law will have much to do with keeping the Jersey boys away from St. Louis. As a rule, they are a busy lot, and, sad to relate, are not of plethoric purses. They wish their more lucky brethren, however, the best of good times, and to the St. Louis boys all the success their enterprise and hospitality entitles them to. I received my programme this morning. It is undoubtedly the best yet, and one of the prettiest specimens of the printer's art I have ever seen.

THE Passaic County Wheelmen will have a lantern parade the 14th of next month. All the neighboring clubs will participate. JER. C.

ST. LOUIS.

ONE cannot board a car or pass along the streets now without hearing the continual buzz of convention chat. One national gathering follows on the heels of another, and St. Louis will be crowded with strangers from now until the early part of October. The L. A. W. Meet has not been the least noticed of the conclaves, and column articles have been cheerfully given it by the local press from time to time. The outlook grows brighter and brighter, as the long-continued rainy spell seems at last to have ended, and if the beautiful weather of to-day continues during the week we will be happy. Should old Probs fail us, however, there need be no tearing of hair, as there will be opportunities on every hand for defying the elements, and having the fun go on.

THOMAS STEVENS was invited by telegraph to visit the Meet, and arrangements have been made for tendering him, and all visitors who are in town on Thursday evening next, a splendid reception at the Missouri Club. The club has increased its entertainment fund to $600, and will excel its previous efforts in doing the handsome on this evening. The clubhouse itself is now as pretty and fresh as a spring rose, and the tennis grounds are to be converted into a cool promenade, and will be illuminated with Oriental splendor. Kennedy-Child arrived last night from Chicago, and will lend the light of his eloquence to the occasion.

WE are expecting much as regards the League banquet. Stevens will speak, and will, doubtless, do wheeling proud; but of more vital importance are the sentiments towards our fraternity which will be uttered by a select number of representatives of the public. The invitations to these gentlemen were first made by means of handsomely engraved invites, and these were followed up personally. The effort will bear good fruit, and the utterances of such men as Jacob Furth will be carefully noted for future use. I hear the name of a well-known humorist mentioned in connection with the toastmaster's chair, and if his acceptance is secured the merry banqueters will not get their faces into normal shape for a week, I fear.

BARING rain, nothing will prevent the runs from being popular, and the Manchester trip, with little detours, is expected to be the favorite. The gentlemen in charge of the three principal runs are calculated to produce a stunning effect on would-be scorchers. Their names are Greenwood, Alex. Lewis, and Hildebrand, and they are all of massive build and acknowledged toughs. These gentlemen and assistants will co-operate with the reception committee of forty men in directing and assisting visitors over the roads and through the cycling haunts.

A SPECIAL car, containing a few members of the Missouri Club and its guests, will leave the city Sunday night for the scene of the Clarksville road race. There will also be a number who will take the regular sleeper on this train, remaining in town Sunday to get a better chance at St. Louis sightseeing. Ladish has outshone himself as regards his boat, so far, and many were surprised to learn that he had obtained government leave to use the famous Arsenal Band, which is stationed at Jefferson Barracks below the city. This band is excelled by very few in the country, and then only in size, and will make the river trip one continuous dream of evanescent sweetness, — a heaven of harmony, before which all cares and discord will fade away as by magic. Ladish will provide a printed bill-of-fare for each meal served on the steamer, and the banquet table after the road race will seat two hundred people. Beside the regular passengers and a few prominent Clarksville gentlemen, little room will be left, and as the "second-table" nuisance is to be done away with, a great many may have to miss the spread. Ladish is handling his big road race single handed, but the troubles which would wear out most men do not seem to worry him a bit.

THE field of road races has increased decidedly the past week. Munger dropped in one morning and rushed directly to the "bakery" and its feminine attractions, skipping out twenty minutes later for Clarksville. He rides a quadrant trike, and a day or two since surmounted Crank Hill on it, being the third man to climb the hill. A contest will probably be held at this hill on Sunday preceding the race. The Victor boys are taking good care of themselves, averaging about seven miles per day. Frazier and McCurdy are there, and the latter's stomach has bothered him a little, though he has made the belt trip several times around, record time. Crocker of Massachusetts bobbed up unexpectedly, as did John Brooks, who surprised us still more by bringing a Star wheel with him. Hollingsworth comes next. All three have been training at home for some six weeks, and Brooks, who still maintains that the crank wheel is best for track work, has been bucking the Blossburg, Pa., hills on his Star, and feels confident the Clarksville grades will not trouble him. He has set his mind on winning the race, and will depend largely on the seven-mile Dover down grade for the desired result. Percy Stone also seems bent on getting the race, and speaks of it with much of the resolute manner so noticeable in his brother Cola. On the Clarksville course, this field of good men will create tremendous excitement among those who watch them from the various points of vantage, and will elevate road racing to the top notch in the cycling world.

GREENWOOD, whose great claim to road honors lies in his hill work, boldly challenges Percy Stone to a round trip race on the DeSoto road, and the event may occur after the road race. Greenwood, however, asks for a two month's delay, in order that Stone may not gain the advantage of long training too soon after the big event. The hill climbing medals awarded to some seven men by the old Ramblers Club for mounting Son-of-a-Gun (chance for the Owl) hill, are at last forthcoming, this being made possible by raffling the pictures of the club.

THE club fund of the Missouri Club is now $1,000, and the arrangements for spending every cent are completed. PHŒNIX.

NEW YORK ROAD BOOK.

WE received, last week, an advance copy of the New York Road Book. The book contains minute descriptions of the make up and general character of fourteen thousand miles of roadway, thirteen thousand of which are unrepeated. The routes laid on, described, and measured, extend north and south straightaway 1,078 miles, and east and west 1,023 miles; from Quebec on the north to Staunton, Va., on the south; from Bar Harbor on the east to Cleveland on the west. The book contains, besides the roads of New York, the principal through routes of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, and Ohio; and road maps of New York State, New York City, Brooklyn, Long Island, Buffalo, Staten Island, Orange, and Philadelphia riding districts. A very elaborate index contains references to 1,641 towns and cities. In addition to the routes, there is an article on the "Law of Cycling," the constitution of the New York Division, and a list of consuls, hotels, repair shops, etc. The book is supplied to League members in New York State free of expense, and is sold to League members of other States for $1.00 per copy. Non-leaguers cannot obtain it. Mr. A. B. Barkman, the bookmaster of the League, is the compiler of the book, and he has been assisted by W. S. Bull, of Buffalo, and W. H. DeGraat, of New York.

MR. H. S. OWEN CELEBRATES HIS BIRTHDAY.

In a characteristic manner Mr. H. S Owen celebrated his blanktieth birthday on Wednesday, May 11 by a "wheel around the Capital," given to the Capital Bicycle Club and invited guests. "Owen's Run" has become a time-honored institution in the club, and each succeeding year the ingenuity of that gentleman is taxed to the utmost to find something that the "boys can't ride." Barring brick walls and telegraph poles, his search has been so far unsuccessful. This run is conducted somewhat on the "follow-my-leader" plan. It is usually short as regards distance by air-line; but the surface of the country chosen is so diversified by banks, ditches, curbs, ash heaps, brick piles, tin cans, and other topographical features, that the air-line estimate gives only a fraction of the actual distance travelled.

About seventy-five wheelmen arranged themselves in line before the Capital clubhouse yesterday to permit the cameras of Messrs. Dodge & Hausmann to do their deadly work. The majority wore the uniform of the Capital Club, with here and there a sprinkling of the green of the Cycle Club, and the gray of the District wheelmen. They were divided into squads of about ten men each, distinguished by a particular color of ribbon, care being taken also to have the riders grouped according to the construction of their wheels. Bicycles with big wheels in front, bicycles with big wheels behind, and bicycles with wheels of diametrical equality, occupied their proper place in line.

Under the leadership of Mr. Owen, the party proceeded in parade form out 14th Street to the Boundary and up the steep hill leading to Wayland Seminary, where a halt was made to view the city, and deliver some final instructions. From this point it is almost impossible to describe the run. If you take one of Chas. Lever's descriptions of a cross-country fox hunt in Ireland, and substitute bicycles for horses and glory for a fox, one may get a fair idea of the difficulties into which the accomplished leader conducted his followers. The danger in all cases was more apparent than real. At each precipitous descent men were stationed to encourage and direct the successful rider and save the unsuccessful from a fall, and to the credit of Washington wheelmen be it said that their services in the latter capacity were very seldom called for. Of course, to the Star bicycles and other safety machines these descents were easy, but it was an interesting sight to see the change of expression on the faces of some of the riders of ordinary crank machines as they got the first sight of the plunge they were about to take. It was generally either stern determination, pent-up horror, or absolute demoralization. After investigating a vast amount of property marked "for sale" in the northwest the party had an opportunity of comparing it with that lying in the vicinity of the observatory. The latter will not bring as much per square foot, but close examination (generally on all fours) proved that geologically it does not differ materially from the former. Then the desert wastes around the monument were visited, when, the approach of darkness putting a stop to any more feats of wheelmanship, the line of march was taken up for "The Cycleries" on New York Avenue. The riding park in the inclosure was brilliantly illuminated, while at one end was one of those "groaning" tables familiar to all readers of fiction and the literature of annual banquets. After this was cleared, the arena was prepared for the gladiatorial combats, the first pair of gladiators being Rex Smith and Will Robertson, who played a long and hard game of polo on Star bicycles, which was finally won by the latter — three goals to two.

Between the acts Mr. Owen was surprised by the presentation of a very handsome etching, appropriately framed, the gift of some of his friends in the Capital Club.

After the polo, occurred obstacle riding of every kinds, such as riding lengthwise over the rounds of a ladder, through an artificial mountain of sand, and, finally, over two eight-inch planks, having their ends supported by a box about four feet high. It is quite a feat to ride up a narrow plank on a bicycle, balance a second on the apex, and then descend the other plank without losing your head, and consequently breaking your neck.

Where all rode so well comparisons are invidious, but special mention should be made of the riding of Will Robertson, who made but one dismount during the entire run; of Mr. Lyon, of Richmond, whose daring, skilful, and plucky riding gained him three hearty cheers; of Crist, the racer, who is as much at home on the roughest roads as on the smoothest track; and of Dinwiddie, the one wheel rider, who exhibited his skill both during the run and at the park. The evening was further enlivened by singing by the Capital Glee Club, under the leadership of Mr. Chickering, who presided at the banjo.

The party broke up at a late hour with cheers for Bert Owen, who was unanimously pronounced "first on the bike, first on the trike, and first in the hearts of the C. Bi. C."

FLUSHING, L. I.

Can you find space for a few notes from the old North side, the old terror to wheelmen, now fast becoming regenerated by the influx of new blood from outside civilization. The old ideas, and also the inhabitants die hard, but education in the end will get the upper hand of ignorance and blindness to self-interest.

The turnpike from Long Island city is in a fair way to be macadamized, work having been commenced, and if the farmers of North Hempstead township can only be talked over, we will soon have a continuous good road from the above place to Roslyn.

Very few metropolitan wheelmen have as yet taken advantage of the new ferry running from foot of East 99th Street, New York City, to College Point, and giving easy access to all parts of the island. The streets of Cottage Point are good macadam, and by following League signs wheelmen should find no trouble in reaching any spot where riding is possible. Our club will shortly issue a card for posting in club houses, containing complete directions.

The grounds of the Flushing Athletic Club, of which we are all members, will soon open, and contain a fine gymnasium, with baths, etc., ladies' clubhouse, tennis, baseball, and a fine five-lap track. All wheelmen visiting the vicinity are expected to visit the grounds, and are welcomed to take a spin on the track.

A new club of eight members has been organized in Huntington, and one is talked of in Jamaica.

Two of our members claim the bun for this year's first through trip to Babylon on Good Friday. Was anybody down there before them?

The roads on the "Plains" are now in their finest condition, but need a little rain.

To New York riders I recommend the following trips (via College Point or Flushing): — No. 1. To Garrisons and Willett's Point. Turn left at Bayside cross-road direct. Clambake or dinner.

No. 2. To Garden City and Hempstead. Turn right at Bayside cross-road, and follow League signs to Hyde Park. Turn right at second hotel, cross railroad, and follow main road. From Hempstead, good roads lead back to Babylon, Patchogue, Sag Harbor, and Greenport, or by boat from either of the last two places to Shelter Island.

Consul No. 7,556.

PEORIA, ILL.

Our club is now in a more flourishing condition than ever before, and is now just moving into elegant new quarters in the public library building upon the best corner in the city. We there have pool and card tables, together with all the bicycle publications, which, together with the fact that our rooms immediately join the library reading rooms and overlook the Public Square, in the business part of the city, gives us very desirable quarters.

We yesterday held the first road race ever held here, and it was an unqualified success, and others will undoubtedly follow. The course was over what is known as the Prospect Hill and Big Hollow roads, going six miles and returning four, to complete the ten. There were four entries — Captain Bert Myers, John L. Seery, Hiram Pierce, Jr., and Chas. Wheeler. They finished in the order named, Myers making the ten miles in forty minutes and twenty-seven seconds, which we consider remarkably good time, considering that there are fourteen sizable hills in the course, and the roads were not in the best of condition, and some little trouble was experienced and time lost with vehicles. I scarcely know whether it is allowable to mention the wheels ridden or not, but will hazard the statement that the first two wheels in were Champions, while the third was a Victor, and the fourth man who did not finish, not having trained for the race at all, rode a New Rapid.

We are going to the League Meet and Clarksville races with a good-sized crowd. We have a special car from here to St. Louis and return, and are anticipating a great deal of pleasure. H. G. R.

May 13, 1887.

LEAGUE PROGRAMME.

St. Louis has shown us a very pretty programme of the Meet, and if she does all else as well as she has done this, the Meet will be a grand success. The programme is of chocolate paper with the crazy edge, and in size is 8¼ inches long by 4¾ wide. From the title page to the end of the thirty-two leaves one happy illustration follows another, making the book a real work of art. The first page is worked in seven colors, the inside in one, a reddish brown, which makes a beautiful combination with the chocolate color. The sketches were contributed by local artists. A. L. Spurgin furnished the designs for the covers. Other cuts were donated as follows: "A Modern Lochinvar," by H. R. Heaton; "An Easy Coast" and "A Catastrophe," by Fudge; "The Pump in Forest Park," by Miss Lillie Stone; "Central Drive, Tower Grove Park," from a photo by Edward Sells; "Tennis Paraphernalia," by a lady cyclist; "O, Where Are You Going, My Pretty Maid," by Julian Pogue; "A View of Bartold's," by Mrs. C. H. Stone; "He Fell on His Neck," Luke xv., 20, by Gus Thomas; "A Picture from Life," by John Fry; "On the Road to Des Peres," by William Barron; "A Combination," by H. R. Heaton; "The Foot of Monument Hill," from a photo by Ed Sells; "I dipt into the Future," by A. M. Blanchard. A map of the city and of the route of the parade is also printed. The programme contains reports from the various committees, which treat of transportation, reception, entertainment, parade, tours and runs, and banquet. Some happily arranged "tips" will give the visitors valuable pointers. The programmes, which are the work of Buxton & Skinner, will be sent to each League member. The pretty book is the result of the assiduous labor and artistic taste of Mr. A. K. Stewart, chairman of the Programme Committee.

SHOCK.

When a person has received an injury, besides the local damage done, there may be produced constitutional symptoms known as shock.

Causation. — Shock may be due to mental or physical, or both causes.

The mental causes are naturally most marked in those of a weak, nervous organization. The degree of shock produced by physical causes depends both on the extent and nature of the part injured; thus a far more profund shock is produced when a limb is torn off, than when it is simply broken; and a very small wound of an organ whose integrity is of vital importance, produces a far more intense degree than the most terrible injuries to the extremities. The surroundings have much to do with the degree as it is always less marked when produced during a period of excitement.

Symptoms. — These may be so slight as to pass off in a few minutes.

When they are marked, the patient partly or entirely loses consciousness; his pupils are dilated; his skin cold, damp, and pale; his pulse rapid and feeble; his breathing labored and shallow; and the patient passes from this state into that of collapse, and death or reaction occurs.

At the commencement of reaction vomiting may occur; the intelligence returns; the skin becomes warm; the pulse and respiration become stronger; and there is often a slight fever.

From this state he may return to that of shock and again react until one or other predominates.

Shock is more profound and death most apt to occur when there has been much hemorrhage.

Treatment. — Place the patient in the horizontal position, cover him with blankets, and place hot bottles by his side; gentle friction of the skin of the extremities is of great service.

If he can swallow, give him hot coffee, whiskey or brandy in tablespoonful doses, or half a teaspoonful of the aromatic spirits of ammonia in water.

If he is unconscious hold ammonia to the nose.

If his breathing ceases commence artificial respiration.

No operation, unless absolutely necessary, should be performed during shock, as they tend to increase it.

Surgeon,
Brooklyn Bi. Club.

CYCLETS.

St. Louis.

We are there.

We wish you were with us.

Ten thousand wheelmen in St. Louis would surprise us.

The brewery man might regret his invitation.

The papers are picturing new officers.

And writing histories of the League.

Likewise casting for it a brilliant future.

They always do it and St. Louis must fall into line.

The orators of the city are going to talk to us and say, "I never rode a bicycle, but I have often wanted to."

And wheelmen can have that year in and year out, and not ring a bell.

We have n't heard yet about the beauty of the St. Louis ladies, can it be that they have no beauty to speak of? We shall see.

The Chelsea Club members said "good bye" to Captain L. H. Frost at the Albany depot on Friday evening last, and presented him with a gold-headed cane. He goes to Chicago to engage in business.

Representative L. H. Porter, of the New Jersey division, has been sampling Boston roads the past week in company with his wife.

Gormully & Jeffery make an important announcement in another column.

C. H. Lamson is anxious to locate in California Here is a fine chance for some one to buy a good business.

The Overman Wheel Company has made a 64-inch bicycle, which they claim to be the largest ever made in America.

A dealer writes: "We suggest that you advise all riders to use a fine quality of cylinder oil in their bicycle heads. The ordinary lubrication oil has not body enough for the head. It needs a heavier oil."

The Executive Committee of the Ohio Division has voted to hold the annual Meet at Mansfield, Marion, and Springfield, on July 26, 27, and 28 next.

The Camden Club has a number of "flyers" In whose capabilities the club has unlimited confidence, and a race such as above proposed would excite widespread interest among wheelmen in this neighborhood.

Karl Kron writes that he will publish N. M. on May 25th. He has sent us specimen pages from his indexes which testify to the laborious work he has been about. Due notice of the issuing of the book will be given in the Bulletin.

The Rudge people have designed a machine to carry five men, a small machine gun, and an ammunition box. The machine has five wheels, the steering wheel being ridden, and in form is like a kangaroo; the next two wheels, which are connected by an axle like a tricycle, are ridden bicycle fashion or kangaroo fashion, one man in front and one back of the wheel; the other two wheels carry the machine gun and the ammunition box.

The *Bicycling World*, replying to a par in the *Boston Globe* about Lacy Hillier, says, "Imagine Lacy on an American machine — why, my lad, it would n't hold him." Well, perhaps the *World* won't believe it, but we have *seen* G. L. H. on a Yankee mount, and it *did* hold him. It was Golder's "Victor" (Overman Wheel Co.), and the ex-champion made it skip to such a tune we could n't hold on to the back wheel. — *Cyclist.*

At a special meeting of the Board of Directors held for the purpose of determining who should be the representative of the *Outing Magazine* at the League Meet in St. Louis, it was unanimously agreed to send *Outing's* Cycling Editor, Mr. Thomas Stevens. Mr. Stevens will therefore accompany the New York contingent that leaves for St. Louis on the 17th. A happy coincidence was the arrival of a letter from the Chairman of the Banquet Committee at St. Louis, containing an invitation to the banquet on the 21st, at the very moment the Board of Directors had decided to send him.

On Sunday, April 17, the driver of a buggy deliberately attempted to run down Messrs. Reber and Kluge, while out riding in the Oranges. They called to the driver, but without avail, and they only escaped serious accident by expert manœuvring. Another gentleman, who happened to be driving by, chased the driver of the buggy, caught up with him, and stopped him, thus enabling the cyclists to come up with him. The would-be runner-down proved to be E. S. Lyon, a livery-stable keeper of Newark, against whom the wheelmen made a charge. On the day set for the trial, the man begged off so piteously that the wheelmen agreed not to press the charge.

Mr. Lester E. Hikok, a travelling salesman of the Wilcox & Howe Hardware Company of Birmingham, Ct., has completed six thousand miles on his bicycle, attending to the regular duties of his business. One of his most remarkable trips was from Newport, N. H., to Amesbury, Mass., stopping at twelve towns, and making twenty-one business calls, requiring a riding distance of one hundred and twenty miles, all of which was accomplished between 7. A. M. Wednesday and 4 P M. Friday. Mr. Hikok says that he could not have made the trip without one or two additional days had he depended upon the railroad for transportation. He rode a 56-inch Columbia, with luggage carrier on handle-bar, on which he carried a rubber suit, and on the perch was fastened, by a pair of clamps, a bundle containing an entire change of underclothing.

H. E. Ducker, accompanied by Marshal Clune, returned to Springfield from West Roxbury Saturday evening with the thief who took a bicycle from Mr. Ducker's shed a week ago this morning. The machine was also recovered. Circulars giving a description of the wheel had been sent out broadcast and police quarters everywhere were notified of the theft. The West Roxbury police saw a dust-covered young fellow in a public square asleep beside a bicycle, and on examining the wheel found the numbers were the same as those on the circular, and the dismounted rider was pulled in. Marshal Clune started for West Roxbury Saturday morning, and Mr. Ducker came out from Boston and identified the machine. The thief gave the name of George Merry, and said that his home was in Pawtucket, R. I., but that he had been in Springfield about six months. He said that he did not steal the bicycle, but bought it for $25 of a fellow, who delivered it to him near the pine woods on the Boston road, according to agreement. He stated that he was going home anyway, if he had not got the machine. It was found that the thief went by the name of George Scott while here, and is not known to have done anything but speculate in tickets around the Opera House. He boarded at the corner of Main and Worthington streets. The machine was in fair condition, with exception of the handles, which were bent in every way, showing that the thief was a poor rider. The only thing which had been done to conceal the identity of the wheel was the unscrewing of the name plate on the fork. The cyclometer showed that the thief had travelled one hundred and twenty miles. The thief had no money, but had a revolver when he was arrested. He said that he had not been indoors since he started. His case will be brought up in the police court this forenoon.

THE WHEELMEN'S HUMBLE PLEA.

All lovers of sport must sympathize with the woes of wheelmen. They are excluded from the paths in the parks because they are not pedestrians, and they are admitted to the driveways in niggardly fashion despite repeated legal decisions that bicycles and tricycles are vehicles. They now approach the Legislature with a respectful petition; namely, that since the common law classes them as vehicles they be declared by statute entitled to the privileges and subject to the duties of wheeled traffic.

This seems reasonable. The wheelmen outnumber horseback riders several times. Yet horseback riders are provided with special paths, while wheelmen are denied admission to existing roads. Nobody grudges horseback riders their privileges. On the contrary, to watch them is part of the pleasure of a visit to the parks. For a similar reason there is little reason to doubt that a popular vote would be in favor of letting the shining wheels and sightly uniforms add variety and motion to the scene. But the horsemen would vote against it, not for any particular reason, but on "general principles." How baseless their prejudice is appears from the experience of Brooklyn. For the past few months bicycle riders have been admitted to some of the roadways of Prospect Park, and, so far as is publicly known, without misadventure of any sort. There is nothing strange about this. It is common experience the world over, that a horse cares nothing about a bicycle the second time he sees it. If the horsemen, like generous sportsmen, would only give a fair chance to those who are compelled to take their constitutionals by "riding afoot," many would be happier and nobody would suffer.

On the other hand, let the wheelmen be modest. Horsemen are ignorant of the exigencies of equilibrium. Which is to say, that they have some excuse for thinking, and acting on the thought, that wheelmen are a little too presumptuous, when perhaps they are only dodging a stone or avoiding a soft spot which threatens a tumble. Nor should wheelmen complain if they are excluded from the crowded parades of beauty and fashion, as, for instance, along the eastern drives of Central Park. The traffic is already excessive in such places. Let them get up Rotten Rows of their own elsewhere. Perhaps if they rode discreetly, and made no enemies — as recently they have not — it might in time be feasible to extend their privileges. Their progress will be all the surer if they make haste slowly. Meanwhile, the general public, and horsemen, too, should remember that this petition to the Legislature asks nothing excessive. It merely provides that Parn Commissioners and such dignitaries shall not deny to wheelmen, because of unjust prejudice, rights which the law already grants them on all highways not within the parks. — *N. Y. Times.*

IMPORTANT ANNOUNCEMENT

OF GORMULLY & JEFFERY MANUFACTURING COMPANY, TO THEIR AGENTS AND FRIENDS.

It is pretty well-known to the cycling public generally, that a combination of Eastern manufacturers so called, has been formed to injure the business of several manufacturers in this country, one of whom is the undersigned. In communicating a few facts to our interested friends, we wish it distinctly understood that we do so with no intent to influence public sentiment in our behalf, as we believe ourselves perfectly competent to fight our own legal battles without calling upon the public for assistance. But the emissaries and travellers of some of the members of this combination, whose business it seems is to call upon our agents, endeavor by gross misrepresentation, deliberate falsehood, and threats of stopping their business peremptorily, knowing that neither they nor their employers have the ability or legal right to accomplish this result,— these emissaries, by such methods, endeavor to frighten our agents into refusing to handle our goods. Our travellers having been withdrawn from the road at present, we take this method of notifying our agents, friends, and any individual contemplating the purchase of one of our wheels, that we are prepared to fight every suit brought against them on our account, and will hold any one who may be so annoyed entirely harmless. It might be well to remark here, that no suits of this character have been brought, up to the issue of this paper. Another favorite falsehood with these people is that we are selling no wheels, although they know full well that since this litigation has arisen, we have more than doubled our capacity, and still at no period since the opening of the riding season have we been able to catch up with our orders. Still another falsehood with these minions of the aforesaid combination is that our bicycles and tricycles are made of inferior material. To this we answer that all our productions are warranted and guaranteed, and it is only necessary for the customer to examine into our financial status to satisfy himself that there is no occasion for misgivings on this point. The falsehoods of these hirelings generally take the color of the three foregoing; but whatever is claimed by them, we wish our friends to feel perfectly tranquil in the knowledge that we have the power, and will protect them in every instance.

Respectfully submitted,

Gormully & Jeffery Mfg. Co.
R. Phillip Gormully, *President.*

BROOKLYN TO MONTREAL.

CONSPICUOUS in the new clubhouse of the Ilderan Bicycle Club of Brooklyn is a neatly executed and framed circular, surrounded with maps, which reads, "Regular Annual Tour of the Ilderan Bicycle Club."

The regular annual tour of this club will leave Brooklyn on Saturday, July 9, at 5 P. M. for a run of three hundred miles over the best roads of Canada, and will embrace many celebrated points of interest, including the City of Buffalo, Niagara Falls and Rapids, a morning trip across Lake Ontario, the City of Toronto, where we will be the guests of the Wanderers (the largest cycling club in Canada), Belleville (Canada's summer resort), Kingston, Thousand Islands, River and Rapids of St. Lawrence, and the City of Montreal, arriving home Monday, July 18. Total distance, over 1,300 miles. The arrangements now being completed preclude all delays or annoyances while *en route*; also, insure the best of hotel accommodations and entire comfort while on the road, the average speed being regulated to forty-three miles per day. Total expense of entire trip less than $50. Members are earnestly requested to invite their friends to accompany us. The list will be limited to fifty, and all names must be in hands of the committee on June 20.

It can safely be said that this will be the most complete and attractive tour ever made from this city, and will afford wheelmen opportunities seldom offered. Full particulars may be obtained upon application to the committee.

R. L. CALKINS.
W. J. SAVAGE.
H. C. METTLER.

Secretary Calkins has recently returned from a three days' trip in the vicinity of Buffalo, where he has perfected the plans of the tour, which owes its origin to his labors. It is earnestly hoped that members of adjoining clubs in New York or New Jersey, who might desire such a summer trip, will not hesitate to address one of the committee for particulars, and decide before June 20. Already about a dozen of the Ilderans, with a few friends from other clubs, have booked themselves, and Secretary Calkins smilingly predicts that many others will fall into line before the last day.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

TOUGHS.

EDITOR BULLETIN: — I want to preach a sermon from a text taken from a recent letter of the "Owl," and the text is to be "toughs." I have recently had frequent occasion to be where wheelmen most do congregate, and with great mortification I confess that our craft contains many who come under the designation of "toughs." I am only a beginner, and like all beginners anxious to learn all that can be gathered from the experience of older riders. For this purpose I frequented all the places where such information could be gotten. But alas, I soon found that a *gentleman* could not afford to tarry long where the young wheel "bloods" of to-day assembled, without having his moral sensibilities shocked by, — mind I am writing with the brake on, — blasphemy, profanity, obscenity, *and* (not *or*) vulgarity. I may have been specially unfortunate in my crowd. There are, beyond question, many riders who *are* gentlemen. But it is not very pleasant to state that in the last three months I have not been able to find more than one in ten persons with whom I could comfortably take a Sunday afternoon spin. I am not a "goody-goody," and don't want others to be; but I do most emphatically draw the line at the moral *jigsty*. Cannot the *men* of the League do something to counteract this tendency to toughism? Don't let us misunderstand the term. A man can be a "tough" *muscularly*, and still be a gentleman; but when toughness strikes his morals, I don't care how much money, or good clothes, or influence he has, nor to how "tony" a club he belongs, *he is not a gentleman*. 13,392.

BALTIMORE, MD.

MEMPHIS.

EDITOR BULLETIN: — In the last issue of the BULLETIN, your New Orleans correspondent, in speaking of the proposed trip from that city to Baton Rouge, says: "If the programme is carried out this will be the first century run made in Louisiana, *or any other Southern State* with the possible exception of Georgia, and will prove etc."

On January 30, four riders of this city made a century run on the roads around this city, covering 110 miles between daylight and dark, and could have kept up the pace, but some had to see their best girls that night. Now I would like to know if this has been accomplished on the road, in any other State, during the month of January. TENN.

MEMPHIS May 10, 1887.

OFFICIAL ANNOUNCEMENTS.

DR. N. M. BECKWITH, President L. A. W.: —

Dear Sir, — The committee to whom you have referred the ballots cast at the special election of Chief Consul for the District of Columbia, has received from the Secretary-Editor fifty ballots in all, and finds that sixteen of them are for Edson B. Olds, and thirty-four of them are for E. F. Pettengill; and beg leave to submit this statement of the result as their report.

Very respectfully,
CHARLES E. PRATT,
A. S. PARSONS,
For the Committee.

May 16, 1887.

MASSACHUSETTS APPOINTMENT.

I HAVE appointed John Wood, Jr., of Beverly, a representative for Massachusetts.

H. W. HAVES, *C. C.*

NEW JERSEY DIVISION — APPOINTMENT.

I HAVE appointed Mr. Edmund G. Fraser, of Red Bank, as representative.

J. H. COOLEY, *C. C.*

TWO-MILE CHAMPIONSHIP.

BY a unanimous vote of the Racing Board, the two-mile national championship (bicycle) has been located for 1887 with the Wilkesbarre (Penn.) Bi. Club, and it will be contested at the annual Meet of the Pennsylvania Division, to held at Wilkesbarre, July 4.

ABBOT BASSETT, *Chairman.*

CONNECTICUT REPRESENTATIVE.

I HAVE this day appointed Mr. Edwin B. Gager, of Ansonia, a representative for the Connecticut Division, L. A. W.

LEWIS A. TRACY, *C. C.*

HARTFORD, May 14, 1887.

TO OHIO CLUBS.

AT a meeting of the Executive Committee of the Ohio Division, held in Cleveland yesterday, it was decided to offer the remaining "hand-books" in lots of ten or more to the League clubs of the State, at the exceedingly low price of fifty cents per copy; neatly bound and accompanied by the large road map of Ohio. Club Secretaries will please bring this matter before their members and see that every rider has a copy of this useful manual.

Fraternally
FRANK C. MEYER, *Secretary Treasurer.*

CANTON O., May 11, 1887.

VIRGINIA MEMBERS.

THE hotels designated by my predecessor, Dr. Frank L. Harris, and the consuls appointed by him during 1886, are hereby continued till further notice. I shall be glad to hear from L. A. W. members in the State, and especially from consuls, as to the best means to adopt in order to bring in new members, so that our division may grow and flourish.

J. C. CARROLL, *Chief Consul.*

NOTES AND QUERIES.

[Readers are requested to contribute answers to questions propounded.]

(52) I WILL feel obliged for the best route from New York City to Liberty, N. Y. Can it be ridden in one day by a strong rider? 3484.

(53) CAN a club which has not joined the League, hold a national championship, H? *Ans.* No.

(54) WILL some one send me the best route from Boston to Worcester? F. S.

(55) IN reply to "44," as to best course of exercise for wheelman to develop himself, would say *ride a wheel!*
S. H. M.

(56) IN reply to "12248," let me advise standing with heels together, and then raising himself on tip-toes. Repeat this slowly till you can do it a thousand times. The man that can do it that number of times will have strong calves. N. C. D.

(56) ANSWER to "36." Electric timing was used in Montreal, on July 1, 1886, and you can obtain information from "Club Three" about it. They consider it a success.
G. H. ORR.

(57) TELL "46" to write to E. R. Shipton, Secretary C. T. C., 139 Fleet Street, London, and get pamphlet on "Road Making," free for stamp.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 87 — Total 165.

BOSTON, May 16, 1887.

CALIFORNIA DIVISION — 2.

Unattached.
14712 Clayton, Jno. J., 471 North 1st St., San Francisco.
14734 Stevenson, Thos., 115 Kearney St., "

COLORADO DIVISION — 1.

Unattached.
14771 Sinton, W. K., Colorado Springs.

CONNECTICUT DIVISION — 16.

Greenwich Wheel Club.
14679 Brush, H. L., Greenwich.
14680 Brush, H. M., "
14681 Foote, Geo. F., Jr., "
14682 Mead, Aug. I., "
14683 Mead, Ephram, "
14684 Silleck, Elbert, "
14685 Slater, Geo. A., "
14686 Walsh, Jas. F., "

New Britain Cycle Club.
14662 Beam, A. C., New Britain.

Unattached.
14772 Cheney, Arthur N., Westville.
14773 Cheney, Loren B., "
14687 Cowles, A. C., Wallingford.
14755 Edwards, Erwin, Greenwich.
14688 Hubbard, Geo. S., 75 Governor St., Hartford.
14039 Miner, H. W., Hazardville.
14774 Stevenson, Henry C., Parkville.

DAKOTA — 1.

Unattached.
14689 Clisby, F. L., Parker.

DELAWARE DIVISION — 1.

Wilmington Wheel Club.
14663 Jefferies, Thos. E., 828 Madison St., Wilmington.

DISTRICT OF COLUMBIA DIVISION — 2.

Washington Cycle Club.
14775 Grimes, T. W., 1923 Pennsylvania Ave., Washington.
14776 Rafalsky, Henry, 1023 12th St., N. W., "

ILLINOIS DIVISION. — 8.

Peoria Bi. Club.
14735 Bistor, Geo. W., 1402 Hamilton St., Peoria.

Qui Vive Club.
14736 Nickles, J. M., Sparta.

Unattached.
14664 Andrews, Milo J., Seester.
14690 Aubery, J. M., Jr., 112 Dearborn St., Chicago.
14642 Baldwin, J. L., Onarga.
14644 Brown, Chas. F., "
14645 Rohe, W. H., "
14646 Stimpson, M. S., "

INDIANA DIVISION — 1.

Unattached.
14647 Jutt, August, Institute for the Deaf, Indianapolis.

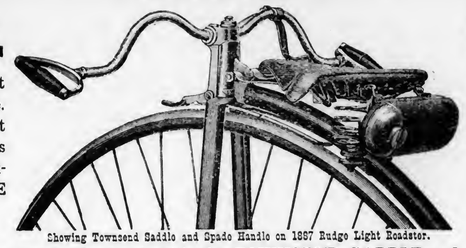
IOWA DIVISION — 1.

Council Bluffs Ramblers.
14777 Terwilliger, Claude, Council Bluffs.

Townsend * Saddle.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, $6.00.



Showing Townsend Saddle and Spade Handle on 1887 Rudge Light Roadster.

SPADE ♠ HANDLES.

More comfortable. Great power in hill climbing. Perfectly adjustable and detachable.

You are behind the times if you don't have them.

PRICE, $5.00.

To be happy, you must have your bicycle fitted with the TOWNSEND SADDLE and ADJUSTABLE SPADE HANDLES.
To be obtained or fitted by any of our agents. ☞ See *inside* of *front cover.*

STODDARD, LOVERING & CO., 152 Congress Street, Boston, Mass.

MAINE DIVISION — 5.

Waldo Co. Wheelmen.
14691 Jones, Wilfred E., Belfast.
14692 Priest, Geo. E., "

Unattached.
14718 Chilcott, L. S., Bangor
14781 Phillips, F. F., 239 Ohio St., Bangor.
14719 Robinson, F. A., "

MARYLAND DIVISION — 1.

Baltimore Cycle Club.
14693 Downs, Parry Lee, 1 St. Paul St., Baltimore.

MASSACHUSETTS DIVISION — 21.

Cambridge Bi. Club.
14756 Bridge, J. R., 29 Lee St., Cambridge.

Chelsea Cycle Club.
14713 Atwood, Wm. C., 5 Blackstone St., Boston.
14714 Barrie, Jas. R., 31 Milk St., "
14715 Elwell, Frank, care S. S. Pierce & Co., Court St., "
14716 Marshall, Henry, 23 Sudbury St., "

Jamaica Plain Cycle Club.
14665 Eastman, Chas. H., 215 Saratoga St., East Boston.
14648 Sherman, Joseph G., 3 Clark Pl., Jamaica Plain.
14649 Walker, Frank P., 16 Oakdale St., "

Massachusetts Bi. Club.
14717 Caproni, P. P., 10 Province Court, Boston.

Somerville Cycle Club.
14694 Parsons, Horace M., 253 Medford St., Somerville.

Taunton Bi. Club.
14758 Goodwin, John M., 78 Broadway, Taunton.
14759 Pope, Walter R., 8 Mason St., "

Unattached.
14778 Allen, W. F., 2 Walden St., Lynn.
14757 Beauchamp, Jos., 13 Pleasant St., "
14760 Blackmer, Jas. L., 96 Court St., Boston.
14737 Bracken, Howard W., E. Main St., Webster.
14666 Meade, Dennis W., 34 Market St., Lynn.
14779 Minchin, Chas. H., 89 High St., Boston.
14780 Minchin, Mrs. C. H., Braintree.
14650 Moynahan, F. E., Danvers.
14651 Sawyer, Harland A. Amesbury.

MICHIGAN DIVISION — 1.

St. John's Bi. Club.
14720 Hicks, J. C., St. John's.

MISSOURI DIVISION — 19.

Missouri Bi. Club.
14667 Andrews, C. W., 2634 Locust St., St. Louis.
14652 Campbell, M. H., 3406 Franklin Ave., "
14653 Hatch, S. G., Custom House, "
14784 Jewett, Eliot C., 3007 Locust St., "
14671 Mathey, Con. F., 1021 Dolman St., "
14785 Pogue, H. B., 3028 Locust St., "
14670 Smith, Edw. A., 3105 Laclede Ave., "
14786 Weil, Henry G., 3100 Pine St., "

Unattached.
14695 Barron, W. H., Kings Highway and Bates Ave., "
14782 Davis, E. L., Carrollton, Illinois. "
14738 Ferguson, P. R., 6th and St. Charles, "
14783 Finlay, Harry, Kirkwood St., "
14788 Gotsch, Oscar, 218 Chestnut St., "
14668 Hartwig, Wm., 927 Market St., "
14696 Lucas, Geo. H., 417 Pine St., "
14654 McEwen, Wm., rm. 65 Sheidly Building, Kansas City.
14721 Mockler, Edw. L., 2925 Clark Ave., St. Louis.
14669 Newman, Samuel C., 1107 Glasgow Ave., "
14787 Wilder, Geo. M., 29 S. 16th St., "

NEBRASKA DIVISION — 5.

Omaha Wheel Club.
14789 Birney, O. A., care of C. L. Erickson, Co. Omaha.
14790 Camp, H. P., "
14792 Uhl, M. S., care of Western News Union, "

Unattached.
14791 Kellgrew, Edw., Blair.
14655 Neely, J. C., "

NEW HAMPSHIRE DIVISION — 2.

Manchester Bi. Club.
14739 Eastman, Arthur E., care of Sawyer & Hoit, Manchester.

Unattached.
14722 Keyes, Arthur L., Milford.

NEW JERSEY DIVISION — 9.

Atalanta Wheelmen.
14697 Miller, Geo. H., 50 Franklin St., Newark.

Bloomfield Cyclers.
14672 Oakes, Davis, Bloomfield.

Unattached
14673 Davis, Jas. W., 6th St., Plainfield.
14761 Finley, Wm., Jr., Smithville.
14675 Getty, E. F., 133 Jackson Ave., Jersey City.
14674 Kline, Aaron V., 7th St., Plainfield.
14677 Morse, Seguin H. F., 109 Montecello Ave., Jersey City.
14676 Sheldon, F. C., 33 Madison Ave., "
14678 Smith, Chas. E., 102 Montecello Ave., "

NEW YORK DIVISION — 41.

Albany Wheelmen.
14656 Cooper, T. C., Jr., 81 Lancaster St., Albany.

Brooklyn Bi Club.
14762 Harrison, C. S., 155 So. Elliot Pl., Brooklyn.
14763 Moorhead, D. C., 352 A Clinton St., "
14704 Weston, F. F., 110 St. Felix St., "

Buffalo Ramblers.
14740 Adolf, G. J., 491 Wash. St., Buffalo.
14741 Doll, Edward, 645 Main St., "
14742 Kiekebusch, Paul, 409 Main St., "
14743 Petersen, J. S., 378 Genesee St., "
14744 Printiss, Andrew L., 16 E. Eagle St., "
14745 Rathman, L. H., 143 Fremont Pl., "
14746 Schack, W. G., 34 Glenwood Ave., "
14747 Schugens, Louis A., 322 Ellicott St., "

Calumet Cycling Club.
14698 Hauck, C. J., Jr., Box 104, Sta. W., Brooklyn.
14699 Hoage, W. G., 63 Broadway, New York.
14700 Read, R. H., 2 Wall St., "

Columbia Wheelmen.
14793 Kittell, John, Stockport.

Dutchess Wheel Club.
14794 Benjamin, S. Gardner, Fishkill.

Hornellsville Bi. Club.
14701 Belts, Theo. 30 Main St., Hornellsville.

Niagara Falls Bi. Club.
14795 Pierce, W. G., Niagara Falls.

Unattached.
14765 Adams, G. W., 1271 Niagara St., Buffalo.
14800 Boughton, H. L., Catskill.
14702 Bowen, Chas. N., 286 Livingston St., Brooklyn.
14748 Carman, Jno. C., Culver Block, Rochester.
14723 Carman, Samuel V., Hempstead.
14749 Comiskey, P. B., Batavia.
14750 Fisher, Burdett S., So. Flint St., Rochester.
14724 Fox, George, 548 9th Ave., New York.
14706 Gassler, W. F., Jr., Niagara Falls.
14703 Graham, Geo. E., 40 Jefferson Ave., Rochester.
14704 Haich, L. N., Richburg.
14797 Jerauld, F. N. C., Niagara Falls.
14725 Johnson, Fred. H., 217 1-2 Putnam Ave., Brooklyn.
14765 Koop, J. Eugene, 205 Clinton St., "
14798 Milly, John, Niagara Falls. "
14799 Munroe, Chas., "
14657 Quibbell, Jos. W., 446 Nostrand Ave., Brooklyn.
14726 Salter, Jasper C., 314 E. 79th St., New York.
14727 Steitz, George, 346 W. 37th St., "
14802 Tway, W. E. 253 Kosiusko St., Brooklyn.
14751 Veysey, Wm. F. W., 64 W. 92d St., New York.
14801 Zimmerman, Joe, Catskill.

OHIO DIVISION — 10.

Logan Co. Bi. Club.
14658 Harrod, E. H., Bellefontaine.

Unattached.
14796 Dunham, Tryon G., Amherst College, Mass.
14728 Ertel, Anthony 2161 Spring Grove Ave., Cincinnati.
14752 Koons, C. W., 185 So. Market St., Canton.
14753 Lillibridge, Freeman C., 212 Cedar Ave., Cleveland.
14729 Meiser, Rudolph J., 61 Marshall Ave., Cincinnati.
14707 Roderick, Geo. C., 70 Chestnut St., Springfield.
14754 Rownd, Harry L., 46 Jefferson Av., Columbus.
14730 Schilling, C. E., Louisville.
14803 Smith, Rev. Wilton Merle, 779 Case Ave., Cleveland.

PENNSYLVANIA DIVISION — 14.

Ariel Wheel Club.
14659 Lloyd, Miss Mary E., 44 So. 8th St., Reading.

Erie Cycling Club.
14731 Griffith, Geo. P., Jr., 249 W. 7th St., Erie.
14732 Miller, Archie, 926 State St., "
14733 Warner, Wm. H., 127 W. 6th St. "

Highlanders.
14660 Richards, T. Mason, Ebensburg.

Pittston Bi. Club.
14708 Stark, Edgar W., Pittston.

Pottsville Bi. Club.
14766 McLeod, Roy, Pottsville.
14767 Whiting, Walter S., "

Williamsport Wheel Club.
4684 Spafford, L. L., Williamsport.

Unattached.
14709 Downer, Jas. W., 30 6th Ave., McKeesport.
14804 Leason, Mirven F., Kittanning.
14710 Miller, Charles M., Rochester, Beaver Co.
14768 McKelvy, W. H. S., Sewickley.
14711 Painter, J. M., Kittanning.

RHODE ISLAND DIVISION. — 1.

Ixion Bi. Club.
14769 Kilton, Geo. J., 180 Power St., Providence.

UTAH. — 1.

Salt Lake Bi. Club.
14805 Young, A. C., 76 No. 1 E St., Salt Lake City.

VERMONT DIVISION. 1.

Unattached.
14661 Cobb, Henry A., Montpelier.

WISCONSIN DIVISION — 1.

Unattached.
14770 Beyer, August, Calumet Harbor.

THE CLUB.

NEW CASTLE. — The New Castle, Penn., Bicycle Club officers elected: President, H. Warren Terry; secretary-treasurer, C. L. White; captain, C. J. Kirk; first lieutenant, A. G. Thalmer; second lieutenant, O. H. P. Brown.

ALBEMARLE CO. WHEELMEN, Friendship, N. Y. — Officers elected May 2: President, E. S. Latta; vice-president, Irving Saunders; secretary, F. G. Mortimer; treasurer, F. H. Rice; captain, W. T. Lane.

NEW BRITAIN WHEEL CLUB, New Britain, Conn. — Officers elected May 5: President, James W. Williams; secretary, A. W. Abbe; treasurer, F. C. Porter; captain, H. B. Arnold.

GRAND RAPIDS. — The Grand Rapids Bicycle Club held its annual meeting Monday evening, May 9, and elected the following officers for the ensuing year: President, A. B. Richmond; vice-president and captain, W. S. Turner; secretary, O. L. Palmer; treasurer, W. H. Bennett; color bearer, Ed. M. Moore. The club now numbers ten members, and is in a prosperous condition. A vote of thanks was tendered to Mrs. Wilson of this city for an elegantly embroidered stand of colors. This club is a member of the L. A. W., and is proud of it. The Thos. Stevens Club of this city, although named after a man who has been entertained, and is an honorary member of that organization, not one member has joined. The G. R. Bi. C. will be in their new rooms in a few days, and are always glad to receive a call from any wheelmen visiting our city, and we will try and show them around, and give them a spin on our fine gravel roads. Come up boys and see us, and you never will regret it.

EAST HARTFORD. — The following are officers of the East Hartford Wheel Club for the ensuing year: President, L. S. Forbes; captain, H. E. Bidwell; first lieutenant, E. E. Arnold; second lieutenant, E. S. Horton; secretary, H. D. Olmsted; treasurer, W. K. Ackley. The spring races of this club, June 4, will offer strong inducements to wheelmen in the shape of an improved track, good variety of open races, and good prizes. A novel and interesting race will be the half-mile handicap in heats, English fashion, only the first man in each heat to start in the final, every rider in the latter to receive a prize. A good time is assured.

DON'T DO IT!

The man who proposes to GIVE something for nothing is the same man who is trying to GET something for nothing.

WATCH HIM

Don't believe him when he tells you that a cheap Bicycle with cart-wheel bearings is "just as good" as a high-grade machine with Bown's Adjustable Ball-bearings. Nothing is had for nothing. Buy the best, and it will behave well, ride well, look well, and SELL WELL, after you have ridden it for years. Victor Bicycles are all forged steel.
If you find one ounce of cast metal in a Victor Bicycle, bring it to us, and we will pay $100 for it. All interchangeable. Catalog free.

OVERMAN WHEEL CO.,

182-188 COLUMBUS AVE. - - - - BOSTON, MASS.

Victor Bicycles, Tricycles and Safeties.

CANTON, O.—At the annual meeting of the Canton, O., Bicycle Club, held May 3, the following officers were elected for the ensuing year: President, Frank L. Casselberry; vice-president, C. W. Keplinger; secretary-treasurer, Will G. Saxton; captain, Wm. A. Bell; first lieutenant, W. H. Deuble; second lieutenant, Norm. Krause; first bugler, Frank W. Joy; second bugler, Chas. A. Vigno.; color bearer, Norm. L. Deuble. Executive committee consists of the president, secretary-treasurer and captain. Our club has recently been completely reorganized, and incorporated under the laws of Ohio. Our new club house now in course of erection on Court Street, will be ready for occupancy in about two weeks. This is the first building erected for the special use of wheelmen in Ohio, and will, when completed, be a nice, comfortable headquarters for the members of the club, with all necessary conveniences and the latest improvements usually found in such buildings. Fifteen members have signed the new constitution, and we soon expect to double that number.
W. G. S.

L. I. W. and K. C. W.—The bowling match between the Long Island Wheelmen and the King's County Wheelmen, took place Wednesday evening, May 11, at the Casino, Brooklyn. The Long Island Wheelmen were successful, winning both games, the first by forty pins and the second by one hundred and two pins. The teams were composed as follows: Long Island Wheelmen, Messrs. Warner, Hulse, Luscomb, W. W. Shaw, Jones, F. P. Shaw and Brown. King's County Wheelmen, Messrs. Bridgman, Neppert, Stevens, Long, Snyder, Koehler, and Grosch. The match attracted considerable attention, and many members of both clubs were present during the bowling.

VERMONT WHEEL CLUB, Brattleboro, Vt.—Officers elected for 1887: President, O. A. Marshall; vice-president, F. L. Shaw; secretary-treasurer, Leslie Scott; captain, F. T. Reid.

COLUMBIA WHEELMEN, Stockport, N. Y.—Officers elected for 1887: President, R. B. Reynolds; vice-president, John Kittell; secretary-treasurer, Joshua Reynolds; captain, Joshua Reynolds.

THE PATH.

THE first of a series of five international bicycle races took place at London, Saturday, May 14, between Richard Howell, England, and W. M. Woodside, America. The distance was twenty miles. There 5,000 spectators present. Woodside, at the beginning, rushed to the front, and led at the end of the first mile which he covered in 2m. 48s. At the end of the tenth mile, Woodside was still in the lead, but toward the close of the races, Howell gained on him, and finally won by fifteen yards. The time for the twenty miles was 1h. 4os. The distances in the other races will be, respectively, one, five, ten, and twenty-five miles.

[The above is telegraphed from London, but the articles of agreement call for the first race to be at Leicester, on May 21.—ED.]

A RACE for the ten-mile championship of Scotland was contested at Aberdeen, on Saturday, April 30. The American team was represented by Woodside and Temple, but the race was won by J. Young, Temple second, and Woodside fourth. Young is the rider who lately defeated Howell.

THERE will be a two-mile bicycle race at the spring games of the New York Athletic Club, which are to be held on June 11, at Mott Haven.

AT a meeting of the Eastern Road Club's executive committee, it was decided to run the first race, twenty-five miles, Saturday, June 11, at 3.30 P. M. All clubs intending to join will notify W. R. Maxwell, secretary, Pollard Square, Somerville.

T. A. CARROLL, of the Lynn Cycle Club Track Association, has been appointed manager of the bicycle park.

THE Hagerstown (Md.) Bicycle Club will hold its annual Meet on Monday, June 13. The following races will be run: One-mile dash, amateur, open; one-mile dash, open to those who have never won a first or second prize; one hundred yards, slow race, open; one-mile dash, club championship; half-mile, open, in heats; two-mile handicap, open; two-mile lap race open to Maryland Riders; One-mile team race, three from each club; one-mile consolation. They have secured the grounds of the Washington County Fair Association, situate within the corporate limits of the town. The track is half mile, elliptical in shape, and made of red brick clay. With the aid of a seventeen-ton steam roller, the track will be made as smooth and solid as floor. Address all communications to Edwin J. McKee, Secretary, Lock Box 125, Hagerstown, Md.

IMPORTANT.

The ***Grand Union Hotel***, opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

Advertisements will be inserted in this column as follows: $1.00 for four lines, first insertion; 50 cts. for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FOR SALE.—Expert Columbia, full nickelled, 54-inch, ball bearings all around, dropped handle bars; in first-class condition. Cash, $100 each. C. A. JOSLIN, Leominster, Mass.

FOR SALE.—40-inch Special Facile, $50; suitable for same length of leg as 50 or 52-inch Ordinary. A. J. KOLP, Scranton, Penn.

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FOR SALE. A 52-inch Rudge Light Roadster. Ball pedals, in perfect condition. Price $90.00. Apply to Rudge Agency, 152 Congress St., Boston.

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SPECIAL BARGAINS in New and Second-Hand Machines, prior to removal April 1st to more central location in Orange. Bicycles, Tricycles, Tandems, and Safeties. Send for list. Write to us what you want, *it will pay you.*
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TRICYCLE.—Columbia 2-track, 1886, in best of condition, and warranted sound in every particular, $110. Can be seen at, or address, F. A. DRAPER, 99 Summer St., Somerville, Mass.

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BEST OFFER TAKES ANY ONE OF THEM.—Rare chance for long legs. 57-inch Columbia Light Roadster, 58-inch Expert, 58-inch Royal Mail, 58-inch Victor, 58-inch Harvard, 58-inch Yale, 58-inch Apollo, and 60-inch Expert. W. B. EVERETT & CO., 6 and 8 Berkeley St., Boston.

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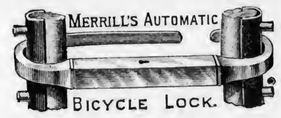
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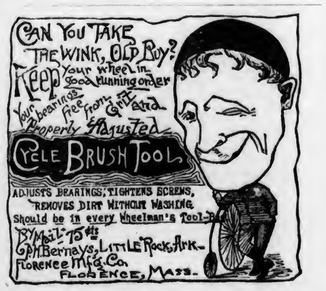
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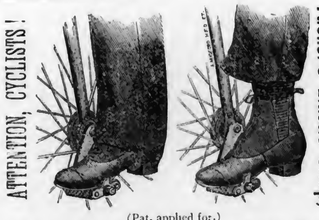
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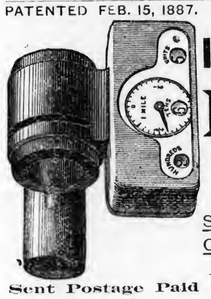
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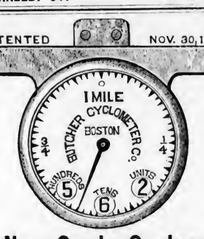
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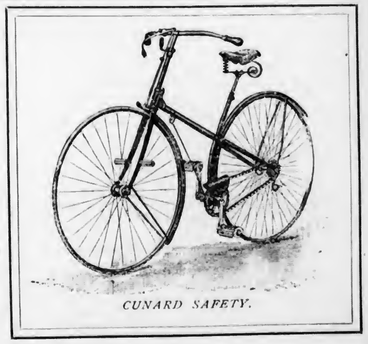
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LEAGUE MEET FOR 1887.

St. Louis, May 20 and 21.

FRIDAY, MAY 20. — Board of Officers and general meeting. Boat excursion at 4 P. M.

SATURDAY, MAY 21. — Parade and Banquet.

CHAIRMEN OF COMMITTEES: — Finance — J. E. Smith, care Simmons Hardware Co.; Reception — Edward Sells, 105 N. 2d St.; Transportation — B. B. Ayers, 212 Clark St., Chicago, Ill.; Entertainment — George Boswell, 416 N. 2d St.; Programme — A. K. Stewart, 212 Pine St.; Tours and runs — L. J. Berger, 1901 Oregon Ave.; Parade — C. H. Stone, 310 N. 11th St.; Banquet — Dr. H. H. Keith, 2248 Washington Avenue; Press care — *Post-Dispatch*.

TOURING DEPARTMENT.

N. L. Collamer, Tourmaster, Room 47 St. Cloud Building, Washington, D. C.; A. B. Barkman, Bookmaster, 608 Fourth Ave., Brooklyn, N. Y.; Geo. R. Bidwell, Chief Marshal, New York; Joseph Pennell, Marshal Foreign Division, London, England; H. D. Corey, General Agent, Boston, Mass.; Fred. Jenkins, Chief Quartermaster, New York; Edwin Oliver, Secretary, Chicago, Ill.

The following works are officially recommended by the L. A. W. Bureau of Information.

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, advertisements. Price, 15 cents. Address Pope Manufacturing Company, 79 Franklin Street, Boston, Mass.

L. A. W. ROAD AND HAND-BOOK OF CALIFORNIA (Official): — Officers, Consuls, hotels, and By-Laws of California Division. California bicycle clubs and officers. Issued in monthly parts. Part I now ready, bound in flexible cloth, 25 cents. Address J. W. Gibson, No. 612 Hyde Street, San Francisco, Cal.

L. A. W. ROAD-BOOK OF CONNECTICUT (Official): — In progress. Address Charles G. Huntington, Hartford, Conn.

L. A. W. ROAD-BOOK OF LONG ISLAND, with the best riding within fifty miles of New York City — very thorough. Three fine maps on one sheet folded in the book style of tabular form, same as *Pa.-N. J.-Md. Book*, bound in flexible cloth. Price, $1.00. Address A. B. Barkman, 608 Fourth Ave., Brooklyn, N. Y. For sale with Brooklyn and New York bicycle dealers.

L. A. W. HAND-BOOK OF MASSACHUSETTS (Official, 1884): — Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address H. W. Hayes, Cambridge, Mass.

L. A. W. ROAD-BOOK OF MICHIGAN (Official); with best roads of Ontario and through route from Chicago to N. Y. City Sectional and general maps; complete lists of Consuls, hotels, repair shops, and points of interest. Flexible leather cover. Free to Division members. Price to L. A. W. members of other States, $1.00. Out May 2d. Revised to date. For further information, address J. H. Johnson, 397 Second Ave., Detroit, Mich. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

L. A. W. HAND AND ROAD BOOK OF NEW YORK (Official): — Two hundred pages, numerous maps, lists of Consuls, hotels, and repair shops, general information about the L. A. W. and N. Y. Division, etc., with complete indexes. Tabulated reports of 14,000 miles of roadway, extending east to Mt. Desert, Maine; west to Cleveland, Ohio; north to Quebec, P. Q., and south to the Natural Bridge, Virginia, and Washington, D. C. General description of local riding districts, and much other information of value to cyclers, bound in flexible leather. Free to members of the Division joining in the first quarter, charge 13 cents to those joining in the second quarter, charge 25 cents to those joining in the third quarter, charge 38 cents to those joining in the fourth quarter. Price to League members of other States $1.50 per copy. Ready for delivery in April, 1887. Address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

L. A. W. ROAD AND HAND-BOOK OF PA., N. J., AND MD. (Official): — Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, bound in flexible leather. A copy of the revised and enlarged 1886 edition was furnished *free* last year to every League member in Pennsylvania, New Jersey, and Maryland, who joined before April 1st. [This book is now out of print.]

RECORD BOOK OF SHELL ROADS IN VICINITY OF NORFOLK. — As its title indicates, a description of the beautiful shell roads around the ancient city of Norfolk. Contains in addition several pages for records of rides. Bound in paper: 10 cents. By V. Paul Ellis, Norfolk, Va.

L. A. W. HAND-BOOK OF OHIO (Official): — Complete official lists of officers, Consuls, hotels, etc. General description of riding districts, fine large folding road-map of the State. Price, $1.00. Address F. C. Meyer, 37 N. Market Street, Canton, Ohio.

ROAD-MAP OF CENTRAL INDIANA (L. A. W. Official), covering an area of 90 miles north and south, and 153 miles east and west, and showing the roads of the famous Crawfordsville record-breaking district. Contains list of Consuls and hotels, and shows location of all towns, railroads, etc. To be distributed to members of the Indiana Division on the same basis as the New York Road-Book is given to New York members, see above. Price, to other League members, 75 cents. Scale of nine miles to one inch. Address Josh. Zimmerman, Secretary-Treasurer, 37 So. Alabama Street, Indianapolis, Ind.

ROAD-MAP OF NEW JERSEY (L. A. W. Official): — Three parts, Northern, Central, and Southern, folded in stiff covers. Price, 50 cents each, or $1.50 for the set. Address E. W. Johnson, 212 Broadway, New York City.

ROAD-MAP OF OHIO (L. A. W.). See *Ohio Hand-Book*.

ROAD MAP OF BOSTON AND VICINITY (Warren's).

MARTINET'S ROAD-MAP OF MARYLAND: — Splendid work. Price, $10.00. J. L. Smith, as below.

COLTON'S ROAD-MAP OF PENNSYLVANIA: — Three parts, Eastern, Central, Western. Price, $2.00 per section. J. L. Smith, Map Publisher, Sixth Street, above Chestnut, Philadelphia, Pa.

ROAD-MAP (WHEELING CHART) OF SPRINGFIELD AND VICINITY. Address Henry E. Ducker, Springfield Mass.

IN AND AROUND CAPE ANN, bound in cloth; finely illustrated. The wheelmen's hand-book of Gloucester, Mass., and vicinity. Price, 75 cents. Address John S. Webber, Jr., Gloucester, Mass.

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS. — Sketches of cities towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. Address George Chinn. Beverly, Mass., price 20 cents.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$1.75,** send it to the Secretary of the League,

ABBOT BASSETT,
22 School Street, Boston, Mass.
P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training, or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, roller, and ice skating."

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,
22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find **$1.75** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *Residence,* .....

City and State, ... *Date,* .....

REFERENCES: .....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

The Sensation of 1887!

ABSOLUTE PERFECTION!!

The Latest American High Grade Wheel,

THE NEW MAIL.

A Perfectly Made Light Roadster.

OUR SPECIALTY,

Perfection Strengthened Backbone and Forks.

BACKBONE. — Warwick's pattern, new this year. It is well known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is handsomer and stiffer than the round.

FORKS. — Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives a very strong rigid fork.

A SUPERB LIGHT ROADSTER.

At least, Examine one before purchasing your mount, or get a Circular!



With Our Specialty, Trigwell's Ball Head.

Extract from a London letter to the L. A. W. Bulletin January 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

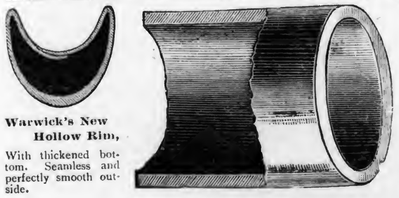
What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it, — but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that is a vast improvement over the Stanley head, with cone or hemispherical centres, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

AGENTS WANTED EVERYWHERE.

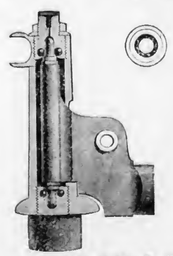
SEE THIS WHEEL BEFORE PURCHASING.

ASK YOUR DEALER FOR IT.

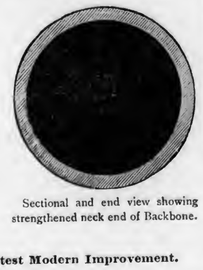


Warwick's New Hollow Rim,

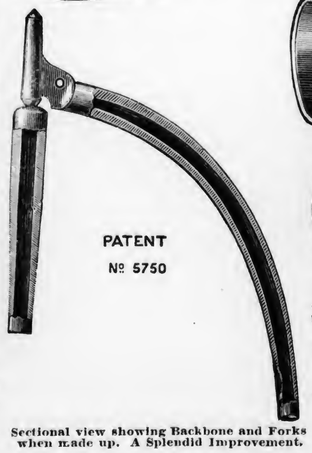
With thickened bottom. Seamless and perfectly smooth outside.



Trigwell's Ball Head. Greatest Modern Improvement.

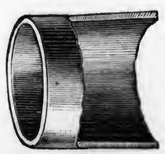


Sectional and end view showing strengthened neck end of Backbone.



PATENT Nº 5750

Sectional view showing Backbone and Forks when made up. A Splendid Improvement.



Sectional and end view of back fork end of Backbone.

Handsome Photograph OF THE **NEW MAIL** Sent for *14 Cents in STAMPS.*

CEMENTED TIRE.

Good Agents Wanted in Every Town.

SEND STAMP for Fully Illustrated Circular of this Perfect WHEEL, with Full Representation of All Parts.

WMª READ & SONS, Manufacturers - - 107 Washington St., Boston, Mass.

A FEW INTERROGATION POINTS, GENTLEMEN.

Why be deceived by middle-men who call themselves manufacturers and are not?

If their statements about themselves are untrue, why not their claims regarding the merits of the wheels they sell, or rather attempt to sell?

Why be deceived by statements about records acquired on wheels so frailly constructed as to be useless on the road?

Is not the effort to associate the performance of one wheel with another, because only it is sold by the same middle-men, an effort to deceive?

Is it not reasonable to suppose that the buyer can get a better value for his money from the agent of the manufacturer than from the agent of the manufacturer's agent?

Is it not logical and wise to conclude upon a mount from the arguments and testimony of road riders who hold all the more important world's road and long-distance records, obtained too on American champion roadsters, rather than from the testimony of riders using 22-pound machines on specially prepared surfaces?

If you wish to be convinced, why not send a one-cent stamp for a special catalog of testimonials, parts, etc., to

GORMULLY & JEFFERY MFG. CO.,

CHICAGO, ILL.,

The largest Manufacturers of Bicycles, Tricycles, and Sundries in America.

THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN: PUBLISHED WEEKLY: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, MAY 27, 1887. | VOL. IV. No. 21. WHOLE NUMBER, 100

BARGAINS!

SECOND-HAND BICYCLES.

No.	Size.	CLASS.	FINISH.	Bearings.	Condition.	Price
110	57	Humber Racer	Painted	Ball	3	60
119	55	Royal Mail Racer	Enamelled	"	1	65
136	56	" " "	"	"	1	70
142	55	North Mail "	"	"	1	80
237	60	Expert Columbia	Painted*	"	3	90
242	53	Rapid	Enamelled	"	2	80
247	52	Standard Columbia	G*	Parallel	3	65
266	50	Expert Columbia	A	Ball	1	125
267	50	" "	A	"	1	125
284	52	Standard Columbia	Painted*	"	2	75
296	50	" "	F	"	2	70
305	52	" "	Painted*	"	2	70
317	55	Club Racer	Enamelled	"	1	75
329	50	Standard Columbia	Painted*	Parallel	2	65
342	50	Expert Columbia	Painted*	Ball	1	90
343	60	" "	D	"	3	85
344	42	Standard Columbia	G §	"	1	65
345	50	Expert Columbia	A	"	1	125
346	44	Standard Columbia	G §	"	1	67
347	40	Youth's Challenge	Painted	Parallel	3	30
348	52	Ordinary Columbia	"	"	4	40
349	46	Standard Columbia	G §	Ball	1	60
352	54	" "	G §	"	1	85
354	46	" "	G	Parallel	1	55
356	46	Expert Columbia	C	Ball	1	80
357	56	Standard Columbia	G §	"	1	87
358	36	Rudge Safety	Nickelled and enamelled	"	2	75
359	42	Columbia Safety	D	"	1	125
360	52	Standard Columbia	Painted	Cone	4	40
361	50	Columbia Semi-Roadster	D §	Ball	1	80
362	54	Expert Columbia	C	"	1	125
363	52	" "	C	"	2	95
364	48	Columbia Semi-Roadster	D §	"	1	77
366	50	Expert Columbia	Nickelled and enamelled	"	2	85
367	44	Standard Columbia	G §	Parallel	1	60
368	48	" "	Painted	Ball	3	50
369	36	Kangaroo	"	"	3	30
370	50	Standard Columbia	"	Roller	3	45
371	36	Expert Columbia	Enamelled	Ball	2	95

SECOND-HAND TRICYCLES.

No.	CLASS.	Condition.	Gear.	Price.
9	Columbia Three Track	3	46	$50
43	" " "	3	46	50
47	Columbia Two-Track	1	48	125
	National Three-Track	3		50
	'85 Columbia Racing	1	61	100
	English Petite, 22-inch wheels	1		15
	" 24-inch "	1		15
	St. Nicholas, 28-inch "	1		15
	Western Toy, 32-inch "	2		20
	Royal Salvo	3	42	40
	Columbia Gents §	1	52	150
	Humber Tandem	3	48	150
	Singer Challenge	3	48	25

* Freshly Painted. *** Trick Machines, Extra Rake. § Only Shopworn.

No. 1 condition denotes scarcely used, and as good as new. No. 2, tires and bearings in very good condition, finish slightly worn. No. 3, tires and bearings showing wear, and finish marred. No. 4, tires, bearings, and finish considerably worn.

CLASSIFICATION OF FINISH.

A, every part nickelled. **B**, felloes painted, balance nickelled. **C**, felloes and spokes enamelled, balance nickelled. **D**, perch, forks, felloes, and spokes enamelled, balance nickelled. **E**, perch, forks, and felloes enamelled, balance nickelled. **F**, perch, forks, steering-head, felloes, and spokes enamelled, balance nickelled. **G**, perch, forks, and felloes painted, balance polished. **H**, felloes enamelled, balance nickelled. **I**, wheels enamelled, balance nickelled. **K**, perch, forks, and wheels enamelled, balance nickelled.

☞ As this list is constantly changing, it is advisable in ordering to state second and third choice, to be sent in case the first is already sold. Any of the above machines will be sent on approval if freight charges both ways are prepaid.

COLUMBIA DIRECT SPOKE LIGHT ROADSTER.

We have a few of these excellent machines still on hand, in 56, 58 and 60-inch sizes only, and recommend them for riders who wish light roadsters at a very low price. They are about seven pounds lighter than the Expert, closely resemble it in lines, and are very easy-running bicycles. While the cost to make this machine was greater than that of the Expert, we have now materially reduced its price, on account of having only a few sizes left.

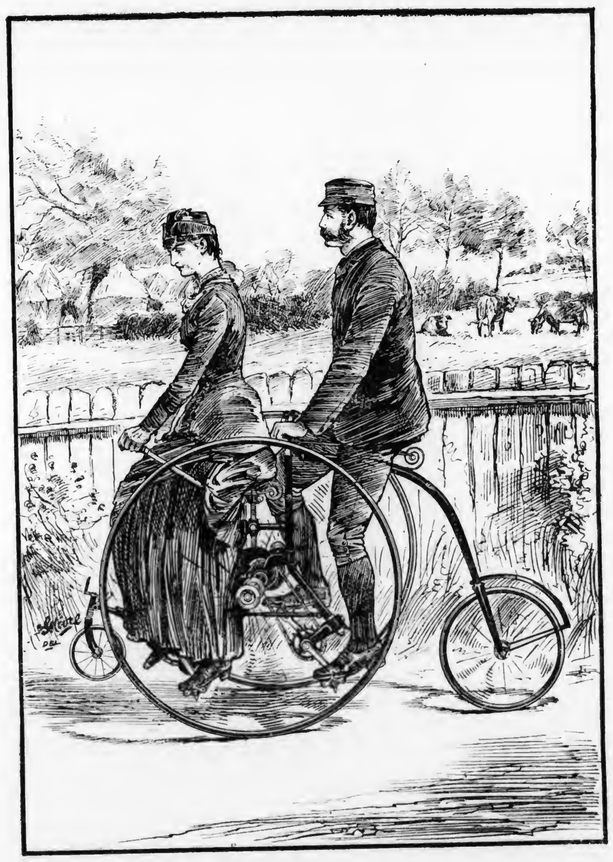
They have ⅞-inch front, and ⅝-inch rear tires, seamless-steel hollow-front felloe, 68 and 20 direct spokes, detachable cranks, ball bearings to both wheels, bolted sliding spring, long distance saddle, straight, hollow handle-bars, ball pedals. If desired, the Kirkpatrick saddle and cow-horn handle bars will be substituted for the regular equipment. Finish, I; enamelled wheels, balance nickelled.

Price, any size, only $1.00; $5.00 less if Columbia Parallel Pedals are taken.

POPE MFG. CO. - - 79 Franklin Street - - BOSTON, MASS.

THE RUDGE HUMBER TANDEM

The King of all Tandems.



FAST, LIGHT AND EASY RUNNING.

STODDARD, LOVERING & CO.

152 Congress Street - - - BOSTON, MASS.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

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Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

ANOTHER Meet has passed into history. (That's been said before, but it always fits in.) St. Louis has added her name to the list of cities that have entertained the national organization, and the record she has made is one that she may well be proud of. The Meet of 1887 has given to those wheelmen who were lucky enough to participate in it a very large stock of pleasant remembrances.

THE form of entertainment offered by St. Louis differed in many respects from that employed by the Eastern cities, and its novelty was one of its most charming characteristics. The wheelmen were assisted by their lady friends in the work of entertaining the visitors, and their presence at the gatherings gave a tone of refinement to them not always to be observed at meetings where men alone do congregate.

THE sail down the Mississippi in a cotton steamer was a most charming item on the programme, and the Eastern delegates enjoyed this with eager curiosity.

THE parade was very good in its way, but parades are not attractive to wheelmen of the present day, for they have gone by. The wheelman has no use for elaborate uniforms and gilded trappings, and one bicycler is much like another in appearance, and so there is little to please the eye in a procession of cyclers. The outside world has come to see this, and wheelmen themselves are becoming more and more disinclined to exhibit themselves.

A VISIT to a brewery is most certainly a novel form of entertainment, but it proved of no little interest at St. Louis, for they could show us the largest establishment in the world, and the wheelmen found very much to entertain them during the afternoon spent at the brewing establishment.

THE Meet did little in the way of legislation, but all that was done, was done with great unanimity, and everything was harmonious.

OUR new executive officers were elected unanimously. The little differences that existed between several of the divisions were happily adjusted, and an era of perfect peace was regnant.

WE commend to our readers a perusal of the various reports which appear in the account of the Meet published in another column. We are indebted to "Phœnix," our regular St. Louis correspondent, for the report.

To the Missouri Division the League is indebted for a very rare, and a very generous entertainment. The League appreciates it, and it will be cherished in the memories of those who participated, for very many years.

THE OWL.

AMERICANS can find many novel bits of information in the *C. T. C. Gazette*. I note in last issue the advertisement of a cyclometer which rings a bell every time the machine has been ridden a mile. Nice arrangement that for a lazy man, but useless to a deaf one. To such of my readers as glory in being "tough," I would commend a little article in same issue headed, "Do not forget you are gentlemen," in which the writer complains of the very ungentlemanly conduct of some cyclists who had committed the outrageous offence of "burning a candle down to the socket while reading and indulging in smoking" in the room they had hired. Rather strict in their ideas of a gentleman over there, eh?

"THE knee-breeches boom in Chicago has burst. The young men had the courage, but they did n't have the legs." — *Call*. "The Philadelphia boys have the legs, but they lack the courage." — *Ex*.

If Philadelphia and Chicago will waive the clause in relation to competitors being "boys," I'll back Vassar College to fill the other requirements of the "boom."

EX-PARK Commissioner of Public Parks Powers, who, by the by, is the father of Jesse Powers our city racing crack, has retired from the Park Board, much to the regret of all good citizens, and of every cyclist on Manhattan Island. He was a just and efficient holder of a public trust, and proved it by giving the cyclists all support possible in the fight for their rights in Central Park.

REAL estate in New York, or near it, is much too valuable a commodity to attempt any bungalow village experiment, but I believe that the need of some such rendezvous is what riders most need here. A ride from your club to nowhere and return is not pleasant, nor especially entertaining. I would suggest that the metropolitan clubs meet and arrange a plan to hire, for the exclusive use of club men, an apartment in the Clairmont, which shall be kept solely for their use, and where refreshments of various kinds will be served at a specified tariff. This plan is pursued successfully by all large city clubs at Coney Island hotels during the summer, and would not fail to be a prosperous experiment if tried. I am certain that not less than two hundred and fifty wheelmen will pay at least $1 per month for the privilege as above, during the riding season, and with this sum our own servants and rooms could be maintained in good shape. Won't some of our city clubs take this hint?

THE magazines are full of cycling this month. *Demorest's* has a very complete historical article on the birth and growth of cycling, in which appears some *fac similes* of caricatures by Cruikshanks, drawn in 1819, and entitled "Every man on his own perch, or going to the hobby fair," which amusingly illustrates some well-known prototypes of modern cycling. *Harper's Bazar* has a back page on the same old grind of rider, header, pretty girl as nurse, and a sequel of sociable *ad libitum*, drawn by Hooper. While I know full well that as long as cycling exists, this stereotyped form of illustration and romance will be perpetrated, I would like to suggest to such aspiring artists as Mr. Hooper, that they mount the hero and heroine in the sequel upon a tandem, not a sociable; it will be more abreast of the times, even if it is not more truthful.

MANY wheelmen in New York are induced to join the militia by the plea that through doing so, they will be exempt from jury duty. The fact is, that you can be drawn on jury duty but once in each year, and to avoid this the militia man gives up his freedom, for goodness knows how many days during the year. Look at Dr Beckwith as a case in point. He was all ready to go to St. Louis, when he gets some sort of orders from the 7th Regiment, of which he is a member, and forthwith, he is forced to stay at home, and shoot holes in targets, or perform some other deadly military work, while others go and have fun in St. Louis. Oh, yes! the militia is a great thing.

THE wheelmen of New York are elated over the passage of the bill appropriating $1,500,000 for the enlargement and improvement of the city parks as any movement in that direction will naturally tend to increase the present small amount of good riding.

THE *Philadelphia Item*, in speaking of the League Presidency, wails mournfully for "a fresh hand at the helm." That's just what's the matter with the L. A. W., they have had too many "*fresh* hands" grabbing at, and manipulating the "helm," or trying to at least.

MALCOLM W. FORD, the all-round champion, is causing the N. A. A. A. A. the same "monkey-and-a-parrot" sort of a time that Mr. Renton did the L. A. W. Ford has been declared a professional, simply because sworn testimony is alleged to have shown that he competed in Springfield under an assumed name for cash prizes. He says he will pull the whole affair into the courts. How funny this all seems when we are not in the fight?

THE press has been full of the recent experiments in England, of the cycle for war purposes, but it remained for Canada to introduce them as life savers in a scene of turbulence. Last week Mr. William O'Brien, while in Canada addressing a meeting on the wrongs of Ireland in general, and of Governor-General Landsdowne's hand in same in particular, he was attacked by an irate mob of God-save-the-Queener's, and forced to fly for his life, and had it not been for Mr. Thomas Lalois hiding Mr. O'Brien among his stock of bicycles, Mr. O'Brien would have lost his life, and I have missed this item, while Canada would not have secured the record of first introducing cycles for actual defensive purposes.

CYCLING races have always been admitted to have a plentitude of the spice of danger in them, but it remained for Philadelphia to intensify same, by running them out-doors by gas light last week, at Olympic Park, where John Radcliffe managed to defeat James Carson in a mile race, in 3.26, without breaking his neck. The last part of the affair is the most wonderful part of the performance.

IN England a newly cut grass track is always considered *à la* mowed for cycle racing.

THE plan of disbanding wheel clubs during the non-riding season, and of reorganizing them again in the spring, which is practised to some extent in the West, does not seem to find much favor in this section. A club's organization of fraternal feeling should be maintained equally as much, if not more, during that portion of the year when its members cannot ride, as it is then that the true beauty of club life shows itself most prominently.

THE OWL.

THE Maryland division will hold its regular Meet at Baltimore 20 and 21 June, on which occasion a lantern parade, banquet, races, and theatre party will form attractive features. A complete programme will be published later in the wheel press.

QUAKERTOWN QUILLINGS.

MR. AND MRS. HAROLD R. LEWIS, of the Philadelphia Bicycle Club, sailed on Tuesday last for an extended tour through England and France on a tandem; that is, they did not sail on a tandem, but expect to make one sail when the steamer gets over. The Philadelphia Club tendered them a farewell run and dinner on the Saturday preceding. They have been practising hard road scorches for some time past, so as to be able to get most enjoyment from their trip awheel, and there are those who say that Mrs. Lewis is the fastest rider in the Philadelphia Club. Craven, of the Germantowns, is willing to back this statement with his life if need be, and says he never was so completely and utterly done up in his life as he was after a run in company with the Lewis tandem.

Captain Arthur Roberts will lead a club run of the Pennsylvania Club men to the Oranges on the 28th of May, taking train from Philadelphia to Newark; I say, Art., wh-w-w-wh what 's the matter with riding over on wheels? They expect to take in the New York and New Jersey road race, and will return on the 30th, and altogether should have an extremely pleasant time. The Germantown Club, under the al eged captaincy of Geo. Craven, will make a run for three days down in the heart of the New Spain, where mosquitos, black snakes, card and other sharps prevail, and the weary cease to rest. It is truly to be prayed that some of the irrepressibles on this trip will allow the older members more time for sleep than on previous similar excursions.

At the championship sports of the State Intercollegiate Association, on Saturday last, in the two-mile bicycle race, Keen, the champion of last year, Kolk, and Geary, all of Pennsylvania, with Morton, of Lafayette, were entered. Keen sped to the front and stayed there until the middle of the seventh lap. Here Kolb, who was following close behind, rose erect for a moment for wind, and then buckled down to a vigorous spurt. Keen lacked the necessary endurance, and champion as he was, had to take second place, while Kolb finished in splendid time, breaking the college record. The time-keepers gave him 6. 5 1-2. Kolb is riding in splendid form and should have a look in at the National Intercollegiate.

Stevens, of Millville, N. J.; Pearson, of Vineland, N. J.; Wilhelm, of Reading; and Hill and Bailey, of this city, are said to be among the entries to the bicycle events of the Schuylkill Navy next Saturday.

At a mile race given by a clothing firm on Saturday, M. J. Bailey won first, and F. Coningsby second.

PHACTOTUM.

JERSEY.

WERE I the Owl, I might perhaps be excused if I remarked that the BULLETIN, this week, will be as full of Meet as an egg; but as I believe in every man 's grazing on his own pasture, I will not attempt to invade the domain sacred to the punographic correspondent, whose powers, unlike mine, are confined within no pent up limits. Jersey is mine. The whole boundless universe is his. But to return, I suppose you will have little space left for Jersey, this week, Mr. Editor, and lucky for me you have so little, for there is a dearth of news bicycular just now. We scan the papers eagerly for tidings of the Meet, and precious little the New York dailies give us to supply our craving. You fellows in Boston and Philadelphia are no doubt better treated. We hope that some day our own journals will tear out a leaf from their contemporaries' book of example. We all are looking anxiously for this week's BULLETIN to tell us all about the things that we can enjoy, alas! only in recital. And we do hope that first we may be told of the pleasures of the Meet, before the terrible dose of the windy annual meeting forces all things interesting from our organ's columns for a month or so.

My correspondents have evidently settled down to their long summer nap, and forgotten all about poor me. Not a scratch of a pen have I had from any of them for a fortnight. Happy in the consciousness of having done one good deed, having sent one budget of items apiece, they leave me to drift on the sea of ignorance. Perhaps they think that in my garden grows the tree of cycling knowledge, and all I have to do is to go out and shake it to have a lapful of fruit fall down. In my despair at the strange reluctance of mankind to furnish me free what I may sell for cash, I mount my wheel and sally forth in quest of news.

To clubhouse, dealer, and individual I go; but all they know, all they will talk about is "the race." They have enough to say about that, — enough wild rumors to tell me, — enough stories of marvellous times made, — enough stories of veterans going faster than ever and dark horses beating records, — enough prophecies of who will be first and who will be last, what teams stand any show of taking the cup from Kings County, and those that are bound to be target carriers. If there is to be nothing but race, I stroll from Orange across the Valley Street side path to the course. I find it somewhat rough, the small stones having come to the surface. Unless we have a good rain, I guess my bet that 1.39 will not be beaten will sail above par by the day of the race. If we do, then I fear another fellow will smoke my good cigar. I reach the Hilton Inn, and the Union County team candidates are starting out for a trial twenty-five.

THERE are six of them, and I understand this is to be the final test, so I watch the clock. This is the result for ten miles: Pierson, 43.00; Hetfield, 44.00; Moore, 44.30; Burnet, 44.45; Farrington, 48.00. Warner gives up the fight here. The twenty miles are finished as follows: Pierson, 1.28.30; Moore, 1.30.30; Burnet, 1.32.00; Farrington, 1.39.00; Hetfield, 1.45.00. Pierson stops at 23½ miles in 1.48.00. Moore finishes 25 miles in 1.53.00; Burnet in 1.59.00, and Farrington in 2.05. The men seemed well satisfied with their trial spin, so I suppose they must have had plenty to spare up their sleeves.

BUT now we are going to have a race. Kluge, of Jersey City, and Stenken, of the Hudson County; Greenman, of the Ideran, and Bowman, of the Elizabeth teams, bring forth their steeds for a ten miles scorch. They all have had their machines at the Irvington Hotel for a week, and every afternoon have had a trial for ten miles. Kluge is at it morning and afternoon, getting into trim to ride his King when it is ready for him. His mount is a crank, to which he was introduced for the first time but three weeks ago. He is practising with this type so as to get accustomed to steering with the big wheel front. This evens things up. The quartette starts out at a rattling pace, which shows that it is to be a race for fair this time. I wait a half an hour, and then a tall man on a Star appears over the crest of Hilton Hill. Down the grade he flies with sweeping stroke, though his machine wobbles more than I like to see. Otherwise, the rider's action is perfect. It is Stenken, and he finishes in 36.35. Behind him comes another Star, ridden by a sturdy young man. He comes up the last hill with a rush. He bends his leg outward at the beginning of the stroke, and seems to me thus to lose some of his power; but he gets there in 37.42. Bowman, a delicate-looking boy, comes steadily up the hill, and finishes without spurting in 39.13. He rides in perfect form, and it is to this alone that I attribute his making the creditable showing he did, for he is far from a strong lad. Kluge brought up the rear on his crank in 39.10, and looked as though he wished for his old friend the Star, or his new friend, the King.

AFTER the quartette had dressed and cooled off, we had a chat together about the run. Stenken and Greenman were sure that unless it was a very unfavorable day 1.39 would be beaten, and they ought to know; for, mark my word, they will be pretty close to the man that does it. All the Jersey boys pin great faith on Stenken, and, if I am not mistaken in reading indications, Hall, Valentine, Powers, and the other flyers from over the river will have to ride faster than 1.35. I say this on my own responsibility, and not as coming from Charley, for a more modest fellow never bestrode a wheel. He now weighs 176, and is in the pink of condition, as 36.5 for ten miles the other day will prove. Greenman is also going well and I look for him among the leading six. Valentine, however, will be a troublesome customer this time, as it is well-known that he was out of shape last fall, when Hall beat him, and yet he finished inside of 1.40. I hear great stories too, about Powers, of the Harlems, on whom, with his clubmates, Halstead and Fontaine, of the Citizens, the New Yorkers pin their hope of the individual championship. I hear that Edwards, of the Harlems, may start. If he does, and is in trim, I warn the Kings County men to look out for Harlem; for if any team is to down them it is this.

THE race is to be started from a point not far from the Hilton Inn, at one o'clock. The proprietor of the inn is making preparations to entertain a big crowd, and will be ready to dine 450 at noon on that day, at one dollar a head. It will be the biggest cycling banquet ever given in this country, if as many are present as are expected. No need to send word ahead, as everything will be ready for you.

THE Elizabeth Wheelmen were out in full force on Saturday, and parties of two and three kept wheeling up to the Irvington Hotel all the afternoon, the most of them having been to Orange, and crossed by the favorite Valley Street side path. Surgeon Oliver piloted a convoy of the ladies' division among whom I noticed several of the new members. The Elizabeth ladies are enthusiasts, and each week is pretty sure to bring a convert to their ranks. Quite a number of them may be seen in the mornings riding about on their wheels, attending to their shopping.

CAPTAIN AND MRS. L. H. PORTER, of the Orange Wanderers, have returned from their Boston trip, much delighted with their sojourn, though with hearts far from weaned from their own beautiful riding district. They were of the first party that went out on the Victoria six in hand, that has been the sensation since its appearance on the road.

THE Essex Bicycle Club had a run to Stone House Plains on Saturday, while the Orange Wanderers' Bicycle Division journeyed to Springfield and Milburn.

THE Elizabeth Wheelmen will have a short parade at 9 o'clock, before starting on their Decoration Day run to Orange and the race. They will be pleased to have visiting wheelmen that arrive in the city at that early hour accompany them; and clubs, by the way, will have to start early to have a run through the Oranges and be at the Hilton Inn in time for dinner at noon.

THE Roselle Ramblers are to have a clubhouse soon. A friend has started the ball rolling by giving a check for $50, and a successful entertainment given by the club last Wednesday added somewhat to the fund.

THE Union County wheelmen are offering liberal inducements to their racers and riders — a medal with a bar for each thousand miles ridden, a prize for the one-mile track championship, and a trophy for the fifteen miles road championship.

AN old lady, to whom I showed the L. A. W. programme, was highly shocked, in the parade page, to see the female riding the bicycle *au naturel*, and it took me some time to convince her that the cut was merely there for artistic effect, and that the lady in the airy attire was not to be one of the features of the parade.

THE problem of the King machine has at last been settled, and Saich is to make it after his own pattern without interference from the powers that be. He has shown me models of every part, and machines will be turned out as soon as the dies can be made. The hitch was in reference to the axles and bearings. Saich showed me his solution of the problem, and were not my mechanical section of cranium a hollow instead of a bump, I would give you his explanation. A friend of mine, who was with me, said he understood it, and as I have great confidence in that friend's mechanical acuteness, I I can safely say that everything is all right now, and that the new King will be, etc.

SAICH treated me to a little bit of sarcasm that amused me. Turning to my friend's mount he said, "That's the best tandem I 've seen yet. It will never get out of repair," My friend smiled with satisfaction. "You see it will never run fast enough to break anything if it strikes anything."

JER. C.

PROCEEDINGS OF THE EIGHTH ANNUAL SESSION OF THE L. A. W., HELD IN ST. LOUIS, MISSOURI, FRIDAY. MAY 20, 1887.

THURSDAY, May 19. The travelling public and denizens of the Union Depot were rather surprised this morning to hear snatches of cycling melodies wafted on the air, and emanating from one of the early trains just arrived from the East. The songsters were the delegation of friends who have come from far-off Eastern States to shake the hand of the West, and lend their jolly aid toward making the eighth annual Meet a rousing success. The Boston and New York contingents, composed mostly of the most prominent men interested in the welfare of the L. A. W., had special cars, and were accompanied by a number of others, all too numerous to mention, whom they had picked up in passing through their respective States. Abbot Bassett, and our genial friend Charlie Howard, were viewed curiously by our boys and then welcomed heartily, and Col. Pope, Mr. A. H. Overman, and Herbert Hayes were the centre of attraction. Mr. Kirkpatrick has been with us before, and with his merry crowd of Ohio ladies and gentlemen was made to feel at home immediately. The forty members of the Reception Committee had been on duty since six o'clock, one party guarding the Union Depot, another looking after the parties arriving by steamer, and others going over to the east side, and preparing our friends, as they rolled over the big bridge, for a comfortable arrival in the city.

The Meet may be said to have already commenced. Numbers of the city cyclists are out for a week's furlough, and numerous squads of Missouri club men, in their new uniforms, were seen evoluting gracefully on the asphalt at an early hour, presumably getting themselves into shape for the parade of Saturday. The outlook is cheerful in every respect, and the weather and roads are to-day perfect, cool breezes coming from the west, making the probability of that bane of all meets, rain, sink into insignificance. At the clubhouse all is activity, and the same condition of things exists at the headquarters down town. Across the veranda of the Lindell Hotel is spread a banner bearing the words, "Headquarters, League of American Wheelmen," and in the corridors are found a large number of wheels, the number at the regular storage room being comparatively small. At noon, I found the Colonel and a bevy of friends, sitting contentedly about the corridor of the Lindell, talking over the coming events of the morrow.

THE election of L. A. W. officers, the result of which seemed to have been a foregone conclusion a few days ago, has taken on a new aspect, and from the rumors which are flying about one would judge that a few surprises are in store. Some have it that Mr. Jessup, of Penna., will receive a strong nomination for the presidency, and a local boom seems to have started in favor of W. M. Brewster, of St. Louis, as the national treasurer. John C. Gulick will have a decided opponent for the position of third member of the Executive Committee in George Bidwell.

A FRESH interest is given to the Clarksville road race by a rumor that Wm. A. Rowe, Gaskell, and Ives have been entered at the last moment for the event, and Kennedy-Child firmly asserts that Rowe has been training quietly at Crawfordsville, Ind., for the past three weeks, running forty miles per day. Inquiry of Mr. Ladish shows that Rowe is not yet entered, and parties hailing from Boston say they met Rowe in that city before leaving, claiming that there is no truth in the report of his having been in Indiana. True or not, excitement is getting to a high pitch. St. Louis has suffered a sad disappointment as regards the road race, Percy Stone having been taken suddenly and severely sick this week, and he is just out of a sick bed to-day, not being strong enough to mount a wheel. A sudden cold is assigned as the cause.

THE special Meet number of the *Wheelmen's Record* is on sale at various stands, and is provoking a great deal of mirth. The local hits are amusing, and all the points well taken.

THE Fair Grounds Association has at last yielded to the request of the Meet Committee, and thrown open its gates to wheelmen during the Meet. I do not know that a great many will visit the Zoological Gardens, but we consider that a strong point has been scored.

MISSOURI CLUB RECEPTION.

Messrs. Dennis, Northrup and Pratt have spared no pains to make this, the opening event of the Meet, as enjoyable as possible, The clubhouse decorations are simply superb, and how they could have been arranged in so short a time is hard to imagine. One little arrangement which went straight to the hearts of the St. Louis Boys who entered the clubhouse door this evening, was a striking likeness of dear old Cola Stone, which greeted the eye from the wall of the reception room. Gay bunting and floral decorations are seen all over the house, and the lawn-tennis park is illuminated *à la* the late parade; and as I jot down these notes I see a number of Eastern boys sauntering up and down the cool aisle, arm-in-arm with the beauty of St. Louis. Many of the ladies are in *decollete* dress, and a fair proportion of club members, I see, have donned the festive swallow-tail, somewhat to the disadvantage of the visitors, Col. Pope, Mr. Overman, and many others being attired only in the true wheelman's dress. Tom Stevens held a levee in the parlor, grasping the hands of his many admirers, and greeting all with that bland, calm smile, which seems to be mistaken by some for taciturnity. At 11.30, lunch was served, and there I found the uselessness of trying to fill up the Secretary-Editor. His capacity is limitless. After lunch, Mr. Aiken, of Brooklyn, made things musical in a vocal way, being encored repeatedly. Then some wicked person whispered in the ear of President Stewart that vigorous little Mr. Overman was a recitationist. "Overman, Overman," was the cry, and at length they brought him forth and listened, with many an interruption of laughter, to his rendition of "Barbara Frietchie," in the German dialect. Then did they haul forth "Verax," and make him screech out in skilful discord Patti's "Coming through the Rye." A period of dreamy enjoyment and chat, visions of girlish beauty, glimpses of a pair of yellow shoes (Harry Corey) flitting nimbly o'er the gymnasium floor, amidst the crowd of merry dancers, one o'clock, and — home.

FRIDAY. — A glorious day; air cool; sky cloudless. The entire Reception Committee is on duty at the Union depot, while Chairman Smith and Ira Hubbell find their hustling powers wholly inadequate to cope with the crowd at the Lindell Hotel. The Touring Committee is on the *qui vive* for victims. Hal Greenwood has captured several good men for his De Soto run, while Hildebrand has scampered away through Forest Park with a jolly but rather tired crew. There does not seem to be much enthusiasm on the part of the general membership to take advantage of the open Board meeting, an account of which will be found in another column. There would seem to be good reason for this apparent lack of interest, inasmuch as the meeting, which was called to order at 9.15, was delayed until 11.30 on account of the hard work encountered by the Committee on Credentials, and the attendance quickly decreased to about fifty members, and forty-four of these were representatives and officers. Entertainment Hall proved to be a little large for the purpose of the meeting, though it was found to give admirable scope to the sonorous eloquence of Mr. Luscomb, of New York, with whom all seemed charmed. One of the boxes was occupied by a bevy of ladies, who took an animated interest in the proceedings, and smiled with the rest when the chairman raised his unique gavel, — a hammer with the danger side broken away. Great satisfaction was expressed on the passing of the peacemaking resolution offered by Mr. Luscomb, which was understood to be the result of a consultation, in which the representatives of the Pennsylvania Division expressed a wish to set aright, in open meeting, the position of their division anent the New York unpleasantness. The fact that the resolution passed unanimously evidenced the desire on all sides for perfect harmony in the future.

MEETING OF THE BOARD OF OFFICERS IN ENTERTAINMENT HALL OF THE EXPOSITION BUILDING.

Mr. Bassett called the meeting to order at a quarter past nine o'clock, stating that the meeting was, by common consent of the board, to be open to the general membership.

Mr. Brewster moved that Dr. C. S. Butler, of Buffalo, New York, be elected temporary chairman.

Mr. Bassett put the question.

It was carried unanimously, and Dr. Butler was escorted to the chair.

The Chairman stated that the first business in order would be the appointment of a Committee on Credentials.

Dr. Cooley, of New Jersey, moved that a Committee of Credentials of three members be appointed.

Seconded, and motion being put, was carried.

The Chair appointed Messrs. Cooley chief consul of New Jersey, W. W. Share, representative of New York, and A. C. Stewart, representative of Missouri.

Mr. C. H. Luscomb, of New York, moved that a recess be taken until 10 A. M. to give the Credentials Committee time to complete its work.

The committee at once went to work in an adjoining room, but owing to some technical difficulty, did not reappear until half-past eleven. Its reappearance was greeted with applause.

Dr. Cooley, as chairman of the committee, said: The Credentials Committee beg to report that there are present in this meeting one hundred members by proxy (roll-call, later, shows forty-four personally present.) Five proxies have been rejected by the committee, as they are not filled in in the handwriting of the persons signing them, the names being C. C. Moore, of California; J. C. Arkison, of California; R. C. Woodsworth, of California; S. H. Day, of Rhode Island; A. A. Bennet, of Ohio; Jno. V. Stephenson, of Pennsylvania. F. T. Mittauer, of Nebraska, rejected because proxy not held by a member of the Board of Officers; C. H. Griffin, of Ohio, rejected, as the signer is not a member of the board.

Mr. Jessup, of Pennsylvania, moved that the report be received.

Mr. Elwell, of Pennsylvania, arose to a point of information, desiring to know the reason of the rejection of Mr. Stephenson's proxy.

Dr. Cooley stated that the proxy of Mr. Stephenson had first been made out to Mr. Bassett.

Mr. Elwell stated that the proxy bore an inscription giving Mr. Jessup power to sign for him (Stephenson). Mr. Elwell also asked if the inscription on the proxy was not a revocation of the first proxy.

THE CHAIR. I understand that Mr. Stephenson first made his proxy in proper form to Mr. Bassett, Secretary-Editor. He revokes this, making it to Mr. Jessup, writing on the bottom, "this proxy is to take the place of the one sent to Mr. Bassett," and signing, John F. Stephenson. The Chair would rule that this action revokes the proxy of Mr. Stephenson made to Mr. Bassett, and the question as to whether the one held by Mr. Jessup is in proper form, would hardly come in for consideration. Mr. Stephenson evidently desired to revoke the first proxy, and I think that would be the proper decision. He should have notified the party to whom his first proxy was made.

Dr. Cooley begged permission to withdraw the report of the Credentials Committee, so as to withdraw entirely the proxy which was made to Mr. Bassett, and would do so if all were agreed.

Mr. Longley thought that the writing on the bottom of the proxy should not cut out Mr. Stephenson from representation at the meeting, and opined that the second proxy, reading to Mr. Jessup, should be rejected, and the one to Mr. Bassett should stand.

THE CHAIR. The second proxy would not be legal until the first one was revoked.

MR. LONGLEY. Is the second one a legal proxy?

THE CHAIR. That does not seem to be the question under discussion.

Mr. Livingston, of Ohio, desired to know why the proxy of A. A. Bennett had been disallowed.

Dr. Cooley answered that the handwriting in which the proxy had been filled out and the signature were not the same.

Mr. Dunn, of Ohio, explained that Mr. Bennett was in the habit of using more than one style of writing.

The proxy was handed to Mr. Dunn for inspection, and he reiterated his belief that the writing was all the work of Mr. Bennett.

Mr. Elwell moved that if the proxy was written entirely in one handwriting, that it be accepted. Motion seconded, and the question being put, was carried.

The committee withdrew to amend its report, reappearing at 11.40, reporting that the proxy of Mr. Bennett had been accepted, and that the proxy of Mr. Stephenson had been thrown out.

It was moved that the amended report of the

committee be accepted and adopted as the action of the Board. Second and carried.

The secretary read the president's list of appointments during the year, by himself and chief consuls, as follows: —

By President Beckwith.

Francis Bloodgood, Jr., of Milwaukee, Wis., to be chief consul of Wisconsin.

By Chief Consul Jessup, of Pennsylvania.

Representatives.

J. J. Van Nort, Scranton.
S. H. Murray, Sewickley.

By Chief Consul Thrall, of Iowa.

Representative.

J. F. Rall, of Iowa Falls.

By Chief Consul J. K. Bartlett, Jr., of Maryland.

H. W. Barrington, Baltimore.

By Chief Consul Hayes of Massachusetts.

Representatives.

J. B. Seward, Chelsea.
W. C. Marsh, Springfield.
John Wood, Jr., Beverly.

By Chief Consul Bidwell, of New York.

Representatives.

W. W. Share, Brooklyn.
F. Bingham, New York.
F. B. Graves, Rochester.
E. A. Bradford, Brooklyn.
Allen G. Wood, Utica.
F. T. Davis, Mt. Vernon.
Dr. H. T. Appleby, Buffalo.

By Chief Consul Dunn, of Ohio.

Representatives.

H. S. Livingston, Cincinnati.

C. W. Keplinger to fill vacancy caused by resignation of Dr. C. H. Griffin.

By Chief Consul Cooley, of New Jersey.

Representatives.

C. V. Bitters, of Salem, to fill vacancy caused by resignation of G. O. Waterman.

By Chief Consul Tracy, of Connecticut.

Representative.

Edwin B. Gager, Ansonia.

It was moved that the list be confirmed, as read by the secretary. Seconded and carried.

The secretary now called the roll of those members personally present, the following answering in the affirmative: —

H. G. Rouse, Peoria, Ill.
Chas. Hansel, Springfield, Ill.
A. B. Irvin, Rushville, Ind.
W. H. Pontious, Crawfordsville, Ind.
Frank F. Fee, Fort Wayne, Ind.
Frank B. Thrall, Ottumwa, Iowa.
J. F. Rall, Iowa Falls, Iowa.
Hiram W. Longley, Dayton, Ken.
Harry H. Hodgson, New Orleans, La.
J. Kemp Bartlett, Jr., Baltimore, Md.
George F. Updegraff, Hagerstown, Md.
H. W. Hayes, Cambridge, Mass.
Dr. W. H. Emery, Roxbury, Mass.
C. S. Howard, Boston, Mass.
J. H. Grimes, West Somerville, Mass.
Sanford Lawton, Springfield, Mass.
W. C. Marsh, Springfield, Mass.
W. M. Brewster, St. Louis, Mo.
A. C. Stewart, St. Louis, Mo.
W. H. Cameron, St. Joseph, Mo.
F. N. Clark, Omaha, Neb.
Dr. J. H. Cooley, Plainfield, N. J.
Dr. G. Carleton Brown, Elizabeth, N. J.
E. F. Burns, Smithville, N. J.
W. B. Banker, Passaic, N. J.
George R. Bidwell, New York City, N. Y.
Charles H. Luscomb, New York City, N. Y.
Joshua Reynolds, Stockport, N. Y.
C. S. Butler, Buffalo, N. Y.
W. L. Beck, Lockport, N. Y.
W. W. Share, Brooklyn, N. Y.
James R. Dunn, Massillon, Ohio.
J. M. Tryon, Toledo, Ohio.
F. T. Sholes, Cleveland, Ohio.
H. B. Hane, Marion, Ohio.
A. P. Seilers, Mansfield, Ohio.
F. L. Casselberry, Canton, Ohio.
H. S. Livingston, Cincinnati, Ohio.
C. W. Keplinger, Ohio.
George A. Jessup, Scranton, Pa.
I. Elwell, Philadelphia, Pa.
J. E. Harder, Clearfield, Pa.
J. J. Van Nort, Scranton, Pa.
S. H. Murray, Sewickley, Pa.
C. S. Davol, Warren, R. I.

Forty-four names were responded to.

The Chair stated that the election of new officers, for the ensuing year, was in order.

Mr. Luscomb, in that connection, offered the following resolution:

Whereas, certain misunderstandings have arisen in the past between Divisions of the League of American Wheelmen; *And whereas*, after a full and fair discussion of all matters in difference, we are satisfied that no affront has been intended to any Division of this League, more especially Pennsylvania and Maryland.

And whereas, it is the conviction of the meeting that that fraternal unity which should exist among all the members of our institution is firmly established and should be declared by a statement at this time;

Resolved, that the action taken at the last meeting of the Board of Officers was not directed against or in derogation of the rights of any Division;

That the inference that such was intended was a misconception of the facts of the case, excusable under the circumstances, but unfounded in the light of fuller understanding;

That harmony exists between all the Divisions of the League.

That whatever has occurred in the past to disturb this harmony, is buried forever under that fraternal tie which holds us together as one body of American wheelmen;

That we pledge ourselves to the maintenance of that harmony and the earnest promotion and advancement of all the interests of the Order to which we yield fealty.

Mr. Hayes, of Massachusetts, seconded the motion to adopt the resolution. The question was put and carried unanimously, the result being greeted with cheers.

Mr. Luscomb, after paying an eloquent tribute to the energy of those having in charge the eighth annual Meet, and to the West for its efforts to advance the interests of the L. A. W., added: "Now, it is only proper that the West should be more fully and strongly represented in the government of our organization than heretofore. Gentlemen of the West, we come to bear tribute to you The East, and more particularly New York, Massachusetts and New Jersey, come here to-day to honor you, and we cannot do it better than by placing in nomination for the highest office in the gift of the league, that of President, the name of T. J. Kirkpatrick, of Ohio." (Loud applause.)

Mr. Dunn, for Ohio, responded to the address of Mr. Luscomb, and heartily seconded the nomination.

It was moved and seconded that the nominations close. The question was put and carried, and the Chair appointed as tellers to receive the ballots, Messrs. Jessup and Brown.

Mr. Brown moved that the secretary cast the unanimous ballot of the meeting in favor of Mr. Kirkpatrick. Seconded and carried, and the secretary thereupon cast the ballot accordingly. "What's the matter with Kirk," vas responded to with enthusiasm, "He's all right."

Messrs. Bartlett of Maryland, and Brewster of Missouri, were appointed to escort Mr. Kirkpatrick to the chair. At exactly 12.15 the newly elected president was gracefully introduced to the meeting by Mr. Butler, who then retired. Advancing to the edge of the platform, Mr. Kirkpatrick said: "Members of the Board! I have to thank you for this very generous endorsement, and for the overwhelming honor which you have thus put upon me. I realize, perhaps better than some of you do, what this means. For two years I have stood, as it were, in the wheel-house of this organization, and now you have called me forth for active duty at your head. I know that the office of president means a great deal of hard work; it means a great deal of careful work. It means a great deal of heart and a great deal of enthusiasm for the League of American Wheelmen. All of this I want to pledge you here and now, so far as in my power lies. I ask, on your part, that you give me your sympathy, your encouragement, your assistance. I ask, too, that you will give me freely your suggestions, and any ideas that you may have that will tend to improve our organization. My address is T. J. Kirkpatrick Springfield, Ohio, and you will always find me ready to receive and consider any suggestions that you, as members of the Board or as individuals, may offer. I am your servant, and to the best of my ability I pledge you I shall endeavor to uphold the laws, constitution, by-laws and interests of the League of American Wheelmen. I have long nursed a wish, and I believe that that wish is not born to die. I believe that the League of American Wheelmen will go on and on until we have done away with horses, and all men will ride wheels. I believe that that day is coming, and that some day the League will have the proud honor of saying, "We made the roads that carried the United States of America." Mr. Kirkpatrick then took the chair amid applause and rousing cheers.

Mr. Davol, of Rhode Island, nominated Mr. Herbert W. Hayes for the office of vice-president, admirably setting forth his qualifications for the position. Dr. Emery seconded the nomination, and it was then moved and seconded that nominations for the office close.

Question put and carried.

Mr. Jessup moved that the secretary cast the unanimous ballot of the meeting for Mr. Hayes.

Motion carried, and the ballot cast accordingly.

Messrs. Dunn, of Ohio, and Hodgson, of Louisiana, were appointed to escort the gentleman to the platform.

In a few well-chosen words he expressed his thanks, and pledged his time and energy to the L. A. W. for the ensuing year, trusting that his actions would speak for him louder than words of promise.

Dr. Brown, of New Jersey, nominated Mr. W. M. Brewster, of Missouri, for the office of treasurer.

Mr. Sanford Lawton warmly seconded the nomination, — so warmly that Mr. A. C. Stewart, as representative of Missouri and president of the Missouri Club, responded, dwelling upon the self-sacrificing qualities of the candidate, and his fidelity to the interests of cycling and the L. A. W.

It was moved and seconded that nominations for the office close.

Carried.

And on motion instructing the secretary to cast the deciding ballot being also carried, Mr. Bassett dropped the ballot into the canvas covered box from which come forth so many useful things, picked it up, and gravely announced that it appeared from the ballot that Mr. Brewster had been unanimously elected.

(*Yells of glee, especially from Missouri members.*)

Messrs. Lawton (ex-treasurer) and Jessup were appointed to escort Mr. Brewster to the front.

He said: I feel, gentlemen, that this honor is intended more for the Missouri division than for me; but, nevertheless, I admire the wisdom of your choice (smiles), for I have always had a fondling love for the handling of money, and I will handle that of the League — and I hope you will make the sum a large one — to the very best of my ability (*audible smiles*).

Mr. Butler nominated Mr. George R. Bidwell, of New York, as an exceedingly fit candidate for the position of third member of the Executive Committee.

Mr. Cooley seconded the nomination.

Mr. A. C. Stewart moved that the nominations close.

Seconded and carried.

And upon motion of Dr. Emery, that the secretary cast the ballot, being carried, this was done, and Mr. Bidwell, amid cheers, declared elected.

Messrs. Brown and Davol escorted the gentlemen gently to the footlights, which promptly went out in the light of his presence, and neatly expressed desire to deserve the honor conferred, and to particularly advance the financial status of the L. A. W. as far as lay in his power. He said: If I can swing the other members of the committee to which you have elected me into my way of thinking I believe that our organization will be placed on its feet financially as well as otherwise.

The report of the President was called for. There being no report at hand, the treasurer's report was called for and read, as follows: —

REPORT OF SANFORD LAWTON, TREASURER.

In Account with the League of American Wheelmen

1886.	*Dr.*		
June 14,	To balance received from former treasurer		$961 15
June 16,	" one-third profit races at Boston meeting		12 11
Aug. 7,	" E. M. Aaron, Nos. 7,582, 7,584, 8,319, 8,963, held pending decision of Membership Committee		4 00
Aug. 30,	" E. M. Aaron, as per his report on file		$07 31
1887.			
March 16,	" Citizens' Bi. Club, N. Y.,		50 00
April 7,	" A. Bassett, Sec'y-Ed., on account		200 00
April 12,	" A. Bassett, Sec'y-Ed., one-half of 35 life memberships, at $10	$175 00	
April 12,	" A. Bassett, Sec'y-Ed., all of 4 life memberships, at $10	40 00	
			215 00
			$2,249 60
	Cr.		
June 16,	J. P. Downs, stenographic report Boston meetings		$87 00
June 19,	J. F. Pedersen, championship medals Boston meetings		60 00
June 19,	A. Bassett, expense of office, Chairman Racing Board		41 75
June 30,	Jas. L. Yopp, C. C., retainer's fee, North Carolina case		150 00
July 3,	T. J. Kirkpatrick, expense to New York meeting Ex. Com., June 19, 20	$51 25	
July 3,	T. J. Kirkpatrick, expense to Philadelphia meeting Ex. Com., June 26, 28	48 20	
			99 45
July 15,	A. Bassett, expense to New York and Springfield		17 50
Aug. 13,	E. S. Hart & Co., printing circulars, and postage on same, Mass. Div. L. A. W.		19 80
Aug. 13,	G. H. Benedict & Co., map of trunk line, electros		7 00
Sept. 8,	Veysey & Veysey, examination of Sec'y Ed. books and organizing new set	$250 00	
Sept. 8,	Veysey & Veysey, travelling expenses	116 12	
			366 12
Sept. 16,	W. I. Harris, expense to Buffalo meeting,	$21 30	
Sept. 16,	W. I. Harris, expense of office chairman Rules and Regulations	6 65	
			27 95
Sept. 16,	J. C. Gulick, expense of office Mem. Ex. Com., June 26 to Sept. 4		49 46
Sept. 17,	T. J. Kirkpatrick, expense to Cleveland meeting Ex. Com., Sept. 2		15 30
Sept. 24,	Thornton, Briggs & Close, reporting B. of O. meeting, Buffalo, Sept. 9		50 00
Oct. 6,	Weaver, Shipman & Co., printing treasurer's signature on tickets		3 25
Oct. 6,	S. Lawton, expense of Treasurer's office, June 9 to Sept. 9		10 29
Oct. 11,	A. Bassett, expense of office Chairman Racing Board to Oct. 1		122 00
Nov. 1,	N. M. Beckwith expense of President's office, June 1 to Oct. 26		52 33
Dec. 21,	T. J. Kirkpatrick, expense to Philadelphia meeting Ex. Com.		50 50
Dec. 28,	Springfield Printing Co., treasurer's check book		1 00
1887.			
Jan. 6,	A. Bassett, expense of Chairman Racing Board office, Oct. 1 to Jan. 1		69 25
Jan. 31,	G. R. Bidwell, expense to Boston, Jan. 8		20 00
Jan. 31,	Veysey & Vesey, items as per bill for services in Philadelphia	$110 00	
Jan. 31,	Veysey & Veysey, travelling expenses,	40 00	
			150 00
Feb. 1,	T. J. Kirkpatrick, expense to New York meeting, Jan. 17,		56 00
Feb. 2,	J. L. Yopp, C. C, North Carolina case		100 00
March 16,	Weaver, Shipman & Co., printing treasurer's signature on tickets		5 75
March 30,	H. W. Hayes, expense committee uniform investigation,		8 00
April 8,	Downs & Carpenter, stenographic report New York meeting, Jan. 17		260 00
May 14,	S. Lawton, Treasurer, expense to Boston, April 6		8 73
May 14,	S. Lawton, Treasurer, expense to Boston, April 29		8 21
May 14,	S. Lawton, expense of Treasurer's office, Sept. 9 to date,		6 02
Balance deposited in Agawam National Bank, Springfield, Mass.,			326 94
			$2,249 60

Mr. Jessup moved that the treasurer's report be accepted. Seconded.

A member asked if the report should not have been inspected by the executive committee before acceptance. Mr. Lawton explained that such had not been customary, and that the limit of time prevented its practicability.

Motion to accept was put and carried, unanimously.

Mr. Hayes was requested to read the report of the Executive Committee, which he did, as follows:

REPORT OF EXECUTIVE COMMITTEE, LEAGUE OF AMERICAN WHEELMEN.

To the Board of Officers, League American Wheelmen:

We, your Executive Committee for the past year, have but little to report, beyond what has already become public regarding our actions and decisions. Much regarding such actions and decisions has been published in detail in the BULLETIN. To a few other matters we desire to call your attention.

At the Buffalo meeting, in September last, the Executive Committee were directed to look after the officials subject to arrest in the Renton matter, and to take such steps as were necessary to protect them. The president had retained Mr. John C. Gulick to defend them, and this gentleman was continued in charge for the whole number of indicted members, except Mr. Hill, who appeared by Mr. Frost. A notice of the arrest of Beckwith and Hill, on the original warrant for libel, appears in the BULLETIN, July 23, 1886, p. 81. The charge was made against all the members of the former Executive and Membership Committees. After a number of hearings the charges were dismissed. Renton then went before the grand jury, and got an indictment found against the same parties for the same alleged libel. This, of course, was much more serious, and the consequences of an unfavorable result, prompted us to take every precaution. At this point it was decided to also retain Mr. Greenfield, one of the leaders of the State Island bar. These gentlemen then made preparation for the trial, and were successful in securing the dismissal of the indictment. A short account of this appears in the BULLETIN of March 16, 1887, page 226. The result was very satisfactory to us, and we trust it is to you. Much time and trouble was taken, because we felt that we were upon our mettle, and that we should not allow the slightest chance of defeat.

We also wish to refer to the matter of incorporation. This becomes more and more important every year; and while we were authorized to have the League incorporated we can not do so unless there is a radical change in the Board of Officers, and the organization in general, especially in the matter of reducing the number of members of the board.

The treasurer's report shows the financial condition of the organization, when taken in connection with the report of the secretary-editor. To the reports of both these officials, we invite your careful attention.

At your meeting in New York, in January last, you gave us certain instructions regarding the office of secretary-editor. With much of the annoyance and delay in fulfilling your instructions you are already familiar; but of a far greater part of this annoyance and trouble you are not cognizant, and we do not deem it necessary to here recount our manifold trials. Suffice it to say that very soon after the New York meeting it seemed advisable to us to remove the office of the secretary-editor and of the publication of the BULLETIN to Boston. In due time this was accomplished, and that official is now peacefully quartered at 22 Schoolstreet, Boston.

A few words regarding the BULLETIN. We still believe that it can be made self-sustaining. However, it came into the hands of Secretary-Editor Bassett, with a number of yearly advertising contracts made at what seems to us now, as a low rate. These contracts must be fulfilled. We trust that in view of the large circulation and of the fact that it is a *bona fide* circulation, to none but cyclers, that when these contracts expire our advertisers will agree that a moderate advance in rates is but a fair demand.

We recommend a more economical management in the secretary-editor's office, and in the publication of the BULLETIN. The substituting of what is known as a "running report" of meetings for the voluminous stenographic reports will effect a large saving. In a number of smaller ways we think the expense of publication can be materially reduced. If then the expense can be reduced and our income from advertising increased, we believe that the BULLETIN can be made self-sustaining. But this will take time; and while much can be done by the management during this summer and fall, looking toward the accomplishment of this much-desired end, we still think that a full year will be required to put the paper on a paying basis.

We wish to commend the patience and long-suffering of our present secretary-editor, under the trying circumstances through which he has been compelled to pass since his election. We have found him energetic, faithful, painstaking, and obliging, and we feel quite sure that in electing him to that important office the board made no mistake.

The year as a whole has been a crucial one for the organization; but we congratulate you that the grand old League lived out the storm; and to-day, with favoring winds and clear sea, with valuable lessons learned in the experiences of the past, starts on another year's voyage, grander and better and stronger than ever before.

N. MALON BECKWITH.
T. J. KIRKPATRICK.
JOHN C. GULICK.
Executive Committee.

Mr. Butler moved that the report be received and placed on file, a sysnopsis to be prepared for publication in the BULLETIN. Seconded and carried.

Mr. A. C. Stewart here requested the attention of the meeting for a moment on behalf of the Missouri Club, and for them extended the hospitality of the club, and freedom of its quarters to the ladies and gentlemen of the League. The interruption was made at this time, as Mr. Stewart was obliged to leave.

Dr. Brown, of the Membership Committee, submitted the folllowing majority report of the committee:

REPORT OF MEMBERSHIP COMMITTEE.

We, the undersigned, a majority of the Membership Committee, beg leave to report, that, owing to the culpable negligence of the Chairman of the Committee, it has been impossible for us to do any work during the past year.

We believe that a clear statement of facts is due alike to us and the Board.

Since the last annual meeting, neither of us have received any communication from the Chairman, either in regard to the committee's work or in reply to our letters.

No lists of applications have been sent to either of us for action, each supposing that the other was acting with the Chairman, the signatures of but two members being necessary.

The first intimation we had that anything was wrong, was in a letter from the Secretary, dated May 3, calling upon us to do something to keep the committee up to its work, and stating that the last list that had been acted upon was the one published March 4; also, stating that protested parties were justly incensed at the committee's delay in acting upon their cases.

We had each thought it strange that no business had been referred to us, but this was the first intimation we had that any protests had been made. Upon inquiry, we found that all the papers in these cases were in the hands of the Chairman.

The Secretary had written and telegraphed him repeatedly, but received no answer. To enable applicants to receive their tickets before this meeting, we sent an order to the Secretary on May 6, approving all applications to date which had not been protested. In the matter of the protests, we have been unable to do anything.

President Beckwith was requested to send a registered letter to the Chairman ordering him to surrender to us all papers in his possession, but without effect.

The committee have now the names of the protested parties in their possession, but neither the protests or accompanying documents, so that any action thereupon, until the papers are regained, is impossible.

Respectfully submitted,

JAMES R. DUNN,
G. CARLETON BROWN.

Mr. Butler moved that the majority report be received and filed.

A VOICE.—Is the chairman of that committee living?

The CHAIR. Presumed to be living.

Motion to receive the report was seconded and carried.

The Secretary-Editor's report was read, as follows:

REPORT OF SECRETARY-EDITOR.

To the Members of the Board of Officers, L. A. W.:

The report of the Secretary-Editor must be at best very largely statistical; and as figures have the ability to speak for themselves, you will pardon me any extended remarks in explaining them.

I submit for your consideration, in connection with my report, a detailed statement of the financial condition of the League to May 1, a statement of our accounts with the Divisions, and a compilation of the number of members in the League at the time of the two previous meetings. From the financial statement, it will be seen that our assets amounted on May 1 to $5,548, and our liabilities to $3,957.79. The excess of assets over liabilities amounts to $1,590.59, which amount will shrink to $1,343.88, if we deduct $246.71, which represents certain accounts that we believe to be of doubtful value. This showing is taken without respect to our relations with the Treasurer of the League. We owe the Treasurer $1,751.76, which is much less than the $2,000 of working capital allowed the office last year, and a balance shows that our liabilities are in excess of our assets in the sum of $407.88. Since the 1st of May we have paid all outstanding bills for printing, and have paid $450 to the Divisions, and our only large creditors to-day are the Divisions to whom we owe $2,122.08. Much of this we expect to pay before the end of the month.

When the office was taken possession of by the present incumbent, the books showed the League to have a balance in its favor, after paying all bills, of $25.98; but there were bills justly due from the League, which did not appear, and which have since been paid, amounting to $585; and of the accounts due, we have had to carry $135 to profit and loss, and $330 to suspense: other accounts remain to be adjusted, and liberal concessions will have to be made in many cases. It is a low estimate

therefore, to place the sum at $1,500 to represent the bankruptcy of the League at the time of the officers' meeting in January.

The future has a hopeful aspect. The BULLETIN is now paying for the mechanical work done upon it, and its patronage is having a steady growth. We believe the day is not far distant when it will show a profit, though it may be not able for some time to pay all the expenses of the Secretary's office, many of the duties of which are not at all connected with the paper. Taking what was paid for printing the BULLETIN, on the one hand, and what came to it for advertising on the other, we find that the loss for the three issues in January, that were published after the officers' meeting, amounted to $230.30. In February, the loss was $411.06. In March, the BULLETIN was transferred to Boston, a fact which involved an entire new setting of the paper for one week, and the loss on the paper for that month was $10.69. In April, the BULLETIN showed a profit of $72.84.

Regarding the future of the BULLETIN we think it would be unwise for us at this time to venture an assertion. We are still new to the office, and we have had as yet little time to study the problem which its publication presents. We can assure the membership that an earnest endeavor will be made to conduct the journal on business principles, even though a strict adherence to those principles, results in a sacrifice of the quantity of reading matter set before its readers. It may be that it will be found to be the wiser plan to make the *paper a bi-weekly* during the winter months, and it may be that it will be made a bi-weekly the year round. These solutions of the problem will be considered and weighed by the Executive Committee; and your Secretary, who will keep steadily in view the fact that is strongly apparent to them that the membership wants a weekly journal, and a weekly journal they shall have, if it is possible to issue it, and meet our financial obligations promptly when they mature.

We present for your consideration a tabulated statement of the membership of the League to date, the total amounting to 9,224. This number have fully qualified, and are entitled to full membership to-day. Besides these, we have 91 applicants, whose names appeared in our issue of May 13, and 165 names will be published in the paper which is issued in Boston to-day, making a total of members and applicants of 9480. We find that there were names enrolled at the time of the Boston Meet in 1886, and the number at the Buffalo Meet in 1885, was . The percentage of increase is largely to the advantage of last year, but there have been many things to militate against a phenomenal growth this year, though we are firmly convinced that the future months will bring us a sure and steady increase that shall give us the coveted 15,000 before the close of 1887.

The constitution makes it a part of the Secretary's duty to compile and keep at hand for ready reference very much statistical information; and to comply with this obligation, we find that we have very much work before us. We have already set on foot measures to record properly the League Clubs, and we have asked the coöperation of Secretary-Treasurers of Divisions in getting up what shall be a complete statistical history of the Divisions. The office is almost entirely without statistics, from which a stranger could gain an idea of the growth and progress of our organization. It has no files of those papers which were the official organs before the BULLETIN was established, and is very far removed from what a repository of records and statistics should be.

Your Secretary has been an incumbent of the office but a few months. He has made mistakes, perhaps, and there have been delays which may be unpardonable, but he has made an earnest effort in the face of great difficulty, and he asks no more of the members than that they will be as patient with and considerate for him in the future as they have generously been in the past.

FINANCIAL STATEMENT.

CASH balance, May 1, ...	$345 04	
Amount due from advertisers (considered good)	3,811 38	
Amount due from advertisers (doubtful)	246 71	
Receipts from Divisions (2d quarter) .	1,090 00	
Receipts from Non Division (2d quarter),	55 25	
	$5,518 38	
Due A. Mudge & Son, printing for April .		$1,085 71
Due Divisions on 1st quarter		2,572 08
Due Divisions on 2d quarters' (estimate) .		300 00
		$3,957 79
Balance in League's favor		$1,590 59
Deducting doubtful		246 71
		$1,343 88
Treasurer's balance April		$2,171 67
Payments in April on account . . .	$200 00	
Payments in April on life fees . . .	220 00	
		420 00
		$1,751 67

It was moved and seconded that the report be received and filed. Motion carried.

Report of Racing Board was submitted, as follows:

REPORT OF RACING BOARD.

TO THE MEMBERS OF THE BOARD OF OFFICERS L. A. W.

Gentlemen,—The Racing Board has little to offer this year in the way of an annual report, and what it says shall have the merit of brevity. The eyes of the racing world were turned away from the acts of this board during the fall tournaments of 1886 and nearly all the large race meetings were held under the rules of another organization; but there has been a change of heart lately, and men are returning to the old love with a feeling that the League is doing very much to foster and encourage amateur racing among the class who are amateurs in spirit as well as in name. The policy of the board was to do not-ing whatsoever to hinder the growth of the new organization, but to let it work out its own destiny, and this it has most surely done.

During the year that has passed, the board has been called upon to declare some dozen or more men to be professionals, and it has suspended many parties from the race track for unbecoming conduct or defiance of rules.

The board has been called upon to accept but few records the past year, for our fastest men were in the amateur class during 1885, and they left us a legacy of very fast times which the amateur riders of 1886 could not surpass.

The following records were put on the books during the year:—

Tandem tricycle, 1-4 mile, 44 3-4, Bidwell and Jackson, Hartford, Conn., Sept. 9.

Tandem tricycle, 1-4 mile, 41 1-5; 1-2 mile, 1. 21 2-5; 3-4 mile, 2. 1 3-5; 1 mile, 2. 43 1-5; W. E. Crist and P. S. Brown, Springfield, Sept. 14.

Tandem tricycle, 1-4 mile, 40 2-5; 1-2 mile, 1. 19; Crist and Brown, Springfield, Sept. 18.

Tandem tricycle, 4 miles, 13. 19 2-5; 5 miles, 16. 46 2-5; 6 miles, 20. 35 4-5; 7 miles 23. 45, 2-5; 8 miles, 27. 13; 9 miles, 31. 1 2-5; 10 miles, 33. 59 2-5; L. H. Johnson and H. A. Wolcott, Roseville, Oct. 21.

The board has made few changes in the rules for 1887, and all have been published in the BULLETIN.

ABBOT BASSETT,
Chairman.

LEAGUE MEMBERSHIP, 1876-7-8.

THE following table shows the number of members in the L. A. W., on May 20, 1887, the number of representatives each Division was entitled to on that date, and the membership reported at the annual Meets of 1886 and 1887:—

States.	*Numbers.*	*Reps.*	1885.	1886.
Alabama.	6		1	12
Arkansas.	12			3
Bermuda.	1			1
California.	253	5	13	124
Canada.	6		5	6
Colorado.	33		28	42
Connecticut.	534	10	355	518
Dakota.	17		4	7
Delaware.	29		4	20
Florida.	12			4
France.	1			2
Georgia.	22		1	11
Germany.			1	1
Idaho.	2			12
Illinois.	411	8	283	374
Indiana.	185	3	75	129
Iowa.	110	2	67	97
Kansas.	97	1	7	31
Kentucky.	80	1	42	68
Louisiana.	37		26	45
Maine.	95	1	63	77
Maryland.	218	4	88	165
Massachusetts.	1117	22	591	1341
Michigan.	109	3	77	188
Minnesota.	88	1	67	93
Missouri.	241	4	94	199
Mississippi.	3			2
Montana.	4		2	2
Nebraska.	79	1	15	50
New Hampshire.	110	2	82	138
New Jersey.	751	15	493	831
New Mexico.	1		1	
New York.	1773	35	1028	1432
North Carolina.	9		9	8
Nova Scotia.	3		2	2
Ohio.	646	13	582	734
Oregon.	2			3
Pennsylvania.	1397	27	839	1218
Rhode Island.	130	2	30	108
South Carolina.	1		3	1
Texas.	22		3	11
Tennessee.	75	1	6	51
Utah.	13		6	10
Virginia.	49		5	40
Vermont.	81	1	58	93
West Virginia.	50	1	21	32
Wisconsin.	65	1	17	22
Wyoming.	39		33	43
Totals.	9224	165	5176	8463
Total,				9,224
Number on list published May 13,				91
" " " " " 20,				165
Total members and applicants,				9,480

Report of Transportation Committee was read by the secretary, as follows:

REPORT OF TRANSPORTATION COMMITTEE.

To the Board of Officers and Members, L. A. W.:

ALL railways of importance in the United States now carry wheels free when accompanied by owners and at owner's risk, with exception of the Boston and Albany and Pennsylvania Railroad. Certain roads running north of Boston, maintain an uncertain attitude toward wheelmen, but the committee has not been in receipt of complaints from New England. The Southern Pacific Railroad, running from New Orleans to San Francisco, and from Ogden, Utah, to San Francisco, has just withdrawn its free transportation privilege on account of lack of room in its baggage cars. But competing lines to that section of country still carry wheels free.

The notable acquisitions of the past year, are the New York Central and the Chicago and Northwestern roads. The policy of the committee from the beginning, has been to maintain the closest friendship with certain strong trunk lines, and to use the influence of the League in directing travel their way. In other words, certain roads have been designated "League Railroads," and a travel that otherwise might be scattered, is concentrated over these lines, who in turn give our craft due consideration. The influence of the larger lines sets the example for the smaller, and hence we have to-day the same treatment for our wheels as we have for our trunks, with our influence for maintenance of the privilege and extending it, gradually but surely increasing.

In many cases wheelmen are charged by baggage men. This is always an enterprise originating with the thrifty trunk-lifter and is never encouraged by his employers. These cases seem to be less each year, and in a few years will probably cease entirely as, according to our present rate of progress, it will become an established practice with railways to transport a wheelman's bicycle free.

FRED T. SHOLES.
FRANK A. ELWELL.
GEO. R. BIDWELL.
W. S. BULL.
M. E. GRAVES.
B. B. AYERS.
Transportation Committee.

Moved and seconded that the report be received and filed. Carried.

Dr. Butler stated for the Committee on Rules and Regulations, that no occasion had arisen for submitting a regular report, and that therefore he had no report.

A characteristic letter, which had been received from Mr. Burley Ayers, chairman of the transportation committee, was also read to the meeting, explaining his inability to be present. Complaints were made by members regarding the strictures placed upon League members by the New Jersey Central and other roads, and the Chair suggested their reference to the committee. Motion to receive and file the report of the Transportation Committee was seconded and carried.

Bureau of Information: no report.

REPORTS OF SPECIAL COMMITTEES.

The report of Special Committee on Information, Relative to League Cloth and Uniforms, it was stated had already appeared in the BULLETIN, and it was joco-sely suggested that Dr. Emery pose before the meeting as a living specimen of the result of the committee's labors.

Committee on Investigation of certain charges which appear in the *Wheelmen's Gazette*, was submitted as follows:

REPORT OF INVESTIGATING COMMITTEE.

PURSUANT to the resolutions passed at the meeting of the board, Jan. 18, 1887, your committee report that it has endeavored to obtain the grounds of the charge or intimation made in the Springfield *Wheelman's Gazette*, of Janu ry, Vol. 1., No. 9, to the effect that a commission was paid on the L. A. W. uniforms to Pre-ident Beckwith.

The chairman of your committee called personally upon Mr. H. E. Ducker, the editor of the Springfield *Wheelman's Gazette*, and submitted a series of questions which, with the answers thereto, are now given:—

Q. Are you the editor of the Springfield *Wheelman's Gazette?*

A. Yes.

Q. Did you cause to be published the following items in the issue of above paper, Vol. I., No. 9:—

"In the event of the League electing a new executive at the annual meeting next spring, the question arises, who will receive the commission on League uniforms? Echo answers ——?"

"Considerable is being said relative to the League using the League pins and having the profits on same revert to the League treasury; on the same line of reasoning, why is it the League cannot receive the commission on League uniforms?"

Q. Will you inform the committee who is referred to as "executive" in the above item?

A. I refuse to answer.

Q. Is it the purpose of this article to intimate that this "executive" receives a commission on any or all of the League uniforms?

A. I refuse to answer.

Q. If so, what knowledge as to the amount and nature of this commission have you?

A. I refuse to answer.

Q. By whom is it paid, and what is the consideration?

A. I refuse to answer.

Q. Have you any proofs of your statement?

A. I refuse to answer.

Q. Will you give to our committee these proofs or the source of your information?

A. If my informants are willing.

Q. Will you ask the permission of your informants for this proof?

A. Yes.

Q. What was your object in publishing this item in your paper?

A. As a matter of news.

As may be seen from these answers, Mr. Ducker was not a particularly fruitful source of information. As he promised, however, to ask permission of his informant to give the information asked by our committee, we waited some period and then requested an answer, to which Mr. Ducker replied that he still had no further proofs to give to our committee, and we were consequently obliged to look in other quarters for our information.

The following was then received from president Beckwith:—

STATE OF NEW YORK, }
CITY AND COUNTY OF NEW YORK. } ss.

N. Malon Beckwith, being duly sworn, says that he has not, either directly or indirectly, in any way, shape, or manner, received commissions from Browning, King & Co., or any other persons, for procuring the contract for said firm for making the uniforms of the League of American Wheelmen, and that, from them or any other person he has not received, does not expect to receive, and has no promise or agreement from them to pay to him any pecuniary profit, emolument, advantage, share, compensation or reward for, or on account of, making said uniform, and that he has therein no pecuniary interest whatsoever.

N. MALON BECKWITH.

Sworn to before me this thirty-first day of March, 1887.

J. F. WILLIAMS,
Notary Public, New York City.

And we also received from Browning, King & Co., the following:—

STATE OF NEW YORK, }
CITY AND COUNTY OF NEW YORK. } ss.

Edward W. Dewey being duly sworn, says that he is one of the firm of Browning, King & Co., who are the official tailors of the League of American Wheelmen for the manufacture of said League's uniform; that his said firm or any other person for said firm has not paid commissions to N. Malon Beckwith for procuring for said firm the contract for making said uniform, and that said firm or any person for said firm, does not expect to pay, does not intend to pay, and has not promised or agreed to pay to said N. Malon Beckwith any pecuniary profit, emolument, advantage, share, compensation, or reward for or on account of making said uniform. That said N. Malon Beckwith has no pecuniary interest whatsoever therein.

E. W. DEWEY.

Sworn to before me, this twenty-fifth day of March, 1887.

JOHN MCGRERAN,
Notary Public, King's County, New York.

In view of these very full and explicit denials under oath, in addition to other information in possession of our committee, and from the unsatisfactory replies and absence of any evidence or proof whatever on the part of Mr. Ducker, your committee would report that they are unable to find any foundation for the statements of Mr. Ducker, and that they must have been made for some motive into which your committee does not feel at liberty to enter.

We would further report that we have every belief in the entire integrity and innocence of President Beckwith in this matter, and would recommend a vote to this effect by the Board of Officers now assembled.

Yours respectfully,

H. W. HAYES,
GEO. R. BIDWELL,
C. G. HUNTINGTON.

Mr. Dunn moved that the report be received, adopted and endorsed. Seconded and unanimously carried.

COMPLAINTS.

A member respectfully submitted a complaint regarding the heated atmosphere of the hall. Referred to the janitor.

Mr. Butler offered the following resolutions:

Resolved, that a special committee of four, consisting of the Chairman of the new Committees on Rights and Privileges, Rules and Regulations, Membership, and the elected member of the Executive Committee, be appointed to consider and report at the winter meeting of the Board of Officers, the best plan or method for the reconstruction of the League constitution and by-laws, looking toward the better recognition of the individual and financial rights of State Divisions;

That upon the approval of such plan by said Board of Officers, a constitutional convention be called at the next annual meeting of the League to take action thereon.

Mr. Rall, of Iowa, moved to amend by empowering the president to appoint the committee of four, not particularly choosing the chairmen as stated. No second, and upon the original resolution being seconded and put to the house, same was carried.

Mr. Luscomb read a communication sent through him by E. J. Schriver, of New York, and same was referred to proper committee.

On motion, the communication was referred to the proper special committee.

Letter from Messrs. W. H. Kellogg & Co., Palmer, Mass., relative to League shoes, was referred to Uniform Committee.

Invitation from the directors of the Young Men's Christian Association, to make free use of their quarters, was, upon motion, accepted with thanks.

Mr. Jessup moved the adoption of the following resolution:

Resolved, that it is the pleasure and duty of the Board of Officers that it express its appreciation of the manner in which the members of the Missouri Division had received and entertained visiting members of the League; and that it is the sense of this meeting that we extend to them our heartfelt gratitude for the honor which they have conferred upon us by extending to us the freedom of their city, and making pleasant our stay by their many courtesies and acts of kindness. Seconded and carried.

Mr. Luscomb moved a vote of thanks to Mr. Butler, of New York, for having graced the meeting as temporary chairman. Seconded and carried.

Motion to adjourn was carried.

It being now ten minutes after one o'clock, the

GENERAL MEETING

was immediately called to order. It was moved and seconded that the resolution offered by Mr. Jessup before the Board of Officers be taken up. Carried. Motion to adopt the resolution was seconded and carried.

Mr. Bidwell offered the following resolution, and moved its adoption.

Whereas, the New York Legislature, in assembly and Senate, have, by legislative enactment, recognized the right of wheelmen to ride upon roadways and parkways in the State of New York, subject only to the usual regulation governing the use of other pleasure vehicles; and prohibiting all park and highway commissioners and trustees from discriminating against the bicycle and tricycle riders;

And whereas, said bill is now in the hands of the Governor of New York for his approval;

And whereas, the League of American Wheelmen, in annual convention assembled, regard this action of the New York Legislature as an emphatic declaration by statute of the common law rights of every wheelman to the free use of all highways and parkways, and a recognition of the strength and importance of cycling in this country;

Resolved, that this action by the New York Legislature has the hearty approval and endorsement of the League of American Wheelmen;

That the passage of the bill is an important step in the direction of liberty to the citizens, and takes away from narrow-minded officials with antiquated notions the power to unjustly oppress and interfere with the exercise of the lawful rights of American citizens;

That the Governor of the State of New York be requested by this national body of the League of American Wheelmen to give his approval and signature to this bill;

That a copy of these resolutions be transmitted over his official signature by the Secretary of the meeting to the Governor of the State of New York.

Motion to adopt was seconded and carried.

Mr. Rall, of Iowa, arose to inquire whether the League had as yet adopted a distinctive color as its standard. The Chair answering in the negative, Mr. Rall moved the adoption of purple, as the standard color of the League. Seconded and carried.

Moved and seconded that the general meeting adjourn. Carried, and the meeting closed at 1.25 P. M., having lasted but fifteen minutes.

[*Report continued next week.*]

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

BIG FEET.

EDITOR BULLETIN:—Seeing the item in Daisie's letter in the BULLETIN of May 20, referring to the remarks one hears while riding, reminds the writer of a remark he heard himself one afternoon last summer. While riding along a fine piece of road in one of the suburbs of Boston, I came to a long but very gradual descent, down which, as the wind was "astern," I coasted rapidly, legs over the handles, causing a small boy, who was standing by the roadside to make this facetious observation: "What's the matter with usin' the pedals, mister, ain't they big enough for yer feet?" 10,592.

May 23, 1887.

BEST ROUTE FROM CHICAGO TO BUFFALO.

EDITOR OF BULLETIN:—In the number of the BULLETIN for December 17, W. B. Greenleaf asks for the best route from Chicago to Boston, or any part of it I believe; and in the next number the Nashville Bicycle Club ask for the best route from Toledo to Niagara Fall. As I have been over these routes by wheel, when the roads were at their very worst, I can tell about what they are. I do not claim to know the *best, best route*, but I can speak of one or more of the *best routes* definitely.

"There is but one way to leave Chicago on the south," practically, as Burley B. Ayers says, "and that is by the cars, till you get beyond the sand to good roads." By taking train to Valparaiso, Ind., only sixty-five (65) miles at the most (as that is the distance made it by the highway riding, when the sand was n't too deep), where you strike good roads; or you need not ride by railroad much over half that distance, if you wheel out of the city to Dolton (a little place made up of Germans and lager), about twenty-five (25) miles from Lake Street, *via* South Side, Pullman, etc., all the way first-class riding; then training from Dolton to Valparaiso, you avoid forty (40) miles of as sandy road as you can imagine, and most of it through an almost uninhabited locality, timbered to the very roadbed's edge with scrubby burr oaks, the landscape being for miles simply *sand, burr oaks, and telephone line*, the only variation being once in a half dozen miles a very small house, literally a log cabin, often empty, so that you can cry with Longfellow, "this is the forest primeval"—or *prime evil*, rather,—and if suddenly placed there on a sultry August afternoon, with the mercury hovering about the century mark, you would as soon think yourself in the interior of Africa as in the Hoosier State; but this must offset an equal stretch of the good roads of the State On reaching Valparaiso, you find a very good road at the worst, and an A 1 road at its best to Elkhart, *via* Westville, La Porte, Carlisle Hill, and South Bend; from Elkhart to Coldwater, Mich., fifty-eight (58) miles, *via* White Pigeon, Sturgis, and Bronsons, the road is quite sandy after a drouth, but in the spring or late fall would be a medium road; from Coldwater, by the way of Jonesville and Hillsdale to Adrian, about sixty (60) miles, the road is fair at its worst; from Adrian to Toledo the road is pretty good. This route of about two hundred and eighty (280) miles from Chicago to Toledo, is one of the shortest, and is about as good as any that can be found, having only two stretches of bad sand road, *i. e.*, from the outside of Chicago to Valparaiso, less than forty (40) miles; and from White Pigeon to Coldwater, also about forty (40) miles. Both of these stretches can be trained easily, as the *termini* of both are at points on large railroads, as the L. S. & M. S., etc.

There are two more *best* routes between Chicago and Toledo, which I will briefly point out. From Toledo to Buffalo there is practically but one route. These two routes are both lower than the one described. The first of these two I will call the Air Line Route. This route, as far as Elkhart, Ind., is the same as described above; from Elkhart you strike off due east to Toledo, through Northern Indiana and Ohio, *via* La Grange, Angola, Ind., and Wanseon, O.; but this route is more or less sand all the way.

The third, and the very lowest route, requires taking the train nearly a hundred miles farther south, to near Crawfordville, where you find as good roads as you need look for. The route from there is by the way of Indianapolis, Noblesville, Kokomo, Peru, Wabash, Fort Wayne, Defiance, and Napoleon, to Toledo. By this route you have to go about a hundred and fifty out of your way, you then find first-class roads—and to many this would pay for the trouble. The riding distance by this route to Toledo is about ten miles farther than the whole distance of the upper route through Lower Michigan and Northern Indiana, more fully described.

The route from Toledo to Buffalo, along the lower shore of Lake Erie, is about as straight and short as it can be, and is very good riding all the way to Buffalo, with few exceptions. From Toledo, going a few miles over a good clay and sand **cement* road towards Sämoin, you strike the pike—I believe it is called the Perryburg Pike, but am not sure,—which is followed through Woodville, Hessville, to Fremont, thirty-two (32) miles; from Fremont through Clide, Belleview, North Monroeville, etc., to within a few miles of Elyria, when a gravel and sand road is found to Elyria, fifty-three (53) miles; from Elyria to Cleveland the riding is quite good, *via* Ridgeville, Dover, and Rock River, coming into Cleveland by Detroit street, which leads into Superior, being twenty-five (25) miles from Elyria; taking Euclid avenue from Superior street through the suburbs, and Mentor to Painesville, over the famous Ridge Road, thirty (30) miles. On this ride from Cleveland to Painesville, you pass Wade Park, with its pretty drives, Lake View Cemetery, Garfield Monument, which you can see from your saddle; at Mentor, Garfield's home is passed; from Painesville to Erie, Pa., you pass through a very pretty country, *via* Madison and Uniontown, Ashtabula, Conneaut, the Two Springfields, Girard, and Fair View, to Erie, about seventy (70) miles; from Erie you have excellent riding to Silver Creek, through Harbor Creek, North East, Ripley, Westfield, Portland, Fredonia, and Silver Creek, fifty-seven (57) miles; the part of this from Ripley to Silver Creek in Chautaugua County, N. Y., a distance of thirty-five (35) miles, has few equals and *no superior* in North America as a first-class highway, scenery, etc.; from Silver Creek the distance to Buffalo, through Irving, Evans Centre, North Evans, Bay View, Father Hines's Reformatory, Seneca or Elk streets, to Main, is thirty (30) miles, making the riding distance from Cleveland one hundred and eighty-seven (187) miles; from Toledo, about three hundred (300) miles; from Chicago, total distance, about five hundred and ten (510) miles. The road from Buffalo to Cleveland is the Ridge Road, and between Ashtabula and Painesville it is triple, *i.e.*, North, Middle, and South Ridges; between West Springfield, Pa., and Conneaut, O., is a long stretch of sand, which can be avoided by taking side paths; also, beyond Ashtabula, is another stretch, which can be avoided by keeping to the south. The pike, beyond Elyria, is quite hard—in some places a little too hard,—the stones of which it has been rebuilt, repaired, or retopped, are too large. This can be helped some by

taking the dirt road north of it, a sort of overgrown side path to the pike, used almost entirely in dry weather.

The scenery, views, landscapes, etc., along the way are many and interesting. I will just mention some of the principal ones, leaving off the shading, "the greys, the browns, and blues" of the Solitary Club and President Bates. Out a few miles from Buffalo you will find the Lake Bluffe of Weatheredslate, and have distant view of city for eighteen miles; between Evans and Irving, Indian reservation, Sazinessetcetery; at Silver Creek and Ashtabula, sights of great railroad accident; at Fredonia, first gas well in America, and one of the most powerful gravity water-works in the world, also rock scenery, slate, and limestone; Westfield, county monuments; Girard, Pa., home of Dan Rice, the pioneer showman, and soldiers' monument; Erie, soldiers' monument and cathedral; Ashtabula, Conneaut, and Painesville, lake fronts and harbors, also Erie for same; small fruits and the milk can bloometh much back in York State, here also; railroad bridges and hills at Silver Creek, North East, Walnut Creek, Girard, Springfield; Conneaut, Ashtabula, and Painesville for sudden heights; at Walnut Creek Mill is one of the finest perennial springs in Pennsylvania, also an old-fashioned water-wheel in use. Out on the Pike you soon reach a rocky country, worth stopping to see in some places, and the log huts of the pioneers; south of Sandusky you find some sand, so much, in fact, that you see it in the name of Sandusky; at Adrian and Hillsdale colleges, "and they do say" that "the Adrian Bicycle Club has the finest club-rooms in Mich-igan"; and one thing I know, that is, that the Toledo and Coldwater clubs are as "white" a set of boys, with "no flies on them," as you will find in wheeldom; between Coldwater and White Pigeon, Mich., are Madison and Klinger lakes, summer resorts, or breathing places, where I clung a short while, like the sand of those localities, to my clothes; at South Bend, and for miles between there and Elkhart, you get many pretty views of the river. I forgot to mention Baubese Lake, at Hillsdale, and the many-colored granites of Michigan, which clothe even the cobbles of the road with beauty, which are scarce, even when you want to throw one at a dog. Last, at Valparaiso, is a very pretty court-house, which, if it is as handsome inside as it is outside, will well repay close examination.

A fuller and tabulated description of this route will be found in the New York State Road Book. Of the lower or Indianapolis route, the L. A. W. road maps of Indiana, and P. C. Darrow, are excellent authority. Mr. Ayers, "our Burley," tells me that there is a fair route by steamer, across lakes from Chicago to St. Joe, Mich., and then wheel to Detroit, and thence to Buffalo, *via* Canada. This route is described in Michigan's Road Book, which I have not seen yet.

For anything further in my power, apply to

CHARLES E. GATES, L. A. W., 4439.

* By cement road I mean the natural hardening of clay and sand, when mixed by the natural moisture and road use.

GERRY, N. Y., February 17.

WOUNDS.

A WOUND is a solution of continuity in a bodily structure.

They are divided into the simple incised, the contused, the lacerated, the punctured, and the poisoned.

The simple incised is a clean-cut wound.

The contused wound is one in which there is both bruising and wounding at the same time.

The lacerated wound has rough, uneven edges.

The punctured wound is such a wound as is produced by pins, needles, stabs, and gun-shot injuries.

Poisoned wounds are due to the stings of insects, bites of animals and reptiles, or by unclean instruments.

Wounds are also classified into simple, complicated, and penetrating.

A simple wound is one that does not involve any important structure.

A complicated wound is one that does injure some important structure.

A penetrating wound is one that opens one of the great cavities of the body or a large joint.

THE INCISED WOUND.

These are caused by a cut from a sharp instrument, by a sudden blow from some smooth object over a bony prominence, or by a rapid cut from a dull instrument.

Symptoms. — Are pain, hemorrhage, and retraction of the parts. The pain is sharp and burning. The amount of hemorrhage depends on the size and situation of the wound. Thus a wound of the face bleeds more than one of the foot, on account of the greater number of vessels in the skin of the face. The bleeding from the capillaries and small veins is usually not great and ceases of itself. When a large vein is wounded, the blood flows in a large claret-colored continuous stream. In arterial wounds, the blood jets forth in a pulsating cherry-red stream which shows no tendency to stop of itself, except in arteries of the smallest size; and which, if unchecked, proves fatal. When the vessel is deep-seated, the pulsating character may be lost and the blood flows in a bright, rapid stream. The gaping which takes place differs from the nature of the issue injured. The skin retracts the most, the arteries next, then the muscles, while bone, ligimen do not retract.

Causal. — A wound may heal in four different ways: by primary adhesion, by granulation, under a scab, and by secondary adhesion.

By primary adhesion is meant the growing together of the sides of a wound without suppuration and granulation. This only occurs when the sides are in close contact when there is no dirt, blood, or foreign bodies in the wound, and when there is no inflammation. Very small wounds may heal and leave no scar; but usually within a day the edges become reddened and swollen, while a dull burning pain is felt. This gradually disappears, leaving a depressed dull-red mark over the site of the wound. This becomes smaller, turns blue and then white, forming the scar.

Healing under a scab only takes place in small wounds. The deeper parts heal by primary adhesion, while the superficial parts are covered by dried blood, under which the wound heals. Unfortunately the scab often becomes loosened from violence or discharges collecting under it, falls off and leaves an open wound.

When any of the causes which prevent primary adhesion are present, the wound heals by granulation or secondary adhesion. The surface of such a wound is at first dark red, and the different tissues can be distinctly seen. On the second day, the wound becomes covered by a gray gelatinous material which, on the third day, becomes yellow. The discharge is at first bloody serum, which gradually becomes thicker, turns yellow and forms pus. The edges of the wound are red and swollen. By the end of the third day, little bright red pointed bodies are seen on the surface of the wound; these steadily increase in number, coalesce and fill the cavity of the wound. As these granulations approach the surface a thin blueish-red covering springs from the skin and covers them. The broad scar thus formed gradually loses its color and contracts.

Secondary adhesion is meant when two granulating surfaces are placed in such close contact that they unite as in primary adhesion.

Large wounds may heal in one part by primary adhesion, and in another by granulation. The discharges may collect in the deep parts of such wounds, decompose, and cause sceptic poisoning.

If any of the tissues have been so badly injured that they die, turn black, and then white, and are thrown off by granulations springing up between them and the living tissues.

Treatment. — The indications are to stop the bleeding, to clean the wound, to bring the lips in contact, and prevent retention of the discharges.

Capillary and veinous hemorrhage by cold, in the form of water or ice, or a compress and tight bandage.

Arterial hemorrhage can be controlled by pressure, either by the fingers or by a temporary tourniquet. To make this, wrap a stone the size of an egg in a handkerchief, tie this around the limb, so that the stone presses on the bleeding vessel, then insert a stick through the handkerchief, and twist until the blood stops.

This pressure may be made on the side of the wound nearest the heart, or over the main artery of the part.

To find the femural or main artery of the leg, feel in the middle of the groove which separates the thigh from the abdomen. Here it will be felt pulsating over the pubic bone, against which it can be compressed. From this point draw a line downward to the inner side of the knee. This will indicate its course in the leg.

Feel behind, just above the bend in the knee, and you will feel the popliteal artery which supplies the leg and foot.

Place the arm at right angles to the body, feel at the point where the anterior fold of the armpit joins the arm, and you will find the axillary artery.

Draw a line from this along the inner side of the biceps to the middle of the bend at the elbow, which will indicate the course of the brachial.

The ulnar and radial arteries may be felt in the wrist, and the inner sides of the bones of the forearm. In wounds of the hand compress both, as they join in the palm. The supra-orbital may be felt in the eyebrow at the junction of the middle and inner third.

Draw a line from the bony prominence at the back of the head to the bony prominence felt behind the lobe of the ear, in its middle lies the occipital which supplies the back of the scalp.

The temporal artery, which supplies the side of the scalp, can be felt just in front of the middle of the ear.

The facial artery crosses the lower border of the jaw at the junction of its middle and posterior thirds.

The carotids lie in the neck, in a line drawn from a point midway between the angle of the jaw and the lobe of the ear, to the inner end of the collar bone.

To clean the wound, gently wipe its surface with a piece of wet cotton and let a stream of water flow gently over its surface. If foreign bodies still adhere, don't rub them off, but pick them off.

The sides of small wounds may be kept in contact by sticking plaster, but in large wounds or where there is any discharge, sutures are required. All that you need do in this case is to bandage the wound so as to bring the sides in contact. If the bleeding comes from a point where you cannot control it by pressure or cold, you may use stiptics, as the perchloride or sulphate of iron, alum, tannic acid, nitrate of silver, or the red hot iron; all these act by coagulating the tissues, and leaves a slough which will prevent primary adhesion.

SURGEON BROOKLYN BICYCLE CLUB.

KARL KRON's posters name May 25, as publication day, and he wrote to us on Monday last, that all the printed sheets of his 908 pages would then be in the binder's hands, though he hardly expects to ship any books to Boston before the middle of June, as San Francisco, Australia, and other remote points will be given the precedence. Meanwhile, though he continues residing at West Springfield, Mass., he wishes subscribers not to trouble him by sending in any money until they read his volume announced in the advertising columns of the BULLETIN and other cycling papers.

THE Maine division held its second annual meeting at the rooms of the Portland Wheel Club on the 20th inst. Prior to the meeting a run was made to Cape Elizabeth, where a pleasant time and a royal banquet were enjoyed at the Cape Cottage. About thirty-five representatives of the Portland Wheel Club and York County wheelmen were present at the business session in the evening. Chief Consul F. A. Elwell, of Portland, presided, A. L. T. Cummings, of Biddeford, was re-elected to the office of secretary-treasurer. Action relative to the compiling of material for a Maine road-book was taken. The meeting was a very enthusiastic one.

W. T. FLEMING, of the Century Wheelmen, Philadelphia, starts for Nebraska on his wheel next week. It will be his fifth annual trip to that section. He is working for a record of 8,000 miles this year, and has covered 2,000 miles since January 1. Last year he made 5,400 miles, and in 1885 he rode 5,500 miles.

THE Camden Club has a number of "flyers" in whose capabilities the club has unlimited confidence, and a race such as above proposed would excite widespread interest among wheelmen in this neighborhood.

THE STANDARD,
25 ANN ST. P. O. BOX 2051.
HENRY GEORGE, *Editor and Proprietor.*

NEW YORK, May 23, 1887.

EDWARD J. SHRIVER.

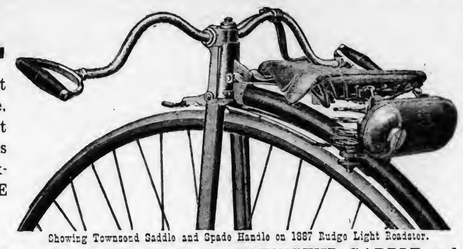
My dear Sir, — In my opinion it is a gross injustice to keep bicycles and tricycles out of the Park and I hope the Governor will sign the bill admitting them.

Yours truly,
HENRY GEORGE.

Townsend * Saddle.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, $6.00.



Showing Townsend Saddle and Spade Handle on 1887 Rudge Light Roadster.

SPADE ♠ HANDLES.

More comfortable. Great power in hill climbing. Perfectly adjustable and detachable.

You are behind the times if you don't have them.

PRICE, $5.00.

To be happy, you must have your bicycle fitted with the TOWNSEND SADDLE and ADJUSTABLE SPADE HANDLES. To be obtained or fitted by any of our agents. ☞ See *inside of front cover*

STODDARD, LOVERING & CO., 152 Congress Street, Boston, Mass.

OFFICIAL ANNOUNCEMENTS.

APPOINTMENTS.

TENNESSEE consuls, 1887: E. H. WILCOX, Memphis, No. 134 Jefferson Street; Jas. R. Wilson, Clarksville; J. W. Sparks, Jr., Murfreesboro; C. Able, Knoxville.

J. C. COMBS, *C. C.*

NASHVILLE, May 19, 1887.

NASHVILLE, TENN., May 19, 1887.

MR. ABBOTT BASSETT, SEC.-ED., BOSTON, MASS.:

Dear Sir, — Please call the annual meeting of the Tennessee Division to meet at Nashville in the rooms of the Nashville Bicycle Club, Church Street, bet. High and Vine, June 3, at eight o'clock, P. M., to elect a Secretary-Treasurer, and adopt a constitution.

JOSEPH C. COMBS, *C. C.*

THE date of Minnesota Division (L. A. W.) tour has been changed from June 27 to Monday, June 20.

A. W. WELLES, *Tourmaster.*

NOTICE TO ILLINOIS DIV. L. A. W. MEMBERS.

CHICAGO, May 21, 1887.

THE following local consuls have been appointed for 1887-8: —

1.	H. K. Ross.	Martinsville.
2.	T. C. White.	Quincy.
3.	H. C. Davis.	Monmouth.
4.	F. S. Beavis.	Peoria.
5.	F. D. Wolcott.	"
6.	Vacancy not filled.	Springfield.
7.	R. S. Ingalls.	Oak Park.
8.	Vacancy not filled.	Moline.
9.	W. F. McCawley.	Galesburg.
10.	E. U. Roper.	Rockford.
11.	E. S. Frazier.	Aurora.
12.	W. Ellis Dunn.	Bloomington.
13.	W. B. McKinley.	Champaign.
14.	W. T. Drips.	Rock Island.
15.	O. W. Moore.	Montecello.
16.	W. W. Olmstead.	Mount Carmel.
17.	J. F. Palmer.	West Chicago Division.
18.	C. H. Sieg.	South " "
19.	Edwin Oliver.	North " "
20.	C. F. Gross.	Joliet.
21.	Wm. Witzel, Jr.	Elgin.
22.	W. H. Osman.	Ottawa.
23.	F. G. Cretors.	Paris.

LEAGUE HOTELS.

1.	Hotel St. Nicholas.	Martinsville.
2.	Windsor Hotel.	Quincy.
3.	Not yet appointed.	Monmouth.
4.	New Peoria House.	Peoria.
6.	Leland Hotel.	Springfield.
7.	League Hotel.	Oak Park.
8.	Keator House.	Moline.
9.	Not yet appointed.	Galesburg.
10.	" "	Rockford.
11.	Hotel Evans.	Aurora.
12.	New Ashley.	Bloomington.
13.	Not yet appointed.	Champaign.
14.	Harper House.	Rock Island.
15.	Not yet appointed.	Montecello.
16.	Grand Central.	Mount Carmel.
18.	Hotel Florence.	Pullman.
19.	Windsor Hotel.	Chicago.
20.	Shurtz Hotel.	Joliet.
21.	Nolting House.	Elgin.
22.	Clifton House.	Ottawa.
23.	Not yet appointed.	Paris.

Members of the L. A. W. visiting Pullman, Oak Park, and Joliet, will do well to carry their League tickets, as without their tickets, they will be unable to secure the reduced rates. In due time this rule will be extended to all League hotels in this State, so that in touring it will always be to your advantage to carry your ticket. In this manner I expect to show wheelmen who are not League members that (at least in Chicago and vicinity) it will pay to belong to the L. A. W.

Fraternally,
N. H. VAN SICKLEN, *C. C.*

SECRETARY-TREASURER'S REPORT, KENTUCKY DIVISION, TO MAY 18, 1887.

RECEIPTS.

1886.				
July	3,	Balance	$65	25
Sept.	1,	Interest on $44.00, 6 months, 4 per cent		96
Nov.	5,	One-half amount annual dues, 8 names, 25c.,	2	00
"	22,	" " " " " 7 " 12 1-2c.,		88
1887.				
April	22,	One-half amount annual dues, 74 names, 50c.	$37	50
"	"	One-half amount Jno. M. Verhoeff life membership	5	00
			42	00
		Total	$111	00

DISBURSEMENTS.

1886.				
July	10,	Expressage on division books from Louisville		25
"	"	Registered letter		20
Sept.	9,	Stamps to C. C. Johnston		50
"	"	Printing envelopes	1	75
Dec.	20,	Stamps	1	50
"	31,	Printing mail votes	3	00
"	"	Ten consul certificates, E. M. A.		10
"	"	Five hotel " " " "		68
"	"	Stamps		70
1887.				
Feb.	11,	Printing road reports	2	50
"	21,	Stamps	1	00
March	15,	"	1	00
May	14,	"	1	00
"	"	One set division books	2	10
		Total	$15	68
		Balance	$95	41

Covington, Ky., May 18, 1887.

JUNE 20, 21, Fourth Annual Meet of the Maryland Division, in connection with the Third Annual Tournament of the Associated Clubs, at Baltimore.

R. M. LOCKWOOD.

THE NORTHERN LEAGUE TOUR OF 1887.

THE success that characterized the Southern League Tour from Philadelphia to Staunton just ended, has induced me to begin preparations for a northern tour to Lake George, leaving Orange, N. J., about August 20, and passing through the Delaware Water Gap, Port Jervis, Newburgh, and Saratoga.

Wheelmen who have vacations at their disposal should save about two weeks, and join this tour.

Consuls and club secretaries along the route are requested to communicate with the undersigned on the subject, and any suggestions that may be offered will be thankfully received.

N. L. COLLAMER,
Tourmaster.
ST. CLOUD BUILDING, WASHINGTON, D. C.

THE annual meeting of the Kentucky Division was held at the Kenton Wheel Clubhouse, this city, May 18, '87, with Chief Consul Croninger in the chair, and fifteen members present and nineteen presented by proxy. After the reading of the minutes of the last meeting, and the Secretary-Treasurer's financial report, both of which were approved and accepted, the meeting proceeded to adopt a constitution, which is substantially the same as that of the Ohio Division Secretary-Treasurer T. J. Willison was re-elected by acclamation.

The committee on road book, reported that the book was ready to be printed, and will be supplied to members in a few weeks at most. The meeting then adjourned to discuss an ice cream supper.

Fraternally yours,
THOMAS J. WILLISON
Secretary-Treasurer.

COVINGTON KY., May 18, 1887.

HALF A MILLION CYCLISTS.

THE sage Coniston has lately fulminated against cycling, in the interests of "Shanks his mare" and the adequate study of the picturesque. It is to be feared that his protest is likely to be as practically effective as Mrs. Partington's contest with the Atlantic Ocean. Cycling is not to be wiped out any more than the ocean was to be mopped up. Mr. Ruskin can have no idea of the dimensions of the giant to which he thus carelessly gives battle. Viscount Bury and Mr. Lacy Hillier should send him a copy of their book on cycling, just contributed by them to the Duke of Beaufort's "Badminton Library." It is calculated to open the sage's eyes on this particular subject. It might not alter his opinion — it would be difficult at this time of day, to shake any of Mr. Ruskin's pet theories, — but it would at least convince him that cycling has grown too big to be pooh-poohed. This stout volume of 450 pages is a sort of type of the pastime to which it is devoted; large and important, it has to do with a variety of matters. Cycling is now a great interest, with a history of its own, a special dress, a special training, special vehicles, special clubs, special organs in the press, and what not; moreover, it is secure in the sympathies of women as well as men. In the course of 1885 Viscount Bury ascertained that there were as nearly as possible 400,000 cyclists in the kingdom, and that number may by this time have run up to the half million. Think of that Mr. Ruskin! Why, cyclists will soon be wanting representatives in Parliament, though we hope that, unlike other powerful bodies, they will not in voting think first of their hobby and only afterwards of their country. — *London Globe.*

THE CHAMPION OPENS THE SEASON BY WINNING THE PEORIA ROAD RACE.

Gormully & Jeffery Mfg. Co., Chicago.

Dear Sirs, — The Peoria Bicycle Club 10-mile road race was won yesterday afternoon by Bert Myers on a 52-inch light champion in 40.27, fourteen hills in the course. The second man was John L. Seery (our repairer) on a full roadster champion. The third man straggled in on an '87 light roadster. The boys are all enthusiasm for your wheels nowadays.

Yours truly,
GEO. W. ROUSE & SON.

PEORIA, ILL., May 13, '87.

THE first grand spring race meeting of the Lynn Cycle Club Track Association will take place at the Bicycle Park, on Memorial day, May 30, at 3 o'clock P. M. The following list of races and prizes will be given:

One-Mile Bicycle Novice Race. — First prize, gold medal; second prize, silver medal.

Three-Mile Bicycle Amateur Handicap. — First prize, silver watch; second prize, pair French opera glasses.

One-Mile Bicycle Boys' Race. — First prize, gold medal; second prize, silver medal.

Three-Mile Bicycle Professional Handicap. — First prize, $35; second prize, $20.

DON'T DO IT!

The man who proposes to GIVE something for nothing is the same man who is trying to GET something for nothing.

WATCH HIM

Don't believe him when he tells you that a cheap Bicycle with cart-wheel bearings is "just as good" as a high-grade machine with Bown's Adjustable Ball-bearings. Nothing is had for nothing. Buy the best, and it will behave well, ride well, look well, and SELL WELL, after you have ridden it for years. Victor Bicycles are all forged steel. If you find one ounce of cast metal in a Victor Bicycle, bring it to us, and we will pay $100 for it. All interchangeable. Catalog free.

OVERMAN WHEEL CO.,

182-188 COLUMBUS AVE. - - - - BOSTON, MASS.

Victor Bicycles, Tricycles and Safeties.

Two-Mile Bicycle Amateur 6.10 *Class.*— First prize, French clock; second prize, silver cake basket.

One-Mile Bicycle Run and Ride Race.— First prize, marble top centre table; second prize, silk umbrella.

One-Mile Bicycle Professional Handicap.— Prize, $25.

One-Mile Bicycle Tug of War Race.— Prize, set of club colors.

NOTES AND QUERIES.

[*Readers are requested to contribute answers to questions propounded.*]

If No. "40," in "Notes and Queries," will examine Pennsylvania, New Jersey, or Maryland road book, he will find several routes from Philadelphia to Long Branch. Nos. 7 and 8 being in my opinion as good routes as any. The distance (seventy-nine miles) can be easily ridden in less than two days. 3463.

Answer to "54." Boston direct to South Framingham, through Newton, Natick, etc.; then to Framingham, round reservoir direct to Southboro; next, direct to Northboro, Shrewsbury to Worcester. 962.

(58) I have read and heard several articles for and against the healthfulness of early morning riding and would like the opinion of the Bulletin and of other riders on the subject. 13894.

Answer to "44." Let "12248" try *light clubs* and *sprint running*, and, if convenient, chest weights, and a home trainer. Avoid all heavy exercise as it is injurious, for it will make *muscle* at the expense of his "staying" qualities, which he mostly needs; but in good riding, he needs nothing but his wheel, excepting, perhaps, his clubs, which will develop his chest and overcome the tendency to being round-shouldered, which is caused by leaning forward on his handles. 14236.

(52) Can any member tell me anything about the condition of roads between the Thousand Islands and Montreal; whether the roads are better on the Canada or American side? Any information will be appreciated by 9460.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:—

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 88—Total 134.

Boston, May 23, 1887.

California Division—5.

Willows Bi. Club.

14843 Riddle, J. B., Willows.

Unattached.

14844 Brown, Percy J., 645 Market St., San Francisco.
14845 Eilerman, H. S., Willows.
14898 Ruthrauff, W. A., 4th and Townsend Sts., room 22, San Francisco.
14846 Wickes, H. O., Willows.

Connecticut Division—9.

Bristol Wheel Club.

14899 Mills, S. J., Bristol.

Greenwich Wheel Club.

14919 Edwards, Lucian B., Elm St., Greenwich.
14822 Judd, Dr. E. N., "

Middletown Wheel Club.

14920 Allin, Arthur L., Middletown.
14921 Craig, Geo. A., "

Unattached.

14900 Hill, Geo. S., New Milford.
14847 Owen, Henry A., Forestville.
14896 Savage, Louis H., 509 Fairfield Ave., Bridgeport.
14901 Thompson, Lewis W., 2 Wooster St., Hartford.

Illinois Division.—5.

Elgin Bi. Club.

14823 Littlefield, Geo. E., 288 State St., Elgin.

Unattached.

14923 Chapman, G. S., Rockford.
14922 Connell, Lewis W., Joliet.
14924 Nelson, Frank J., Rockford.
14925 Schuh, Julius P., Cairo.

Indiana Division—1.

Unattached.

14824 Aufderhide, Will, 235 Davidson St., Indianapolis.

Kansas Division—4.

Concordia Bi. Club.

14825 Filson, T. A., Concordia.

Unattached

14869 Hood, Chas., Wellington.
14870 Thornton, D., "
14871 Tottly, Leonard, "

Kentucky Division—1.

Unattached.

14807 Turley, R. E., Richmond.

Louisiana Division—4.

Shreveport Wheelmen.

14872 Alford, E. L., Shreveport.
14875 Hill, J. E., Christian St., "
14874 Walters, J. B., 529 Travis St., "
14875 Weaks, Percy, "

Maine Division—2.

York County Wheelmen.

14810 Adams, Nathaniel, Biddeford.

Unattached.

14851 Hinch, J. F., Bar Harbor.

Maryland Division—9.

Rambler Cycle Club.

14852 Diggs, Albert, 1109 Edmondson Ave., Baltimore.
14853 Fenton, W. McC., 146 Lanvale St., "
14854 Lockwood, Frank W., 473 Druid Hill, Ave., "
14855 Pitt, Clarence M., 631 N. Carey, "
14856 Price, Ralph T., 146 Madison Ave., Ex., "
14857 Salmon, P. A., 902 McCulloh St., "
14858 Stallings, B. F., 1331 Lombard St., "

Unattached.

14859 Arthurs, E. F., 230 St. Paul St., "
14860 Crane, A. B., B. and O. R. R. office, "

Massachusetts Division—14.

Bay State Club.

14848 Hamel, Wilfred J., 84 Prescott St., Worcester.
14849 Reed, E. Ernest, Box 711, "

Columbia Bi. Club.

14876 Cheever, W. P., Plainville.

Lynn Cycle Club.

14808 Towle, E. B., 58 Union St., Lynn.

Pentucket Wheel Club.

14826 Dunton, Aubrey W., 11 6th St., Haverhill.
14827 Leach, Arthur E., 18 6th St., Haverhill.
14828 Spurr, Amos M., 114 Washington St., "
14827 Sumner, Chas. P., 11 Cottage St., "

Unattached.

14830 Bates, F. A., 65 Pitts St., Cambridge.
14877 Brainard A., Great Barrington.
14859 Brayton, Geo. B., 143 Tremont St., Boston.
14809 Brown, Fred W., 94 Howard Ave., Dorchester.
14831 Ginty, John A., 27 Appleton St., Cambridge.
14902 Stevens, Geo. W., 239 Columbus Ave., Boston.

Michigan Division—4.

Grand Rapids Bi. Club.

14903 Gage, Ellsworth, Earle St., Grand Rapids.
14904 Thomas, Anthony, 97 Clancy St., "

Stevens Bi. Club.

14811 Platt, O. B., 275 N. Iowa St., Grand Rapids.

Unattached.

14878 Tuttle, C. S., 154 Irving Ave., Chicago, Ill.

Minnesota Division—3.

Mercury Bi. Club.

14832 Broughton, A. L., 8 No. 4th St., Minneapolis.
14833 Dann, Chas. A., Northwestern Nat. Bank, "
14834 Sikes, H. S., 58 Chamber of Commerce, "

Missouri Division—10.

Missouri Bi. Club.

14881 Floyd-Jones, Edgar, 3204 Pine St., St. Louis.

Unattached.

14879 Becker, A. W., 1829 Hickory St., "
14880 Ditto, Wm. H., 310 No. 11th St., "
14882 Frommann, G. H., 310 No. 11th St., "
14861 Harless, Adolph 1224 River St., "
14883 Hazzard, H. D., 1210 Washington Ave., "
14884 McLean, Wm., 1210 Washington Ave., "
14885 Roberts, J. O., Jr., Clarksville.
14886 Simmons, J. D., 310 No. 11th St., "
14887 Smith, Gus, 908 No. 14th St., "

New Jersey Division—10.

Elizabeth Wheelmen.

14835 Blackwell, Miss Agnes, El Mora.
14836 Blackwell, Miss Ethel, "
14837 Glasby, J. F., 1008 E. Jersey St., Elizabeth.

Trenton Bi. Club.

14905 Aaronson, Chas. T., 204 Academy St., Trenton.

Unattached.

14812 Coddington, Lyman B., New Providence.
14863 Crozer, Louie M., 521 State St., Trenton.
14888 Dalrymple, E. S., M. D., Branchville.
14926 Furmelton, W. Chas., Cramer Hill.
14864 Price, F. E., 209 Monticello Ave., Jersey City.
14865 Ward, Herbert E., 396 Mulberry St., Newark.

New York Division—27.

Elmira Bi. Club.

14862 Root, C. J., 914 Lake St., Elmira.

Greenwich Wheelmen.

14838 Carter, Robert, Greenwich.

Hoosac Wheelmen.

14813 Baker, F. E., Hoosick Falls.
14814 Baker, Geo., "
14815 Markham, F. P., Jr., "
14816 Stewart, Chas. E., "

Ilderan Bi. Club.

14906 Clark, W. A. S., 392 Degraw St., Brooklyn.
14907 Cooke, W. G., 92 Joralemon St., "
14908 Douglas Howard, 369 Degraw St., "
14909 Douglas, J. M., 369 Degraw St., "
14910 Gardner, H. H., 147 Fulton St. "
14911 Landon, G. M., 148 6th Ave., "

Ixion Bi. Club.

14817 Del Genovese, Eugene, 356 Pearl St., New York.
14818 Marshall, Morgan, 347 West 56th St., "

Kings County Wheelmen.

14927 Lapham, E. N., 93 South 10th St., Brooklyn.
14928 Lemeris, B. F., 50 Rush St., "
14929 Messiter, S. S., 191 Halsey St., "
14930 Smith, W. Dudley, Lockport.
14931 Staples, Ellsworth L., 30 Webb St., "
14932 Tully, Jos. D., 215 Ontario St., "

Lockport Wheelmen.

Unattached.

14933 Alexander, Jas. A., 215 Court St., Brooklyn.
14839 Banfield, Harry, Van Etten ville.
14935 Blodgett, Orville W., Whitehall.
14840 Dickinson, A. M., ——.
14934 Levy, Alex., 231 Cumberland St., Brooklyn.
14841 Martin, J., ——.
14819 Manne, Jos., 55 Park Pl., Brooklyn.

Ohio Division—6.

Painsville Cycle Club.

14936 Darrow, C. C., 27 Erie St., Painsville.

Springfield Wheelmen.

14913 Levy, Louis M., 60 E. Columbia St., Springfield.

Unattached.

14914 Griffith, Edw. Lebanon.
14889 Kruse, A. E., 449 Broadway, Cincinnati.
14916 Montgomery, H. M., Richwood.
14915 Williams, Chas., Lebanon.

Pennsylvania Division—14.

Allegheny Cyclers.

14866 Lenz, F. G., cor. Rose and Dinwiddie Sts., Pittsburg.

Beaver Valley Wheelmen.

14890 Kenali, W. H., New Brighton.

Century Wheelmen.

14891 Bampton, S. W., 2112 Park Ave., Philadelphia.
14892 Barnett, A. W., 1826, Franklin St., "
14893 Heppe, H. W., 2314 Carlisle St., "
14894 Little, Elmer S., 1824, Frankford Road, "
14895 Rosman, Philip, 914 Filbert St., "
14896 Schell, Fred R., Jr., 1511 North St., "

Pottsville Bi. Club.

14937 Hill, William D., Pottsville.

Unattached.

14820 Arrott, W. H., 734 No. 20th St., Philadelphia.
14938 Gerould, D. L., Warren.
14821 Kemper, H. G. Ephrata.
14867 St. Peter, Henry A., Wellsboro.
14939 Watson, W. C., Warren.

Tennessee Division—1.

Nashville Bi. Club.

14940 Hagan, H. M., 64 No. Cherry St., Nashville.

Vermont Division. 2.

Mystic Cycle Club.

14897 Warner, W. C., St. Johnsbury.

Unattached.

14842 Austin, Martin, Jr., Box 450 Brattleboro.

Virginia Division—1.

Old Dominion Wheelmen.

14917 Beattie, W. R., cor. 9th and Hull Sts., Manchester.

Wisconsin Division—2.

Milwaukee Wheelmen.

14868 Morarretz, F. J., 537 Milwaukee St., Milwaukee.

Unattached.

14918 Zaegel, Max, R., Sheboygan.

THE CLUB.

Shrevesport Wheelmen, Shrevesport, La.—Officers elected: President, J. B. Walters; secretary and treasurer, J. E. Hill.

Wyoming Wheelmen, Wyoming, O.—Officers elected: Captain, Frank S. Cowing; first lieutenant, James J. Archibald; bugler, A. M. Ritchie.

AGAIN TO THE FRONT!

In the Clarksville 100-Mile Road Race, May 23, the greatest racing event in the annals of cycling, R. A. Neilson and W. A. Rhodes, the first two men in, both rode

VICTOR BICYCLES.

OVERMAN WHEEL COMPANY - - - - 182-188 Columbus Ave., Boston.

Grand Rapids Bi. Club, Grand Rapids, Mich.—Officers elected May 9: President, A. B. Richmond; vice-president, Will S. Turner; secretary, O. L. Palmer; treasurer, W. H. Bennett, captain, W. S. Turner.

The Hudson County Wheelmen have leased commodious quarters at 555 Communipaw Avenue, corner Crescent Avenue, Jersey City, where members have all the advantages of a club house: lockers, spaces for wheels, all the prominent papers treating of subjects pertaining to bicycles, tricycles, etc.; and at their last meeting, Mr. E. P. Baggot was elected Captain, and Mr. Frank Eveland a Trustee, to fill vacancies that had occurred. Very successful club runs have taken place under the new Captain, who is infusing new life into the sixty-nine members at present on their "roster."

HEADQUARTERS OWL BICYCLE CLUB.

Bordentown, N. J., May 14, 1887.

General Order No. 3.

The third club run of the season will take place on Monday, May 30, 1887. Members and invited guests will meet at the club house promptly at 9 o'clock, A. M.; start at 9.30, A. M. sharp, over the following route: Bordentown to Mount Holly, when dinner will be served at the Arcade Hotel. Leave Mount Holly at 2.30, P. M., for Beverly; thence to Burlington; from there, members will be at liberty either to return by boat or wheel to Bordentown.

By order of
Fred G. Wiese, *Captain.*

Attest: Charles E. Burr, *Secretary.*

THE PATH.

BROOKLYN BICYCLE CLUB.

schedule of events.

Saturday, May 22: Run to Fort Hamilton. Assemble at boulevard entrance at 4 P. M. sharp.

Sunday, May 23: Tour to Orange. Leave club house at —— A. M. sharp, to take train *via.* Erie Railway.

Saturday, May 28: Decoration Day tour. Leave club house at 3.30 P. M., and *via.* 4.30 boat, to St. George, wheel to Tottenville, ferry to Perth Amboy, lodge at Hotel Central. Sunday, wheel to New Brunswick, Bound Brook and Summerville. Dinner. Thence to Orange and Newark. Lodge at the Continental. Monday, around the Oranges and witness the team road race.

Saturday, June 4: Run to Roslyn, L. I. Assemble at club house at 3 P. M. sharp. Later arrivals can join the run at Jamaica by taking the —— P. M. train from Flatbush Station. Return from Roslyn to New York by boat by moonlight; or those who prefer can wheel to Hempstead by moonlight, and remain over for a tour the following day, when an attempt will be made to break the present Long Island twenty-four hour record.

Saturday, June 11: Road race, first series, two miles. Full particulars later.

Sunday, June 12: Tour to Cold Spring, L. I. Leave club house at 8.30 A. M. sharp. Later arrivals can take the 9.30 train to Jamaica.

Saturday, June 18: Run "Around the Block." Boulevard entrance, at 4 P. M. sharp.

Sunday, June 19: Century Club run. Leave club house at 5 A. M. sharp.

Tuesday, June 21: Annual club dinner. Arrangements to be made later.

Saturday, June 25: Informal run. Particulars later.

Sunday, June 26: Tour of the Brooklyn Riding District. Assemble at club house at 9 A. M. Dinner at the Osborne House, Sheepshead Bay.

Saturday July 2: Independence Day tour. Leave club house at 4 P. M. Wheel to Jamaica. Lodge at Pettit's. Sunday, wheel to Amityville for dinner. In P. M., wheel to Islip, returning to Babylon. Lodge at the Sherman House.

Monday, July 4: The club will be the guests of Mr. J. P. Stocksdale, at Babylon.

A. B. Barkman, *Captain.*

The Kings County Wheelmen, of Brooklyn, will hold their annual spring races on the grounds of the Brooklyn Athletic Association, June 25. The events will be open to amateurs only in furtherance of a true League spirit. The events will probably be as follows:—

One-mile club, novice.
One-mile championship, Ilderan Bicycle Club.
One-mile championship, Brooklyn Bicycle Club.
Two-mile championship, Calumet Bicycle Club.
One-mile open, novice.
One-mile open, handicap.
Two-mile open, handicap.
Five-mile open, handicap.
One four-fifth-mile relay, team race, three men from each club entering three laps each.
One half-mile, boys under fifteen years.
One-mile ride and run.
One-mile consolation.
Costly prizes and medals superior, if possible, to those given before, will be offered.

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

Advertisements will be inserted in this column as follows: $1.00 for four lines, first insertion; 50 cts. for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FOR SALE.—58-inch Expert Columbia, full nickelled, Kirkpatrick saddle, dropped handle bars, cyclometer; ridden about five hundred miles; excellent condition. Address W. H. FENDRICK, Box 499, Columbia, Pa.

FOR SALE.—Cunard Convertible Tandem, ball bearings all around, tangent spokes; used two weeks; price, $250; cost $270. L. H. JOHNSON, Orange, N. J.

HUMBER TANDEM FOR SALE.—Built by Humber & Co.; been used about six months; is in good condition; cost $260; price, $140. Will send C. O. D. if $10 is deposited to pay expressage back if not taken. CHAS. W. HOFFMAN, Hagerstown, M. D.

WANTED.—Purchaser for 56-inch Victor Bicycle, enamel and nickel style, balls all over; anti-header; machine run three hundred miles; warranted in excellent condition; will sell for $100. H. H. BROWN, Wappinger's Falls, N. Y.

A SECOND-HAND THREE-TRACK COLUMBIA Tricycle for sale; in perfect working order. Having no further use for it, will sell very low. OSCAR G. MOSES, 10 Spruce St., New York.

FOR SALE.—52-inch "Expert," full nickelled, 1886 pattern, good as new; also, King-of-Road Lamp, and Lakin Cyclometer; best offer over $120 takes all. Address "BICYCLE," 63 N. 11th Street, Brooklyn, N. Y.

A NO. 11 QUADRANT CONVERTIBLE TANDEM; but little used; in excellent condition; all ball bearings; has lamp and bell; cost $280; price $225; or will exchange for a No 12 Quadrant Convertible Crescent, or other Tandem, suitable for two ladies. E. BRYANT, Station B, Brooklyn, N. Y.

FOR SALE. A 52-inch Rudge Light Roadster. Ball pedals, in perfect condition. Price $90.00. Apply to Rudge Agency, 152 Congress St., Boston.

FOR SALE. Two Rudge Humber Tandems, suitable for 52 and 54-inch respectively. Ball pedals, latest pattern, in good order. For particulars, apply at the Rudge Agency, 152 Congress St., City.

SPECIAL BARGAINS in New and Second-Hand Machines, prior to removal April 1st to more central location in Orange. Bicycles, Tricycles, Tandems, and Safeties. Send for list. Write to us what you want, *it will pay you*.
L. H. JOHNSON, East Orange, N. J.

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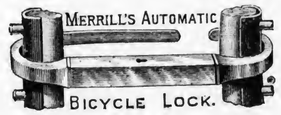
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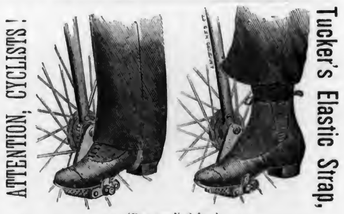
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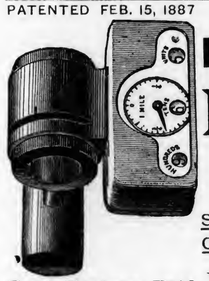
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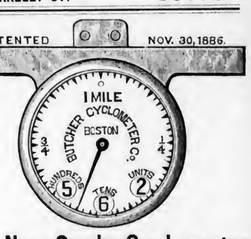
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The following works are officially recommended by the L. A. W. Bureau of Information.

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, advertisements. Price, 15 cents. Address Pope Manufacturing Company, 79 Franklin Street, Boston, Mass.

L. A. W. ROAD AND HAND-BOOK OF CALIFORNIA (Official): — Officers, Consuls, hotels, and By-Laws of California Division. California bicycle clubs and officers. Issued in monthly parts. Part I now ready, bound in flexible cloth, 25 cents. Address J. W. Gibson, No. 612 Hyde Street, San Francisco, Cal.

L. A. W. ROAD-BOOK OF CONNECTICUT (Official): — In progress. Address Charles G. Huntington, Hartford, Conn.

L. A. W. ROAD-BOOK OF LONG ISLAND, with the best riding within fifty miles of New York City — very thorough. Three fine maps on one sheet folded in the book style of tabular form, same as *Pa.-N. J.-Md. Book*, bound in flexible cloth. Price, $1.00. Address A. B. Barkman, 608 Fourth Ave., Brooklyn, N. Y. For sale with Brooklyn and New York bicycle dealers.

L. A. W. HAND-BOOK OF MASSACHUSETTS (Official, 1884): — Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address H. W. Hayes, Cambridge, Mass.

L. A. W. ROAD-BOOK OF MICHIGAN (Official); with best roads of Ontario and through route from Chicago to N. Y. City Sectional and general maps; complete lists of Consuls, hotels, repair shops, and points of interest. Flexible leather cover. Free to Division members. Price to L. A. W members of other States, $1.00. Out May 2d. Revised to date. For further information, address J. H. Johnson, 397 Second Ave., Detroit, Mich. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

L. A. W. HAND AND ROAD BOOK OF NEW YORK (Official): — Two hundred pages, numerous maps, lists of Consuls, hotels, and repair shops, general information about the L. A. W. and N. Y. Division, etc., with complete indexes. Tabulated reports of 14,000 miles of roadway, extending east to Mt. Desert, Maine; west to Cleveland, Ohio; north to Quebec, P. Q., and south to the Natural Bridge, Virginia, and Washington, D. C. General description of local riding districts, and much other information of value to cyclers, bound in flexible leather. Free to members of the Division joining in the first quarter, charge 13 cents to those joining in the second quarter, charge 25 cents to those joining in the third quarter, charge 38 cents to tho se joining in the fourth quarter. Price to League members of other States $1.50 per copy. Ready for delivery in April, 1887. Address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

L. A. W. ROAD AND HAND-BOOK OF PA., N. J., AND MD. (Official): — Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, bound in flexible leather. A copy of the revised and enlarged 1886 edition was furnished *free* last year to every League member in Pennsylvania, New Jersey, and Maryland, who joined before April 1st. [This book is now out of print.]

RECORD BOOK OF SHELL ROADS IN VICINITY OF NORFOLK. — As its title indicates, a description of the beautiful shell roads around the ancient city of Norfolk. Contains in addition several pages for records of rides. Bound in paper: 10 cents. By V. Paul Ellis, Norfolk, Va.

L. A. W. HAND-BOOK OF OHIO (Official): — Complete official lists of officers, Consuls, hotels, etc. General description of riding districts, fine large folding road-map of the State. Price, $1.00. Address F. C. Meyer, 37 N. Market Street, Canton, Ohio.

ROAD-MAP OF CENTRAL INDIANA (L. A. W. Official), covering an area of 90 miles north and south, and 153 miles east and west, and showing the roads of the famous Crawfordsville record-breaking district. Contains list of Consuls and hotels, and shows location of all towns, railroads, etc. To be distributed to members of the Indiana Division on the same basis as the New York Road-Book is given to New York members, see above. Price, to other League members, 75 cents. Scale of nine miles to one inch. Address Josh. Zimmerman, Secretary-Treasurer, 37 So. Alabama Street, Indianapolis, Ind.

ROAD-MAP OF NEW JERSEY (L. A. W. Official): — Three parts, Northern, Central, and Southern, folded in stiff covers. Price, 50 cents each, or $1.50 for the set. Address E. W. Johnson, 212 Broadway, New York City.

ROAD-MAP OF OHIO (L. A. W.). See *Ohio Hand-Book*.

ROAD MAP OF BOSTON AND VICINITY (Warren's).

MARTINET'S ROAD-MAP OF MARYLAND: — Splendid work. Price, $10.00. J. L. Smith, as below.

COLTON'S ROAD-MAP OF PENNSYLVANIA: — Three parts, Eastern, Central, Western. Price, $2.00 per section. J. L. Smith, Map Publisher, Sixth Street, above Chestnut, Philadelphia, Pa.

ROAD-MAP (WHEELING CHART) OF SPRINGFIELD AND VICINITY. Address Henry E. Ducker, Springfield Mass.

IN AND AROUND CAPE ANN, bound in cloth; finely illustrated. The wheelmen's hand-book of Gloucester, Mass., and vicinity. Price, 75 cents. Address John S. Webber, Jr., Gloucester, Mass.

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS. — Sketches of cities towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. Address George Chinn. Beverly, Mass., price 20 cents.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$1.75,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training, or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, roller, and ice skating."

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$1.75*** *for initiation fee and annual dues in the League of American Wheelmen. I hereby cerlify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *Residence,* .....

City and State, ... *Date,* .....

REFERENCES: .....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

The Sensation of 1887!

ABSOLUTE PERFECTION!!

The Latest American High Grade Wheel,

THE NEW MAIL.

A Perfectly Made Light Roadster.

OUR SPECIALTY,

Perfection Strengthened Backbone and Forks.

BACKBONE. — Warwick's pattern, new this year. It is well known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is handsomer and stiffer than the round.

FORKS. — Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives a very strong rigid fork.

A SUPERB LIGHT ROADSTER.

At least, Examine one before purchasing your mount, or get a Circular!



With Our Specialty, Trigwell's Ball Head.

Extract from a London letter to the L. A. W. Bulletin January 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it, — but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that is a vast improvement over the Stanley head, with cone or hemispherical centres, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

AGENTS WANTED EVERYWHERE.

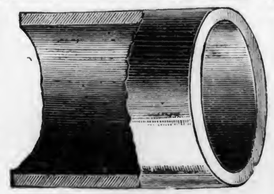
SEE THIS WHEEL BEFORE PURCHASING.

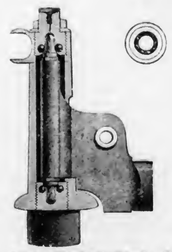
ASK YOUR DEALER FOR IT.



Warwick's New Hollow Rim,

With thickened bottom. Seamless and perfectly smooth outside.

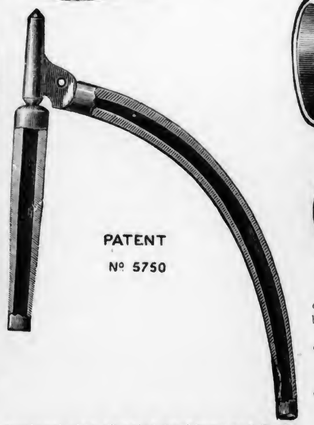




Trigwell's Ball Head. Greatest Modern Improvement.



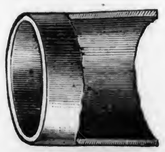
Sectional and end view showing strengthened neck end of Backbone.



PATENT

Nº 5750

Sectional view showing Backbone and Forks when made up. A Splendid Improvement.





Sectional and end view of back fork end of Backbone.

Handsome Photograph OF THE **NEW MAIL** Sent for ***14 Cents in STAMPS.***

CEMENTED TIRE.

Good Agents Wanted In Every Town.

SEND STAMP for Fully Illustrated Circular of this Perfect WHEEL, with Full Representation of All Parts.

WM READ & SONS, Manufacturers - - 107 Washington St., Boston, Mass.

A FEW INTERROGATION POINTS, GENTLEMEN.

Why be deceived by middle-men who call themselves manufacturers and are not?

If their statements about themselves are untrue, why not their claims regarding the merits of the wheels they sell, or rather attempt to sell?

Why be deceived by statements about records acquired on wheels so frailly constructed as to be useless on the road?

Is not the effort to associate the performance of one wheel with another, because only it is sold by the same middle-men, an effort to deceive?

Is it not reasonable to suppose that the buyer can get a better value for his money from the agent of the manufacturer than from the agent of the manufacturer's agent?

Is it not logical and wise to conclude upon a mount from the arguments and testimony of road riders who hold all the more important world's road and long-distance records, obtained too on American champion roadsters, rather than from the testimony of riders using 22-pound machines on specially prepared surfaces?

If you wish to be convinced, why not send a one-cent stamp for a special catalog of testimonials, parts, etc., to

GORMULLY & JEFFERY MFG. CO.,

CHICAGO, ILL.,

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THE L. A. W. BULLETIN.

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN.

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED WEEKLY.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, JUNE 3, 1887. | VOL. IV. No. 22. WHOLE NUMBER, 101

BARGAINS!

SECOND-HAND BICYCLES.

No.	Size.	CLASS.	FINISH.	Bearings.	Condition.	Price
110	57	Humber Racer	Painted	Ball	3	60
119	55	Royal Mail Racer	Enamelled	"	1	65
136	56	" "	"	"	1	70
142	55	North Mail "	"	"	1	80
237	60	Expert Columbia	Painted*	"	3	90
242	53	Rapid	Enamelled	"	2	80
247	52	Standard Columbia	G*	Parallel	3	65
266	50	Expert Columbia	A	Ball	1	125
267	50	" "	A	"	1	125
284	52	Standard Columbia	Painted*	"	2	75
296	50	" "	F	"	2	70
305	52	" "	Painted*	"	2	70
317	55	Club Racer	Enamelled	"	1	75
329	50	Standard Columbia	Painted*	Parallel	2	65
342	50	Expert Columbia	Painted*	Ball	1	90
343	60	"	D	"	3	85
344	42	Standard Columbia	G§	"	1	65
345	50	Expert Columbia	A	"	1	125
346	44	Standard Columbia	G§	"	1	67
347	40	Youth's Challenge	Painted	Parallel	3	30
348	52	Ordinary Columbia	"	"	4	40
349	46	Standard Columbia	G§	Ball	1	60
352	54	" "	G§	"	1	85
354	46	" "	G	Parallel	1	55
356	46	Expert Columbia	C	Ball	1	80
357	56	Standard Columbia	G§	"	1	87
358	36	Rudge Safety	Nickelled and enamelled	"	2	75
359	42	Columbia Safety	D	"	1	125
360	52	Standard Columbia	Painted	Cone	4	40
361	50	Columbia Semi-Roadster	D§	Ball	1	80
362	54	Expert Columbia	C	"	1	125
363	52	" "	C	"	2	95
364	48	Columbia Semi-Roadster	D§	"	1	77
366	50	Expert Columbia	Nickelled and enamelled	"	2	85
367	44	Standard Columbia	G§	Parallel	1	60
368	48	" "	Painted	Ball	3	50
369	36	Kangaroo	"	"	3	50
370	50	Standard Columbia	"	Roller	3	45
371	36	Expert Columbia	Enamelled	Ball	2	95

SECOND-HAND TRICYCLES.

No.	CLASS.	Condition.	Gear.	Price.
9	Columbia Three Track	3	46	$50
43	" " "	3	46	50
47	Columbia Two-Track	1	48	125
	National Three-Track	3		50
	'85 Columbia Racing	1	61	100
	English Petite, 22-inch wheels	1		15
	" 24-inch "	1		15
	St. Nicholas, 28-inch "	1		15
	Western Toy, 32-inch "	2		20
	Royal Salvo	3	42	40
	Columbia Gents§	1	52	150
	Humber Tandem	3	48	150
	Singer Challenge	3	48	25

* Freshly Painted. *** Trick Machines, Extra Rake. § Only Shopworn.

No. 1 condition denotes scarcely used, and as good as new. No. 2, tires and bearings in very good condition, finish slightly worn. No. 3, tires and bearings showing wear, and finish marred. No. 4, tires, bearings, and finish considerably worn.

CLASSIFICATION OF FINISH.

A, every part nickelled. **B**, felloes painted, balance nickelled. **C**, felloes and spokes enamelled, balance nickelled. **D**, perch, forks, felloes, and spokes enamelled, balance nickelled. **E**, perch, forks, and felloes enamelled, balance nickelled. **F**, perch, forks, steering-head, felloes, and spokes enamelled, balance nickelled. **G**, perch, forks, and felloes painted, balance polished. **H**, felloes enamelled, balance nickelled. **I**, wheels enamelled, balance nickelled, **K**, perch-forks, and wheels enamelled, balance nickelled.

☞ As this list is constantly changing, it is advisable in ordering to state second and third choice, to be sent in case the first is already sold. Any of the above machines will be sent on approval if freight charges both ways are prepaid.

COLUMBIA DIRECT SPOKE LIGHT ROADSTER.

We have a few of these excellent machines still on hand, in 56, 58 and 60-inch sizes only, and recommend them for riders who wish light roadsters at a very low price. They are about seven pounds lighter than the Expert, closely resemble it in lines, and are very easy-running bicycles. While the cost to make this machine was greater than that of the Expert, we have now materially reduced its price, on account of having only a few sizes left.

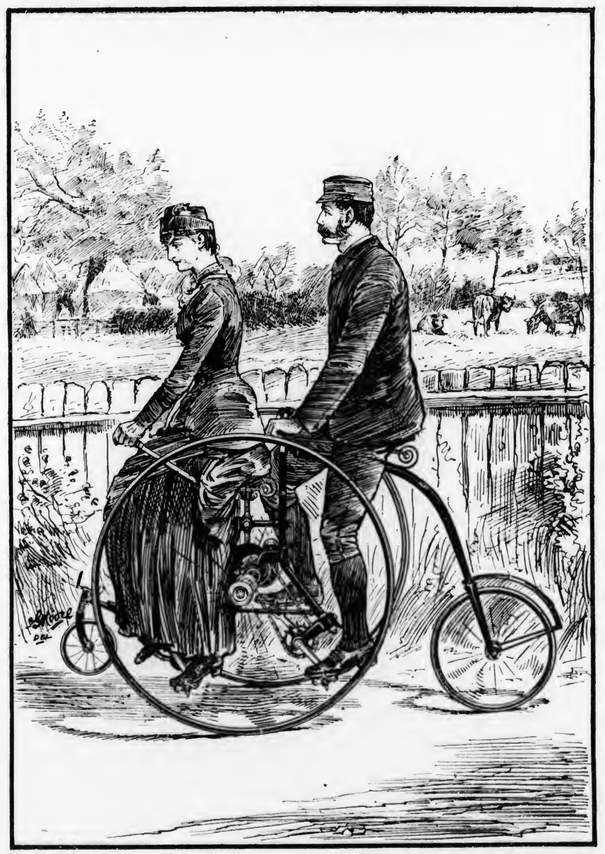
They have ⅝-inch front, and ⅝-inch rear tires, seamless steel hollow-front felloe, 68 and 20 direct spokes, detachable cranks, ball bearings to both wheels, bolted sliding spring, long distance saddle, straight, hollow handle-bars, ball pedals. If desired, the Kirkpatrick saddle and cow-horn handle bars will be substituted for the regular equipment. Finish, 1; enamelled wheels, balance nickelled.

Price, any size, only $100; $5 less if Columbia Parallel Pedals are taken.

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STODDARD, LOVERING & CO.

152 Congress Street - - - BOSTON, MASS.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

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Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

FOR the entertainment of the League the Missouri Club is entitled to much credit. The work was done in the name of the Missouri Division, but the Missouri Club furnished by far the great majority of workers. The invitation was given by representatives of two clubs at one time prominent in St. Louis, but long before the time set for the meeting one of these clubs had disbanded, and the other gave little or no sign of activity. For the credit of the State and city the Missouri Club stepped into the breach and undertook to entertain the visitors in the name of the Missouri Division, for they are not a League club. They did a grand work under great disadvantage. In saying this we do not wish to disparage the work of many men in the division who are not members of the Missouri Club. There were many such who are entitled to credit, but the laboring oar was pulled by Stewart's men and Brewster's followers.

BUT while we were all indebted to the Meet committees and the clubs for entertainment, we must not forget that representatives of the defunct Ramblers did very much to make our stay in St. Louis a very pleasant one. St. Louis wheelmen forgot that there were factions and divisions in wheeling circles, and in a spirit of *carmaraderie* they united to play the part of generous hosts.

WE are in receipt of a number of letters, from clergymen and others, protesting against what they call an "indecent" picture in the League programme. This office is not responsible for the programme nor for the picture, and so we have sent the letters to the managers of the Meet. A discussion of this question opens up the well-worn controversy between those who discover indecency in the nude forms which artists place before us, and those who recognize nothing of the kind in the human form divine. We are not inclined to take up this question The picture was drawn by one of the leading artists of St. Louis, who is incapable of doing a vulgar thing. He put upon paper the embodiment of his ideas regarding a thoroughly artistic bicycle picture, and we can imagine his surprise when he is told the picture is considered indecent. If this picture is indecent, what can be said of the nude forms that ornament the walls of art galleries — yes, and of churches — the world over?

SHALL the League recognize and encourage road racing? The powers that be say "No." The following from a St. Louis paper anent the Clarksville race may stand as an argument for the League:

"The fact that no serious accident occurred is attributed to the lucky rainstorm of the night before, which made the road hard, covered up the stones, and let the wheel take a good grip. Had the road been dry and dusty, giving an uncertain surface, and allowing the stones to protrude, it is considered certain that bad accidents would have resulted. Any one who had stood at the foot of some of those steep hills and seen the men pedalling at full speed down the grade could not fail to have shuddered at the thought of what a header would mean in that rushing group of excited racers. The race has called attention not only to the dangers that lie in such a course, but also to the strain of such a long ride. There was not a thoughtful person of either sex who did not feel pity for the men as they passed through the town with the perspiration streaming down their white faces. When Rhodes came around the first time his face seemed to be covered with a white foam, and some thought he was about to faint."

OUR report of the St. Louis Meet says that one of the reasons for disallowing proxies at the meeting of the Board of Officers was because they were "not made out in the signers' handwriting." We would respectfully ask the sapient committee men who made this ruling, how about the legality of deeds and other documents that are made out in handwriting other than that of the signer? We must express the opinion that we think the ruling not well taken. — *Ft. World.*

We can't see what the "legality of deeds and other documents" has to do with the interpretation of a clearly expres-ed rule. It was the names that the committee wished to have in the signer's handwriting. If the ruling is not well taken, we would like to know how else the *World* would interpret the following clause:

"No officer shall be proxy for another, and vote in his stead, unless he be designated by name in the handwriting of the officer signing the proxy."

WE are obliged to go to press this week without the second instalment of the report of the Meet. "Phœnix" has disappointed us, and we have looked in vain for his despatches. The absence of these despatches cannot be accounted for by us.

APROPOS of bright wheels, an old friend — a good bicycler — not long since took an adept lady tricycler for a ride on his tandem. Not far out they saw in front of them a couple of bicyclers, to catch and pass whom naturally became a matter of duty. "Can you spurt;" he asked. "I can, but it will not be necessary," was the reply. "Why not?" "Why, don't you see? We shall wear them down easily — they have full nickelled machines!" And the result proved that she was right; they were new riders, easily caught. — *Philadelphia Times.*

THE OWL.

THE term "knickerbockers" is frequently incorrectly used in describing American cycling costumes. What the writers evidently intend to refer to are not knickerbockers, but knee breeches. It is of course true that knickerbockers are knee breeches, but knee breeches are not knickerbockers. The latter are a pattern of knee breeches, worn to some extent abroad, which are very lo se, drawn to the knee by a band and allowed to fall over the same in a baggy and, to me, ungraceful manner, while knee breeches are tight-fitting, differing only from ordinary trousers by terminating at the knee, as the name indicates, and not at the foot as a pair of ordinary breeches do.

THE cycling press again gives me some news regarding myself. This time the "Raven" informs me that I am going to take a tandem tour, with the "old vet" Pitman, to Boston. I had not intended doing so, but this week I have received an incentive that may cause me to think seriously of the affair. I have received an invitation from Dr. W. G. Kendall, to make my headquarters at the Boston Club, should I take the trip, and accompanying the invitation was one of the doctor's handsomest photos of the Boston Bicycle Club's house, and this, with the cordiality of the invitation, and a full knowledge of what the Boston Club's hospitality is, sorely tempts me to take the trip.

THE recent attempt on the part of Mayor Hewitt of New York, to cause the Governor to veto the cycling bill now before him for signature, was met by protests from wheel clubs all over the State. The official protest of the Ixion Club consisted of a message containing two hundred and sixty-five words, which was telegraphed to the Governor, so as to arrive in time to prove effective.

MY old friend, Fred C. Hand, manager of the Scranton Bicycle Club's minstrels, has sent me a pressing invitation to come to Scranton, and gain fame as a minstrel end-man. I am forced to see this glorious chance for histrionic glory fade away unaccepted, because the walking is very bad between here and Scranton, a fact which under the circumstances Scranton ought to be very thankful for.

TO such cranks and fossils as try to maintain the threadbare argument that tricycling is neither a graceful nor a lady-like accomplishment for one's wife or sister, I would ask no better or more convincing argument to the contrary, than to have them upon Riverside when Mrs. Elliot Mason shot by on a Columbia two-track. I am not a fashion writer, so I cannot describe technically her riding costume, but if "Daisie" will take my word for it, she wears the most becoming and appropriate tricycling costume I have ever seen.

THE *Evening Sun* of Saturday had a column-and-a-half article in favor of the free use of Central Park for cyclists. Out of consideration of the good intent evinced, I am willing to overlook many of the mistatements it contained, though some of them are too funny to pass unrecorded. For instance, they say, "The pastime is now practically monopolized by men, most of whom are gray haired," and that the members of the various New York Clubs "spend a great deal of their time in *Druid Hill Park, which is only a few squares away.*" This introduction of venerableness into the sport, and the reduction of the distance between New York and Baltimore to "only a few squares," makes me smile.

THE wooden-legged sailor who recently rode a journey of 850 miles in England, upon a tricycle propelled by levers worked by hand, says he has found it extremely difficult to make both ends meet.

WHEN Mr. Thomas Stevens made his *debut* before a metropolitan audience in Brooklyn, some months since, I noted the fact in a friendly manner, and to the best of my ability, without any attempt at "ghoulish glee," I declared that Mr. Stevens would never be the success as a lecturer that he was as a traveller. In last week's *Wheel* he takes me to task for this opinion, in an article headed "Unjust Criticism." I am well aware that to those that are unfavorably criticised all criticism seems "unjust," but in the present case it was in the most perfect spirit of fraternal feeling that I passed an adverse opinion

upon the great Stevens, and I see no reason at this late date to change it, or to plead guilty to the charge of "ghoulish glee" in formulating it. Sincerely trusting that Mr. Stevens may overcome his present faults as a lecturer, as well as he has done the more formidable ones of his great journey, I renew to him the assurance of my distinguished consideration.

THE high winds that have annoyed wheelmen so much during the past two Sundays, must be one of the unpleasant results of the *New* laws, which are now making life in Gotham a burden.

WHY don't some enterprising wheeling journal issue a portrait of Kennedy-Child in the full dress of a Wild Earthman of America, which, if report be true, is condensed into a black racing jersey and a single-barrelled eye-glass?

WHATEVER may be the fate of the "Liberty Bill," now before Governor Hill for signature, wheelmen throughout the State of New York must not forget to pay the debt it has brought upon them. Should the Governor fail to make the bill a law, pay your debt to him by defeat at the polls, when he appeals to you for your votes. Whenever, and at whatever time or place, you can aid in the defeat of Messrs. Crimmins, Beekman, and Senators Daly and Dunham, or Assemblyman Shea, do so. Vote and work with all your power to strike them in their only vulnerable point, *i. e.* by keeping them from handling any of the public money by defeating their election. When in your power, do not fail to be equally just to Lieut.-Governor Jones, and Senators Cantor and Pitts. Your power is great, let your friends feel the benefit of it, and your enemies its stength in their defeat, and you will merit the justice you will then surely receive.

THE United States is trying to induce emigration to Alaska. I would suggest a remedy that will meet with the perfect approval of all wheelmen. Let the "road hog" and his equally obnoxious canine brother, the "yaller dorg," be transported to Alaska, and condemned to perpetual banishment there. The combination is a good one, and it would be a pleasant sight to see the hog and the dog fight it out unmolested.

IT seems to me that the surest way for wheelmen to get justice from the legislators, is to elect only such ones as will pledge themselves in wheelmen's favor before election. While writing this, though it may be a little bit premature, why do not the wheelmen in New York and Brooklyn nominate Messrs. Bidwell and Potter for the Assembly in their respective districts, and elect them to represent them there? It can easily be done, and even if a failure result, politicians will not fail to note this new element in politics, and will be careful not to offend it, or refuse, when it seeks to secure some merited legislation. Let every one of my readers think over this proposition, and remember, that while I have named only two men and two districts, that wherever wheelmen abound, the same plan can be followed with beneficial results to those interested.

THE OWL.

NEW ORLEANS.

WELL, the agony is over and the New Orleans Bicycle Club will remain a League organization. At the regular meeting, held Wednesday night, 12th inst., it was so decided, one vote carrying the motion in the League's favor, and now some of the boys are happy and some are mad. This action of the club will bring some fifteen or twenty new members into the League, and swell the Division's roll to such proportions that a representative will be added to our list.

On April 30, Mr. W. W. Crane, a member of the N. O. B. C., was run into by a wagon driven by a careless negro, who was driving on the wrong side of the avenue. Mr. Crane swore out an affidavit against the "coon," charging him with violating the city ordinance regulating driving on the avenue, and also entered suit for some $20 damages to his wheel; Mr. C. himself having fortunately escaped without injury. The negro was arrested and fined $5 for his violation of the law, and when last heard from was endeavoring to compromise the damage suit.

Our city dads have passed two more ordinances that will be of interest to wheelmen. One is for the construction of a gravel road, three miles in length, and the other authorizes the repair of Carrollton Avenue, a mile and a half stretch much used by cyclers.

For various reasons, the projected ride to Baton Rouge, which was fixed for the 7th inst, failed to head, and is now off, so far as that particular party is concerned. Several of the boys have, however, announced their intention of making the run before the summer is over, and some of them will doubtless do so. Charles Fairchild contemplates making the trip with the object in view of establishing a Southern record.

Col. C. C. Fenner, Gormully & Jeffery's agent here, last week sold nine American Challenge bicycles to parties in Opelonsas, this State, and a club will shortly be formed there, and another, of six, is also about to be organized in Shreveport. Chief Consul Hodgson has his wires out and will doubtless land both clubs in the League.

I dropped in on Mr. Hodgson a day or two since, and had quite an interesting chat with him over L. A. W. affairs generally. He leaves for the St. Louis Meet next week, and on his return he intends calling a meeting of the Division, and expects to make this a monthly feature during his administration; heretofore very few had any knowledge of Division affairs, and Hodgson means that hereafter no one shall plead that he has had no opportunity to become acquainted with them. Our retiring chief consul did a great amount of work in his quiet way, but he was, if anything, too modest, and his efforts were not fully appreciated on that account. Mr. Hodgson also seems to realize that the "great unattached" have a finger in the pie, and are entitled to a taste or two, and will give them a chance to get a whole bite during his term. In the past they have been nothing more than a set of dunces, so far as League matters were concerned, and now that the Louisiana Division is no longer to be merely the New Orleans Bicycle Club, perhaps renewed vigor may manifest itself, Let us hope so.

Prince Wells, the trick rider, is in the city filling a second engagement at the dime museum. He leaves for Mobile in a few days, and after giving exhibitions at several other Southern cities, will take in Cincinnati, etc.

What 's the matter with the grumblers? Here 's the BULLETIN of May 6 with letters from the principal cities of the different sections and tid-bits from the smaller places, and the paper actually clearing nearly $100 profit. Won't some one please find something else wrong with the BULLETIN, so that a growl can be raised?

May, with its gentle zephyrs and cloudless skies, has not been up to the standard this year, for instead of the balmy breezes and clear heavens, we have had copious showers nearly every day, and, as this means muddy roads, our road fiends had to content themselves with scorching on the asphalt. The rain last Sunday overtoook on the road one of our new riders, who straddles a full nickeled wheel, and caused him much concern, as visions of his beautiful steed covered with rust floated through his imagination. The aforesaid rider is wiser now, and takes a becoming pride in telling how his wheel "was out in the rain last Sunday, and there's not a speck of rust on it yet, either." Oh! for a sister who took pleasure in keeping bright a nickelled wheel!

The rain also caused a postponement of a trip to Baton Rouge, which Fairchild and Guedrey had planned for yesterday, 19th inst.

On Monday, 16th inst., quite a number of the boys pulled themselves out of bed an hour or two earlier than usual, and hied themselves unto Lee Place, from which point Prince Wells, whom the daily papers modestly refer to as "the champion trick and unicycle rider of America," and who has been filling an engagement here, had announced his intention of starting on a unicycle record-making ride. A few minutes after six o'clock, Wells made his appearance, and shortly after announced that all was ready. Timer Rea mounted his wheel, the word was given; Well's stepped nimbly on to his ticklish-looking steed, and the start was begun. The time for the first mile was not caught, but from there on it was as follows:—

Second mile, 1.4. 57; two and a half, 17. 30; three miles (here a rest of 3 minutes was taken), 21. 47; four miles, 31. 55; four and a half miles, 34. 47; five miles, 38. 20; rest of 3 minutes; 6 miles, 45. 50; rest of two minutes and a half; 7 miles, 57. 30; 8 miles, 1, 5.46; rest of two minutes; 9 miles, 1, 15.55; rest of two minutes and a half; 10 miles, 1, 24.58 1-2, including all stops for rest. Actual riding time, 1, 9.58 1-4. Messrs. Crane, Rea, Fenner, and Guedery, of the N. O. B. C., acted as officers of the event. The course of the run was entirely over our St. Charles Avenue asphalt, and Wells was followed the entire distance by fully a dozen wheelmen. Prince had not specially trained for the occasion, having fully intended to attempt the ride later in the season at Louisville, but with a little urging he was persuaded to try it here; his object being more the establishment of a record than extraordinary time. Since the run was made, however, some one has started the report that there are already records for the distances, made about four years ago by F. F. Ives, but as nothing definite can be learned here, we will have to call on the Racing Board for information on this point. In the mean time, we are congratulating ourselves on having stolen a march on the North and East, by having the first record ride of 1887 take place away down here in the sunburned South.

Wells left for Louisville the evening of his exploit (having cancelled his other Southern engagements), and after a short visit to his relatives there, he leaves to join the Wilson & Rankin Minstrel Troupe, with whom he has a forty-five weeks' contract. BI.

QUAKERTOWN QUILLINGS.

THE railroad stations were almost as full of cyclers on Saturday last as were the roads,—almost all of those who could possibly get away hurrying off for the Decoration Day holidays. The Pennsylvania boys are off to Orange, and the Germantowns down Jersey; all enjoying to the full the good roads and cooler weather. The news of the election of Kirkpatrick to the presidency excited very little comment, as it was universally acknowledged that he would have very opposition. All the same, there are not a few of us who think that almost any other man in the League would have been better calculated to uphold our organization to public respect. However, he is admitted to be energetic and pushing, so give the man a chance.

At the sports of the Athletic Club, Schuylkill Navy, on Saturday, May 28, the entries for the mile bicycle race were: William Lamb, Jr., of Birmingham, N. J., on a racing Star; C. S. Stevens, Millville, N. J., on a new light roadster Victor; and A. D. Whitaker, University of Pennsylvania, on an expert Columbia. Lamb and Whitaker alternately led until the last quarter, when Stevens went by and won easily by twenty yards in 3.09¼. Lamb just taking second by a foot.

In the two miles, on the same day, Lamb and Stevens were the only starters, and Lamb led the little procession for two and three quarter miles, when Stevens again attempted to pass. This time Lamb was watching for him, however, and managed to stall him off all around the track. Coming up the straight, Stevens made another effort, and would have won a great race by perhaps a length, but the Star man's wild steering crowded Stevens almost into the outer fence, although the path at this point is fully twenty feet wide. Stevens had to sit up to avoid a header, and the referee rightfully gave him the first place.

Two or three of the Germantowners have set out to make the trip from the city to Jump-off-ville, where the entire corps has congregated, on Sunday, and back Monday. As the trip is some sixty odd miles of Sahara-like sand waste, it is possible that they may finish up per train. Two cameras, a set of boxing gloves, and a club bathing towel have gone down, so it is presumed that those of the club who are able to come home at all will hardly be able to walk, much less ride.

The fifth annual meet of the Pennsylvania Division, to be held at Wilkes Barre on the Fourth of July, in connection with which the Wilkes Barre Bicycle Club will hold its third annual tournament, promises to be an event of unusual interest, and will draw a large representation from this city, several of our clubs proposing to attend in a body.

The Fourth of July falling this year upon Monday, while Saturday is observed as a general half holiday, will give visitors from this city two full days at the beautiful mountain city. The commitees having the Meet in charge are as follows: Finance, R. L. Ayers; printing, A. C. Robertson; transportation, W. E. Shupp; reception, Bert Voorhis; track, W. R. Bowman; prizes, G. H. Shupp. The general management is in the hands of Mr. J. G. Carpenter, of the Wilkes Barre Club.

The parade will form at 10.30 A. M., and after a short route through the city, the riders will be received by the chief consul. The attraction for Sunday will a run over the famous "cinder path," a bicycle road of nine miles, extending from Wilkes-Barre to Pittston, and as celebrated in that section of the State as our own Lancaster pike is in this locality. Prizes are offered for the club turning out the largest number of riders, as also for the club presenting the best appearance on parade.

The races, which are to be the main attraction, will be held at Lee Park. The track is a clay one, and should the weather be dry for several days preceding the Fourth, will show a fine surface. The programme of events is as follows: Two miles, L. A. W. championship; three miles, lap; one mile, team; one mile, tricycle; one mile, club; half mile, boys; one mile, novice; two miles, handicap; one mile, ride and run; one mile, tandem; two miles, 6.45 class; and one mile, consolation. The race committee is endeavoring to arrange a special time race between Titchener, of Binghamton; Hersey, of Elmira; and Schlager, of Scranton, three very fast amateurs.

The West Philadelphia Athletic Associaton will hold its first meeting on the grounds at Elm and Belmont Avenues, on Saturday, June 4. The events include four bicycle races. An effort is being made to have the city championship race, won by Richmond last fall at the association's meet, run off. If the necessary arrangements can be effected, a very interesting race may be looked for.

The Century Wheelmen have secured a new clubhouse on Broad Street, near Norris. A splendid location both for riding and social purposes.

Say, what 's a parade for? Do you think it is fun to paddle around on a wheel just to be looked at? You would n't, if you were as lean, ugly, and ill-favored as is PHACTOTUM.

JERSEY.

IN view of the fact that to-morrow will be the day of the great team road race, perhaps on the part of one so enthusiastically interested in it as I am, a wild desire, even at this late day, to launch forth into a discussion of possibilities and probabilities is excusable. But I am going to endeavor to check my mad impetuosity in this direction, and save all my powder for the separate account of it, which I shall send you, in the hopes that, even at so late an hour as Wednesday morning, it may not arrive too late. We have had nothing but race! race! race! for the past month, and expectation has reached boiling point now.

THE New York daily press has, as usual, treated the wheelmen with so little consideration that until our men got back from St. Louis we learned almost nothing of the happenings out there. To think of it in this land of telegraphs and news enterprise to-day (Sunday, May 29), I know almost nothing of the great road race which took place six days ago. The *Tribune* told us about the first two laps, and then abruptly that Rhodes was the winner, no second and no time mentioned. Dr Brown told me that, just as he was leaving St. Louis, he heard that Crocker was second. He could tell nothing more. I hope that this week's BULLETIN, which I have not yet received, will enlighten me. When a big event like this happens, why does not some wheelman go at once to the telegraph office and wire one of the great dailies "correct," that his brethren at home may be informed. Let him not assume that a reporter has been detailed, for such hopes in the past have been a delusion and a snare. I speak as to the great metropolitan journals. The papers of Boston, Philadelphia, and the other little towns, are no doubt more alive in this particular.

I HAD a pleasant chat of an hour with ex-Chief Consul Brown the other day about St Louis and the Meet. Of the limitless hospitality of the St. Louis wheelmen he spoke with the greatest enthusiasm. It was open house, open heart, and open arms,—open all the time with them. He tried hard to get rid of his money, but they would not let him spend a cent. In two things only was he disappointed—the roads and the hills. In the former he expected to find smooth macadams, but encountered only broken stones spread, and then seemingly unrolled, and left to take care of themselves. But you see he has been spoiled by the Orange "billiard tables." The hills he expected to find steep and long, and only surmountable by the veriest "toughs." "The famous 'Nigger Hill' was a short, steep, loose surfaced grade, which few of our boys would have failed at. I would sooner climb 'Nigger Hill' any day than the hill on High street, Newark, running up from Clinton avenue,—and you know that all the boys about here can climb that." In justice let it be stated that he did not go in the De Soto run, which, I understand, is the St. Louis terror, or he might perhaps have come back with a different story.

LAST Sunday thirteen members of the Brooklyn Bicycle Club took the train to Plainfield, and had a run with the Plainfield Bicycle Club of forty-eight miles over the roads of Middlesex and Somerset counties. The Brooklyn boys proved to be scorchers from way back, but in Marsh and the Martin brothers, it is whispered, they found men who were not to be numbered among "the left." They re turned late in the afternoon, and were loud in their praises of the hospitality of the Brooklyn boys.

BOB MEAD, ex-captain of the Essex Bicycle Club, and one of the best known of the veteran riders about here, has just published by far the most complete map of the roads of this vicinity that has yet appeared. The map will shortly be put on sale at stations, news stands, and bicycle dealers. No rider in the State has done more for the good of cycling hereabouts than this same popular, genial, hardy Bob Mead.

CRIST will do some riding on the Roseville track soon.

SECRETARY WHITEHEAD, of the Trenton Bicycle Club, again favors me with a newsy letter about affairs down his way. "Never before," he says, "has there been such an interest taken in cycling in and about Trenton as during the present season. The prejudice of the last two or three years against cycling, as against all things new, has about disappeared, and to-day you find our riders on business or pleasure in all parts of the city at all times of the day and night. Notwithstanding the poor roads of this section of the country, two of our clubmen made more than 2,200 miles last season, and the prospects are that many will do this or better, before the close of the year. Although not distinctively a 'star' club, the Trenton Bi. Club has beat their cranks among its twenty-five members. Much dissatisfaction is expressed on account of the recent change in the League uniform. The old has proved very serviceable to us, far more so than seems possible from the new cloth, judging from the sample we have seen. Through the untiring efforts of Capt. Crozer, great interest is being taken in our Decoration Day Club run through the Oranges. A number of our unattached friends will accompany us. This run promises to be well attended, and will undoubtedly be the event of the season. We are greatly indebted to Mr. F. B. Hallett, of Orange, and to Mr. Dennison, of the N. J. W. for their very kind assistance in selecting route, etc., for our day's ride." Thanks, Mr. Whitehead, would that we had a few more secretaries in the State as full of enthusiasm in helping along the good cause, and especially the humble recorder of New Jersey events as you are.

THE Elizabeth Wheelmen had a busy afternoon of it yesterday. In the first place, Ex Chief Consul E. W. Johnson with two H. C. W. clubmates, and an Orange Wanderer *en route* to Philadelphia were met, taken to the clubhouse, lightly lunched, and then escorted part of the way to Rahway. At half-past five twenty-three members of the Pennsylvania Bicycle Club, of Philadelphia got off at the station. They were met by some fifteen or twenty of the boys, taken to the new shanty, and introduced to the lemonade bowl of temperance, and the cake plate of frugality. After a little chat, they were escorted out to the Newark boulevard, where they were given over into the care and guidance of four of the N. J. W. They will make their headquarters at the Continental Hotel in Newark, will wheel to Morristown to-day, and to-morrow make the tour of the Oranges, and view the road race in the afternoon.

TO-MORROW morning the Citizens and New York clubs will have a little preliminary side show in the shape of a ten miles team race over the Irvington-Milburn course. These clubs were originally entered for the great run, but when the time came for sending in the teams were numbered among the missing. Without desiring to be censorious, or to meddle in other people's affairs, let me say that it seems to me hardly to be expected from such great clubs as the Citizens and New Yorks, to confess weakness by withdrawing from a contest, in which their relative merits could have been just as well tested, to have a little run of their own over the tenderfoot distance of ten miles. Why not come in along with the rest, and "the devil take the hindmost"? Little Union County and tiny Rutherford are in and ready to take their chances, and should either of them finish last it will lose none of its reputation for pluck against heavy odds. Three clubs fairly wiped up the course with Elizabeth last fall, yet it comes up smiling to the scratch to try again, and will do so as long as the association lasts. It is true that "to the victor belong the spoils"; but far from all the honors. Come, brethren, let us have no more side-shows after this, but let us all be in the fight together, that the greater may be the victor's glory, and that there may be more to sympathize with the losers. If I have said anything harsh, brothers, pardon me. I am so interested in the association, heart and soul, that I hate to see any of the lambs stray from the flock. That is all, and you know it. JER. C.

May 29, 1887.

WON THE CUP WITH THREE MEN.

KINGS COUNTY, first; Idleran beats Elizabeth for second place by one point. Hall beats his own record and wins the individual championship.

THE third semi-annual twenty-mile race of the New York and New Jersey Team Road Race Association, run over the Irvington-Milburn course on Decoration Day, attracted an audience of a thousand mounted wheelmen and several thousand spectators in carriages, and proved one of the greatest struggles in the history of road racing in this country.

The following were the contestants: Elizabeth Wheelmen, L. B. Bonnett, W. H. Caldwell, S. B. Bowman, D. B. Bonnett; Harlem Wheelmen, E. I. Halsted, C. W. Griffith, E. C. Parker, E. C. Locke; Hudson County Wheelmen, C. A. Stenken, E. M. Smith, E. P. Baggot, R. A. McAva; Ilderan Bicycle Club, H. L. Bradley, H. Gremmen, W. L. Richardson, J. W. Schoefer; Kings County Wheelmen, H. J. Hall, Jr., E. Valentine, L. P. Weber, J. H. Knox; Rutherford Wheelmen, E. W. Dean, Jr., W. C. Ivison, A. P. Jackson, R. A. Burgess; Union County Wheelmen, A. N. Pierson, E. B. Moore, T. H. Burnet, A. Farrington.

The start was made at 2.38 P. M. and the men got off at the second attempt, with Stenken in the lead. Hall soon caught him, however, and hung to his little wheel throughout the race until a half a mile from the finish.

The leaders at five miles were:—

		Club.	Time.
1	Stenken,	Hudson County,	17.38
2	Hall,	Kings County,	17.38 1-5
3	Valentine,	Kings County,	17.39
4	Halsted,	Harlem,	17.48
5	Bradley,	Ilderan,	18.03
6	Caldwell,	Elizabeth,	18.12

At ten miles:—

1	Stenken,	Hudson County,	36.01
2	Hall,	Kings County,	36.01 1-5
3	Valentine,	Kings County,	36.56
4	Bradley,	Ilderan,	36.57
5	Halsted,	Harlem,	37.40
6	Caldwell,	Elizabeth,	37.44

At fifteen miles:—

1	Stenken,	Hudson County,	54.47
2	Hall,	Kings County,	54.47 1-5
3	Bradley,	Ilderan,	55.52
4	Valentine,	Kings County,	55.56
5	Caldwell,	Elizabeth,	57.03
6	Halsted,	Harlem,	57.32

At twenty miles:—

1	Stenken,	Hudson County,	1.13.46
2	Hall,	Kings County,	1.13.47
3	Valentine,	Kings County,	1.15.18
4	Bradley,	Ilderan,	1.15.19
5	Caldwell,	Elizabeth,	1.17.00
6	Halsted,	Harlem,	1.17.39.

IT was now an assured fact that Kings County would win, as Hall was second, Valentine, third, Knox, seventh, and Weber well up in the first half. All interest centred in the contest between Hall and Stenken, the two Star men, for first place, and in the struggle for the second place between the Elizabeth, Union County, Ilderan, and Hudson County teams, who were running very close On the way home from Irvington, Weber ran into a careless pedestrian and had a serious fall, which prevented him from finishing. Halsted and Moore

took headers, the former dropping out, and the latter mounting again and going on. At the Hilton Inn, three-quarters of a mile from home, in answer to the cheers of his clubmates, Hall spurted past Stenken, and held the lead to the finish, winning by four seconds in 1.33.53, beating his own best record for the course made in last fall's race by 3m. 19 2-5s., remarkable time, considering the fact that sixteen long steep hills had to be climbed, and five dismounts had to be made at turning points. The men finished as follows:

1	Hall,	Kings County,	1.33.53
2	Stenken,	Hudson County,	1.33.57
3	Valentine,	Kings County,	1.34.48
4	Bradley,	Ilderan,	1.34.49
5	Caldwell,	Elizabeth,	1.37.02
6	Knox,	Kings County,	1.38.17
7	Bagot,	Hudson County,	1.40.02
8	Bowman,	Elizabeth,	1.40.20
9	Greenman,	Ilderan	1.43.36
10	Pierson,	Union County,	1.43.45
11	Burnet,	Union County,	1.44.26
12	Parker,	Harlem,	1.46.05
13	Smith,	Hudson County	1.46.56
14	L. B. Bonnett,	Elizabeth,	1.47.27
15	Richardson,	Ilderan,	1.48.38
16	Farrington,	Union County,	1.49.00
17	Moore,	Union County,	1.52.14
18	Schoefer,	Ilderan,	1.53 14
19	Ivison,	Rutherford,	1.54.27
20	D. B. Bonnett,	Elizabeth,	1.58.05
21	Dean,	Rutherford,	1.58.52
22	Burgess,	"	2.01.45

The position and points of the club at the finish were,

1	King's County (3 men finished),	77
2	Ilderan,	70
3	Elizabeth.	69
4	Hudson County (3 men finished),	65
5	Union County,	62
6	Rutherford (3 men finished),	25
7	Harlem (1 man finished),	17

The race was, on the whole, undoubtedly the fastest run ever made on the road in this country, considering the course. Five men beat the best previous record, six beat 1.40, fourteen beat 1.50, and no less than twenty-two out of twenty-eight contestants finished.

Charles E. Kluge, of Jersey City, started five minutes after the race, to beat the best American tricycle road record for twenty-five miles, which was 1.45. He was successful, as follows: 5 miles, 18.10; 10 miles, 36.59; 15 miles, 55.44 2-5; 20 miles, 1.14.40 2-5; 25 miles, 1.34.40 2-5.

In the morning the New York and Citizens clubs had a team race over the course for five miles. The Citizens won, getting in, Fontaine, W. H. McCormick, and Thomas Smith, before any of the New Yorkers. Fontaine's time was 38.40.

NOTES OF THE RACE.

Hall, Stenken, Valentine, Knox, Bowman, Greenman, Halsted, Smith and the two Bonnetts rode stars.

D. B. Bonnett took Barrows' place in the E. W. at the last moment, and rode without preparation.

Thirty members of the Pennsylvania Bicycle Club of Philadelphia viewed the race.

The Rutherford and Elizabeth clubs had stage loads of friends to cheer them.

Caldwell, of the E. W., is a sixteen-year-old boy, and finished third in this first race in 1.48.

Bowman, of the E. W., is a vegetarian, and trained on a diet of strawberries and wheaten grits..

MR. TEMPLE, the trick bicyclist of the American team, made a successful attempt on Monday night to ride along the wall of the North pier at Aberdeen on one wheel. Attired in a racing suit, and having a rope attached to the handle-bar of the bicycle, with a companion holding his hand, Temple balanced himself for a short time and moved rapidly off toward the lighthouse. On reaching the sloping rise of two feet, he nearly ran off into the sea, but quickly regaining his equilibrium, he sped along in safety for a distance of about one hundred and fifty yards. The daring bicyclist did not consider his feat as at all a dangerous one, stating that, if he had been unfortunate enough to fall into the sea, he would not have hurt himself, as the tide was rapidly running in; besides he is an expert swimmer, and at the worst, would only have had a bath. The height from the wall to the water is about twenty-five feet, and some five fee to the roadbed. The event naturally drew together a large crowd, who heartily cheered Temple on his accomplishing his astonishing task.—*Aberdeen Express.*

A CASE AT LAW.

THE first case ever before the Superior Court of Norfolk County, on a question of damage to a cycle by collision with a carriage on the highway, was tried May 18. The accident took place Sept. 14, 1886. Mr. H. M. Carter, a member of the L. A. W., and of the Ramblers of Hyde Park was riding on his tricycle from his home to his place of business, just as it began to get dusk, and while passing through River street, the main thoroughfare, his machine was run into by a hack going rapidly in the other direction. Mr. Carter was on the right hand side of the street near the curb, having just passed across a side street. The wheel of the hack struck the left wheel of the tricycle, buckling it, and bending the axle, but Mr. Carter was not dismounted or injured. The bill for repairs was $29.50, and Mr. Carter offered to settle with Mr. A. Raymond, the owner of the hack, agreeing to bear part of the expense although believing the hackman entirely to blame, as he was contrary to the "rule of the road" driving on the left. The offer was refused, and Mr. Carter brought suit for the whole amount of damages. The case was tried before Judge Hammond (no jury). Mr. J. S. Dean, of Boston, appeared for the plaintiff, and Mr. J. E. Cotter, of Hyde Park, for the defendant. There were five witnesses on each side, and the burden of the testimony was that the driver was on the wrong side of the street, and the horse going at a fast gait. Mr. Cotter's plea was, that as this was a main thoroughfare, Mr. Carter should have used more care in keeping out of the way of carriages. The Judge informed the plaintiff's lawyer that it would not be necessary for him to make any argument, and immediately ordered the hack owner to pay all damages and costs of court.

MICHIGAN ROAD BOOK.

CHIEF CONSUL J. H. JOHNSON, of the Michigan Division, has completed and issued the Michigan Road Book, and has given us a very creditable piece of work. The book contains a hundred pages, and has sixty-two well-described routes, besides several through routes taken from the New York road book. There are seven good maps, and besides these, there are the Constitution and By-Laws of the L. A. W. and the Division, together with full lists of officers, consuls, hotels, repair shops, etc.

The book is furnished free to members of the Division, and is sold for one dollar to League members. None sold except to League members.

CENTURY RUN.

ON May 15, 1887 (Sunday) three members of the Patapsco Cycle Club — Messrs. Sykes, Gibbons, and Fulton, started from Ellicott City at 4 A. M. for Frederick on a Century run — they arrived at 9 o'clock (route No. 48), stopped one hour and half for breakfast. On the route to Westminster, variation C No. 47, they were greatly delayed by the difficulty in getting something to eat, and didn't arrive there until 4.30 P. M.; and after resting a while they wheeled for Ellicott city, *via*. Arlington, Wetheredsville, and Catonsville, arriving at 10 P. M. (not quite as fresh as at the start,) the cyclometer registering 108 miles; time, 18 hours. The road from Ellicott city to Frederick reported good, from Frederick to Westminster, 11 miles good, 10 poor, 7 very bad; from Westminster, home good. The whole distance was covered, with no serious mishap, for which they were extremely thankful.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

SOUTHERN CENTURY.

EDITOR BULLETIN: "Tenn" and your New Orleans correspondent are discussing the first century run made South. Mr. T. L. Ingram, of Columbus, has twice covered the one hundred miles in one day, each time *straightaway*, on the country roads, starting from Columbus. First of these runs was February 2d, 1886, just one year ahead of the Memphis four, and sixteen miles was ridden with only one crank.

GEORGIA.

BEHAVIOR.

EDITOR BULLETIN: — In your issue of May the 13th, you publish an article on "Behavior," from the pen of a brother wheelman. I most heartily favor his suggestion to make membership in the League dependent, in part, upon gentlemanly behavior, and to expel from the League such as bring discredit upon its name. But I cannot quite agree with all our confrater says. He uses too strong expressions, and applies them too generally. I have never noticed anything deserving the name of bad behavior among members of the clubs in this part of the country (Maryland, Virginia), and I am sure the same can be said of most clubs, wherever be their locality. At the runs and drills of the club of which I have the honor of calling myself a member, a most exemplary discipline is kept up by the captain and other officers, who look to this duty as carefully and successfully as to others. I think our confrater, No. 5980, made a mistake by using so very energetic expressions, which, in the manner in which he employs them, bear upon wheelmen all over the country. I do not make bold to praise the League men of one section of the land to the disparagement of those of any other, for I am not acquainted with all, and have confidence in there being but few riders admitted to the League, against whose membership objections could be raised. (See Article III. of the Constitution.) But I assure you, among the clubs I know, those of Hagerstown, Baltimore, Washington, and many others, I look in vain for one "ungentlemanly, clownish, ill-bred, lunatic, or rowdy." (I quote from the article on "Behavior" in the BULLETIN of the date mentioned.)

Like No. 5980, yours in furthering the interests of the League,

No. 12543.

CYCLETS.

JUNE.

PERFECT days.

GOOD riding, but dusty.

THE summer is coming when we may not ride.

LEAGUE members are back at their desks, and St. Louis is a memory only.

BOSTON sent a large delegation to St. Louis, and Massachusetts scored the greatest number of attendants among the Eastern States.

ST. LOUIS roads are not ideal ones. We tried them on a machine, or rather off of it, for we walked much of the way. Here is what John S. Prince says of the Clarksville course: "I'm no fancy rider, and when I went around the road the first time I took a header that made me open my eyes to the dangers of the road. They told me the road was wavy-like, but I didn't know the waves were so blarsted high. It's as much as a man's life is worth to take those hills brakes off, as some of the fellows do. I only got here a few days ago, and in that time I have had no time to develop into a fancy rider."

HOLLINGSWORTH, Whittaker and McCurdy have been running against the records of each other for a couple of years. They met at Clarksville, and came in at the finish, as we have placed them above. Their records against time stand in a reverse order from the above.

WHITTAKER was the favorite with the ladies at Clarksville. Several wept at his discomfiture, and nearly all had bouquets for him at the finish, though he was not the first man. Happy Whittaker!

THE churches had a harvest day at Clarksville. They furnished dinner at twenty-five cents a head, and found much patronage.

KENNEDY-CHILD told a Clarksville granger to throw some water on Crocker as he passed. The granger gave him a whole bucketful, and Crocker went over into the ditch. This was a case where "A little more than a little is by much too much."

EASTERN wheelmen left many badges in St. Louis. The girls are grateful.

COLONEL POPE sang a solo on the train *en route* for St. Louis. Col. Overman recited "Barbara Frietche" at the Missouri Club reception, and Col. Oliver sang a solo at the reception. Who says we have no talented men in the trade?

EASTERN men were warned against drinking St. Louis water. Apollinaris and coffee were in demand.

THE club song of the Boston party on the Victoria paralyzed St. Louis.

THINK of a bicycle track on a steamer. That's what we had at St. Louis, and the Victoria was carrying men and women around and around the track while the steamer ploughed the Father of Waters.

FOR the benefit of those who desire a picture of the St. Louis Meet, we will say that the photos taken on the steamer at time of excursion, also the group taken in Forest Park, can be obtained of Genelli, 923 Olive street, St. Louis, at two dollars each, twenty-five per cent of which, will be donated to the L. A. W. Entertainment Fund. Amount to be remitted with order, and the pictures will be mailed to any address The negatives are very fine and promise beautiful pictures. Genelli also took pictures of Stevens, which are on sale at fifty and seventy-five cents.

THE Boston delegation to St. Louis came home in sections. Several went to Chicago, and others spent a day at Niagara.

THE annual meeting of the Vermont Division will be held at Montpelier, June 19, at 2 P. M. The C. V. R. R. will carry passengers at half rates.

THE Rover's Cycle Club of Charlestown, will keep open house on Bunker Hill day, and all wheelmen will be welcome.

THE annual meeting of the Connecticut Division will be held June 9, at Hartford.

W. L. SHERIFF, a deaf and dumb rider, of California, Mo., has sent in his entry to the Clarksville road race. Sheriff is a stalwart young fellow, about six feet high, and he says he can put a mile in on he road in three minutes.

THE first fifty bound copies of "X. M. Miles on a Bi.," were mailed to England and other foreign countries on May 31. The second lot of 250, were promised for June 2, and will cover all the paid-in-advance subscriptions in America, outside the towns where boxes are to be sent by express. The third lot, 200, were to be shipped to San Francisco June 3; and every day henceforth 200 will be sent out to the various depositories until Boston's turn is finally reached. Karl Kron will continue to reside at West Springfield, Mass., superintending the distribution, for about a fortnight longer.

WE have received the photos of the Meet from Genelli. The group in Forest Park makes a fine picture, and the faces come out clear and sharp. The boat view is not so good as the other, but makes a fine picture. Every one who went to St. Louis should have one of these groups.

THE tool-bag menu, which was used at the League banquet is a very pretty souvenir of the Meet. The committee have a few left, which will be sent post-paid to any address for $1.00. Address Dr. H. H. Keith, 2,248 Washington Avenue, St. Louis, Mo.

HENRY STURMEY is engaged on the production of another edition — the sixth — of the "Indispensable Bicyclists' Handbook," which will, it is hoped, be published in three or four weeks time. The last edition, which was issued in 1882, has been out of print now over two years, and the "Handbook to the Safety Bicycle," issued in 1885, is also out of print. The new edition will embody the subject matter of both these works, and will form a complete encyclopædia on the subject of the bicycle and its construction.

KENNEDY CHILD appears in the League picture with a child on his shoulder. It was not his own.

ONE of the St. Louis dailies exhibited its enterprise at the Meet. On Saturday night it printed an account of what "had been done" at Clarksville on the two following days, dating the sheet two days ahead. It was particularly pleasing to read about the race before it came off.

HARRY COREY climbed Crank Hill, at Clarksville, on a Humber safety. Only three men had been up before he tried, and he finished out the quartette.

THE bicyclers of Maryland propose to have a reunion in Baltimore for one day during the latter part of June. Every club in the State and representatives from different clubs in New York, Philadelphia, Washington, Boston, and other cities will attend. During the day the club rooms will be open to visitors. At night all the wheelmen, to the number of about five hundred, will parade through the principal streets on their machines, carrying lanterns and dressed in fantastic costumes, headed by a band of music.

NEILSON is home again, and is receiving the congratulations of his friends upon his prowess at Clarksville. He is to have a benefit and ball shortly. He says that road races may be all right, but he is of the opinion that his future efforts will be confined to the path.

ANOTHER hundred-mile road race will shortly be run for the championship. This time the race will be at Crawfordsville, Ind., over a course which is said to be very smooth and free from hills. It is likely that the men who met at Clarksville will again come together.

THE Minneapolis, Minn., Bicycle Club has appointed F. A. Leland, Charles Barwick, E. A. Savage, and J. W. Hayes, a committee to confer with similar committees from the Mercury Club and the Caledonian Society relative to the expediency of making an athletic park, one feature of which is to be a first-class bicycle track.

IN England, lottery schemes for the wheelmen seem to flourish. The latest scheme of some enterprising concern is to empty in a M I P. bag thousands of steel balls of assorted sizes, and charge a shilling per guess as to the number. It is called the Jubilee Guessing Competition, and there are twenty bicycles, tricycles and safeties for prizes.

THE Rovers' Cycle Club, of Charlestown will make the following club runs during June: June 5, Woodland Park Hotel; June 12, Cobb's Tavern; June 19, Waltham; June 26, Dedham.

AT a special meeting of the Rovers' Cycle Club, of Charlestown, held on Tuesday evening, May 24, A. W. Robinson was elected president and captain, to fill the vacancy caused by the resignation of Captain Brown.

G. W. NELLIS, Jr., of Herkimer, N. Y., left that place last Tuesday morning, mounted upon his Columbia bicycle, en route for San Francisco.

HOWELL has beaten Woodside in three out of five races, and no more will be run. America now looks to Rowe.

ON Thursday, May 19, at 4 A. M., E. J. Hale, J. R. Stockdale, M. A. Sailor, M. Stahl, and J. Purvis Bruce, all of the Minneapolis Bicycle Club, started out with the intention of breaking the State record, namely, 62 miles in 8¼ hours, if possible. Hale returned on his wheel, reaching Minneapolis at 9.15 P. M., actual riding time 10 hours and 15 minutes. The distances covered were, E. J. Hale, 103¾ miles; J. P. Bruce, 98 miles; J. R. Stockdale and M. A. Sailor, 66¾ miles; M. Stahl, 30 miles. On account of the terrible head wind the ride was an exceedingly tough one.

THE touring board of the Minnesota Division, L. A. W., have decided upon a week's tour, to begin Monday, June 20, and close Saturday, June 25. The route takes in St. Paul, Minneapolis, Ft. Snelling, Shakopee, Henderson, St. Peter, Mankato, New Ulm, Redwood Falls, Glencoe, and, if desired, Lake Minnetonka. Over two thirds of the distance will be run on prairie roads — the wheelman's paradise — while some seventy-five miles of the route lies along the Minnesota valley, affording good roads and fine scenery.

THE first annual Meet of the Wisconsin Division will be held at Oshkosh, June 6, 7, and 8. There will be a parade, banquet, ball, and business meeting besides many tours and runs.

BALBO, the noted Cuban pool player, has become interested in bicycling, and has purchased a wheel. He is a general athlete, and captain of the Havana athletic and base ball clubs, and his action will doubtless influence other Cubans to take to the wheel.

MAYOR HEWITT, of New York, may as well abandon all hope of receiving the suffrages of the cycling portion of the community should he again become a candidate for public office. On Friday last he wrote to Governor Hill, asking him to veto the bill giving wheelmen the right to ride through any part of Central Park at all hours. The argument he advances is the old one of making the driveways dangerous for the use of carriages.

S. P. HOLLINGSWORTH has resigned his membership in the League.

A VICTOR bicycle was stolen from the Lynn track on Decoration Day, and a reward is offered for its recovery, in our advertising columns.

THE Brockton racing team is in active training. It consists of A. E Randall Walter Brown, Ed Severance, and W. H. Senter. The club will undoubtedly hold a tournament before the season is over.

WE haven't seen all the club houses in America, but all those we have seen must take off their caps when the Missouri club house is mentioned.

A MEETING of the Connecticut division of the L. A. W. will be held at Hartford on June 10. Elaborate plans for entertaining the visitors have been arranged by the local clubs. A 25-mile road race for the championship of the State will be run in connection with the Meet. Prizes valued at $100 will be given.

AND now the Massachusetts Division will make arrangements for the Cottage City camp.

SINGER'S Victoria six-in-hand created a sensation at St. Louis. It was ridden by scores of people in and about St. Louis, and on the steamboat there was a track which afforded good riding, and gave many people a chance to try it. Again at Clarksville it was in use on the belt road, and carried many riders over the course. No better machine for a club can be found. It runs easily, and six riders can get a great deal of speed out of it. W. B. Everett was in charge of the machine, and placed it at the disposal of all who wished to try it.

WHY not go to Baltimore next year? We suggested this to Chief Consul Bartlett at St. Louis, and he thought very well of the idea. It is a fine city; they have a beautiful park, and the Baltimore boys are a warm-hearted set. We will say nothing about the reputation the city enjoys for the loveliest women in America.

THE future of the Massachusetts Club is still very uncertain. A special meeting was held on Tuesday evening last for the purpose of discussing the problem which stares the club in the face. At the meeting, the facts in the case were stated very plainly, and it was shown conclusively that with the present income the club could not meet the expenses necessary for keeping up its present quarters. The organization is burdened by a debt of several thousand dollars, but this might be removed could it be shown that the club would thereafter prosper. The membership has within the past few months fallen from two hundred and fifty to about one hundred and fifty. After a lengthy debate, it was voted to instruct Secretary Farrington to notify the president of the corporation that after June 30 the club would cease to occupy its house. In hopes, however, that all was not yet lost, the secretary was also instructed to send out circulars to the members and see if it is possible to secure one hundred who will pay annual dues of $50. If this can be done the present quarters will be retained. Another circular will be sent to the members, asking how many will remain with the club should it move to cheaper quarters. Further action was postponed until the regular monthly meeting, which will be held on next Tuesday evening.

The Columbia Bicycle Club of North Attleboro', Mass., enjoyed their second annual clambake at Lake Pearl on the 14th inst. Fifty persons sat at the table, and all had a very pleasant time.

OFFICIAL ANNOUNCEMENTS.

RHODE ISLAND.

THE annual meeting of the Rhode Island Division, League of American Wheelmen, will be held at the rooms of the Rhode Island Wheelmen, 222 Benefit Street, on Saturday evening, June 4, at eight o'clock sharp. Business, election of Secretary-Treasurer, races, excursions, etc.

HOWARD L. PERKINS, *Sec.-Treas.*

PROVIDENCE, May 26, 1887.

NEW YORK DIVISION MEETING.

To the Representatives New York Division, L. A. W.:

Dear Sirs, — The regular spring meeting of the Board of Officers, New York State Division, L. A. W., will be held at the Grand Union Hotel, New York City, June 15, at eight o'clock. As business of importance will be transacted, I hope for a full attendance, and trust you will be present.

GEO. R. BIDWELL, *C. C.*

NEW YORK, May 27, 1887.

NEW YORK ROAD BOOK.

All members of the New York State Division who have joined the League since March 30, may receive a copy of the road book by sending thirteen cents, together with four cents for postage, to E. K. Austin, Secretary-Treasurer, Box 157 Flatbush, L. I., N. Y.

Fraternally,
A. B. Barkman, *Bookmaster.*

PENNSYLVANIA CONSULS.

Philadelphia, May 24, 1887.

The following is a list of Pennsylvania consuls for the year ending March 1, 1888. As it embraces several new appointments, I shall be obliged if you will publish the list entire: —

Athens,	Nate G. Lincoln.
Allentown,	A. L. Biery.
Ardmore,	W. A. Stadelman.
Beaver Falls,	J. M. Critchlow.
Bethlehem,	Chas. C. Knauss.
Blossburg,	Ed. L. Russell.
Bradford,	R. L. Edgett.
Brookville,	J. B. McKnight.
Bristol,	W. P. Pray.
Canton,	R. E. Van Sickel.
Catasauqua,	W. H. Mealy.
Clarion,	Harry R. Wilson.
Clearfield,	J. E. Harder.
Columbia,	J. S. Musser.
Connellsville,	Dr. E. T. White.
Corry,	Fred G. King.
Danville,	John G. Brown.
Emporium,	Thomas Gallagher.
Frankford,	P. R. Wells.
Germantown,	M. C. Morris.
Gettysburg,	G. E. Jacobs.
Greensburg,	J. V. Stephenson.
Greenville,	C. B. Shrom.
Harrisburg,	Geo. A. Gorgas.
Haverford College,	Walter E. Smith.
Honeybrook,	F. M. Dampman.
Indiana,	J. M. Daugherty.
Lancaster,	S. B. Downey.
Landisville,	D. B. Landis.
Lebanon,	J. C. Bucher, M. D.
Lock Haven,	John T. Gifford.
Mauch Chunk,	Ira G. Ross.
Media,	E. A. Price, Jr.
Mercer,	W. H. Harrison.
Milford,	Frank Crissman.
Moscow,	R. M. La Touche.
Montrose,	W. C. Cruser.
New Castle,	H. Warren Terry.
Norristown,	E. J. Wanner.
Overbrook,	W. A. Stadelman.
Philadelphia,	Ewing L. Miller.
Philadelphia, West,	H. E. Grau.
Pittsburg,	Chas. M. Clarke.
Pittston,	C. C. King.
Pottstown,	A. M. Scheffey.
Radnor,	H. B. Worrell.
Reading,	H. C. Crowther.
Ridgeway,	Dr. W. L. Williams.
Scottdale,	T. F. Cummings.
Sharon,	W. P. Hanna.
Susquehanna,	T. A. Hayward.
Sewickley,	Seward H. Murray.
Titusville,	E. H. Ames.
Warren,	C. F. L. Kinnear.
Waynesboro,	E. J. Ryder.
Wellsboro,	Frank A. Deans.
Wilkes Barre,	Bert Voorhis.
Williamsport,	W. T. Andrews.
Wyoming,	Dr. C. P. Knapp.
Weissport,	A. F. Snyder.

Yours truly,
T. Houard Wright, *Sec.-Tres.*

IOWA FINANCIAL REPORT.

To C. C. and Members of Iowa Division:

Iowa Falls, Ia., May 11, 1887.

I take pleasure in submitting you herewith the financial report for term from Aug. 16, 1886, to May 16, 1887, time of spring Meet: —

1886.	Cash.	Dr.
Aug. 16.	To balance on hand at fall Meet.....	$35 65
Nov., 6.	" E. M. Aaron, Sec.-Ed. L. A. W., third quarter, 1886; applications, thirteen names, at 25.....	3 25
1887.		
Jan. 15.	To E. M. Aaron, Sec.-Ed., fourth quarter, one name, at 13c.....	13
April 22.	" Abbot Bassett, Sec.-Ed. L. A. W., first quarter, 1887; six applications, at 50c., $3.00; seventy-six renewals, at 50c., $38.00.....	41 00
		$80 03
1886.	Cash.	Cr.
Sept. 6.	By order, No. 16, tent for fall Meet..	$2 50
Oct. 5.	" " " 17, officers' stationery..	12 00
May 11.	" " " 18, Sec.-Treas., postage, etc.....	8 10
		$80 03
	Balance cash on hand.....	57 43

Respectfully submitted,
J. F. Rall, *Sec.-Treas.*

IOWA APPOINTMENTS.

Vice-Consul, F. B. Clark, Mount Ayer; Touring Board, Fred Spielman, Chairman, Fairfield; B. S. McElhinny, Fairfield; O. E. Hull, Leon; Local Consul, T. T. Osborn, Williamsburg.

F. B. Thrall, *C. C.*

IOWA RESIGNATION AND APPOINTMENT.

F. B. Thrall, *C. C.:*

I hereby resign the office of representative to the L. A. W.

J. F. Rall.

To L. A. W. Members, Iowa Division:

I hereby appoint C. H. Judson, Council Bluffs, Iowa, to fill above office until the next general election.

F. B. Thrall, *C. C.*

Iowa Falls, May 25, 1887.

ANNUAL MEET, CONNECTICUT.

The regular annual meeting of the Connecticut Divison will be held in the rooms of the Hartford Wheel Club on Thursday, June 9, 1887, at 7.30 P. M. In accordance with a mail vote of the Board of Officers, a sufficient sum has been appropriated from the funds of the Division for the entertainment of its members which will be given at the parlors of the Connecticut Bicycle Club and Hartford Wheel Club immediately following the business meeting.

In the afternoon, a twenty-five mile road race will be run, open to Connecticut L. A. W. men only. Three prizes will be given, aggregating in value one hundred dollars, which amount has been generously subscribed by Hartford wheelmen. A circular containing full information has been mailed to each L. A. W. member in the State.

It is earnestly requested that every man in the Division come to Hartford on that date, if he can possibly do so, not only on account of important business to be transacted, which certainly should claim his attention, but also to enjoy one of those social and festive occasions that all true wheelmen so delight in.

Fraternally,
Louis A. Tracy, *C. C.*

Hartford, May 31, 1887.

CONNECTICUT APPOINTMENT.

I have this day appointed Ex-Chief Consul Charles G. Huntington, chairman of a special committee on publication of the Connecticut road book.

Louis A. Tracy, *C. C.*

WISCONSIN APPOINTMENT.

Editor Bulletin, — I have this day appointed Frank Bull, of Racine, to be representative for Wisconsin.

Fr. Bloodgood, Jr., *C. C.*

Milwauker, May 19, 1887.

NEW HAMPSHIRE ANNUAL MEET.

To the Wheelmen of New Hampshire Division, L. A. W.:

Gentlemen, — Upon invitation of the Manchester Bicycle Club, I will call the fifth annual Meet and run of the New Hampshire Division, L. A. W., at Manchester, on Monday, July 4, and trust it will be as successful as the previous ones. Hoping this will meet the approval of all, and wishing for your assistance to make this one of the largest numerically.

I am, yours truly,
H. M. Bennett, *C. C.*

Manchester, N. H., June 1, 1887.

RESIGNATION.

Abbot Bassett, *Secretary-Editor:*

Dear Sir, — I hereby tender my resignation as a member of the League of American Wheelmen.

S. P. Hollingsworth, No. 5914.

Indianapolis, Ind., May 25, 1887.

TENNESSEE APPOINTMENTS.

In my letter some days since I sent in some appointments, among them was C. Able, Knoxville. I have misspelled the name, it is "C. Aebli." I have appointed the Nicholson House the League hotel for Nashville. Regular rates, $2.50 and $3.00; to L. A. W. members, $1.50 and $2.00; single meals or lodging, fifty cents.

J. C. Combs, *C. C.*

VERMONT ANNUAL MEET.

The annual meeting of the Vermont Division, L. A. W., will be held at Montpelier, June 17, 1887. The business meeting will be held at 2 P. M., and, as matters of importance will come up, it is hoped every member will be present.

Those having the matter in charge are arranging a most enjoyable programme, which will include a hill-climbing contest, a ride to Barre, a grand road race, a street parade, banquet at the Pavilion, etc., particulars of which will be given later. The Pavilion offers reduced rates.

The Central Vermont, Connecticut River, and Passumpsic Railroad will give half fare from stations in the State.

Special round trip tickets must be called for on the Central Vermont Railroad or no reduction will be given.

F. E. Dubois, *Sec.-Treas.*

West Randolph, Vt., May 30, 1887.

THE CLUB.

Montclair Wheelmen. Montclair, N. J. — Officers elected May 9: Captain, Jas. M. McFadden; lieutenant, Wm. Felsinger; secretary-treasurer, Wm. I. Hare.

Matteawan Wheelmen. Matteawan, N. Y. — Organized May 22. Officers elected: President, B. F. Green; vice-president, F. M. Carson; secretary-treasurer, C. B. Van Slyck; captain, D. J. Corwin.

Kittanning Bi. Club. Kittanning, Pa. — Organized May 20. Officers elected: President, J. D. Reynolds; secretary-treasurer, J. D. Daugherty; captain, Alex. Reynolds.

THE PATH.

Lynn, May 30. — The Lynn Track Association opened the season with a race meeting on Decoration Day. The races were held for the first time on this track under L. A. W. rules.

One-mile, novice. — Wm. Cyr (1), 3.15 4-5; H. H. Porter (2); Mark Cohen (3).

Three-mile handicap. — P. J. Berlo, 300 yards; H. C. Getchell, 75 yards (dead heat), 9.4 4-5; W. H. Senter (3).

Run off, one-mile, Berlo, 75 yards (1), 2.51 2-5; Getchell, scratch (2).

One-mile, boys. — W. H. Senter (1), 3.31 1-5; A. H. Martin, (2).

Three-mile, prof. handicap. — A. A. McCurdy, 300 yards (1), 8.49; Wm. A. Rowe, scratch (2).

Two-mile, 0.10 class. — H. C. Getchell (1), 6.42 2-5; P. J. Berlo (2).

One-mile, run and ride. — W. H. Senter (1), 4.36 1-5; D. E. Hunter (2).

One-mile, prof. handicap. — Wm. A. Rowe, scratch (1), 2.53 1-5; A. A. McCurdy, 100 yards (2).

One-mile, team. — Lynn Cycle Club (1), 14 points; Boscobel Club (2), 7 points.

Cambridgeport, May 30 — Road race under the auspices of the Cambridgeport Bi. Club.

Twenty-five miles. — H. L. Caldwell (1), 1h. 35m. 35s.; Edward C. Himeon (2), 1h. 44m. 5s.; Geo. W. Bean (3), 1h. 44m. 15s.; W. T. Rook (4), 1h. 44m. 3s.

Waltham, May 30. — Road races under auspices of Rambler's Club.

Twenty-five miles. — A. W. Hails (1), 1h. 37m.; C. E. Tracy (2), 1h. 37m. 10s.; G. H. Perry (3), 1h. 37m. 32s.

Six and a quarter miles. — A. J. Cushing (1), 26m.; F. W. Koorez (2), 28m.

One-mile. — E. F. Bigelow (1), H. Brenning (2).

Twelve and a half miles. — W. B. Youngman (1), 1h. 7m. 45s.; A. F. Haines fell.

New Bedford, May 30. — Road races under auspices of Wayside Wheelmen.

Five-mile. — F. L. Wing (1), 19.13; Horace Eldridge (2), 19.26; D. K. Tripp (3), 21.16; H. Smith (4), 21.19; H. Ellison (5), 21.20.

One-mile. — Waldo Wade (1), 3.4; Frank F. Wing (2), 3.13; H. H. Stanton (3), 3.17.

One-mile, novice. — Frank Weaver (1), 3.12; A. L. Hazzard (2), 3.14; H. Smith 3, 3.25.

Philadelphia, Pa., May 21. — Races under the auspices of Penn. State Inter-Collegiate Athletic Association.

Two-mile bicycle. — L. J. Kolb (1), 6.5 1-2; C. B. Keen 2. This breaks the American college record of 6m. 8s. made by Kolb on May 14. The mile was made in 2.59.

Two-mile bicycle, (handicap). — C. R. Scott, scratch (1), 7.8 45; C. J. Shearn, 25s. (2).

Two-mile bicycle, (handicap). — J. B. Constant, scratch (1), 7.29 3-8; J. S. Galland, 35 yards (2).

One-mile, bicycle. — W. L. Sperry (1), 3.24.

The Spring Tournament of the Colorado Wheel Club was held at Denver, May 15 and 16. The meeting was a success financially and the racing was fair. Results:

Mile 3.00 race. — R. Gering, 3.00 1-2.

Mile open. — J. Hosford, 2.06.

Half-mile. — R. Gering, 1.22 3-4.

Three-mile lap race. — W. L. Van Horn, 10.22.

Boys' half-mile race. — Walter Banks, 1.46 1-2.

Half-mile open. — W. L. Van Horn, 1.33.

Five-mile race. — R. Gering, 17.39.

Consolation race. — Kennedy 3.49.

The Mitchell Bi. Club of Mitchell, Dakota, will hold a tournament June 14, 15, 16 and 17. The following races will be run: June 15, One-mile prof., half-mile, half-mile safety, two-mile, quarter mile, hands off. June 16, two-mile prof., quarter mile, mile safety, slow race, three-quarter mile. June 17, hill climbing, one-mile Territorial League Championship, boys' race, three-quarter mile safety, five-mile prof. Club race, Consolation race.

The second annual spring race meeting of the East Hartford Wheel Club will be held Saturday, June 4, at 3 P. M., on the East Hartford bicycle track. The programme will be as follows: Two mile, handicap; half mile, handicap; three mile, handicap; two mile, novice; one mile, 3.20 class; one mile; two mile, lap; one mile, consolation.

Howell and Woodside. — Races, best three in five, for the championship of the world: —

London, May 14. — *Twenty miles,* — R. Howell (1), 1h. 40m.; W. M. Woodside (2), by 15 yards.

Birmingham, May 23. — *Ten miles,* — R. Howell (1), 33m., 35s.; W. M. Woodside (2), by 10 yards.

Wolverhampton, May 30. — *One mile,* — R. Howell (1), 2.47; W. M. Woodside (2), by 8 yards.

Woodside is suffering from congestion of the liver and kidneys, and is under a doctor's care. As Howell has won three races, the remaining two of the series will not be contested.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them.* After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 89 — Total 133.

Boston, May 31, 1887.

California Division — 8.

Alameda Scorchers.

15044 Tyson, Jas., Alameda.

Bay City Wheelmen.

14985 Richardson, Frank, 230 Van Ness Ave., San Francisco.

Unattached.

15045 Bigelow, W. D., Belmont, San Mateo Co.
15046 Chamberlin, H. A., " " " "
15047 Jones, Milton, " " " "
15005 Hood, Fred, 208 Octavia St., San Francisco.
15006 Miller, Alex. C., 1522 O'Farrel St., " "
14986 Jonas, J. L., Santa Cruz.

Connecticut Division — 8.

Bristol Wheel Club.

14987 Peck, Edson M., Bristol.
14988 Wilcox, Algie H., "

Winsted Wheel Club.

15048 Holmes, Edw. R., Winsted.

Unattached.

14942 Camp, Walter G., 103 Wooster St., Hartford.
15049 Cutting, A. J., Southington.
14943 Fuller, Cyrenus B., Danbury.
14944 Fuller, Foster F., "
14945 Wakelee, Sidney J., 109 Norman St., Bridgeport.

Dakota — 1.

Unattached.

14946 Case, L. H., Parker.

District of Columbia Division — 3.

Unattached.

14947 Brooks, Albert F., 1842 Vermont Ave., Washington.
15050 Mackenzie, J. B., 748 6th St., S. E. "
14948 Swayze, Theo. F., 313 Delaware Ave., N. E. "

Idaho Division — 1.

Unattached.

15051 Oakes, Adrian M., Caldwell.

Illinois Division. — 9.

Owl Cycling Club.

14949 Bingham, S. H., 50 Dearborn St., Chicago.
14950 Kraetzer, A., So. Chicago.
14951 Wheaton, N. E., 4221 Oakenwald Ave., Chicago.
14952 Wheeler, H. L., 1812 Prairie Ave., "
14953 Zeiss, F. C., 11 Aldine Sq., "

Unattached.

15007 Harvey, Fred, Paris.
15052 Morrow, Porte, Carrollton.
15053 Newell, Frank V., 85 Exchange Building, "
15054 Wright, O. H. Jr., State Prison, Joliet.

Indiana Division — 3.

Connersville Bi. Club.

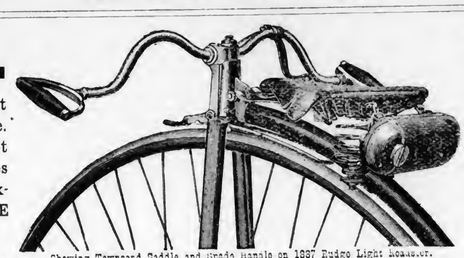
14954 Nevin, Robert E., Connersville.
14955 Roehl, Chas., "
14956 Turner, Mart, "

Iowa Division — 1.

Unattached.

15055 Merner, Will H., Cedar Falls.

Townsend * Saddle.



Showing Townsend Saddle and Spade Handle on 1887 Rudge Light Roadster.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, $6.00.

SPADE ♠ HANDLES.

More comfortable. Great power in hill climbing. Perfectly adjustable and detachable.

You are behind the times if you don't have them.

PRICE, $5.00.

To be happy, you must have your bicycle fitted with the TOWNSEND SADDLE and ADJUSTABLE SPADE HANDLES.
To be obtained or fitted by any of our agents. ☞ See *inside* of *front cover*

STODDARD, LOVERING & CO., 152 Congress Street, Boston, Mass.

Kansas Division — 3.

Concordia Bi. Club.

15008 Woods, D. H., Concordia.

Unattached.

15018 Brown, C. B., care Chicago Lumber Company, Kiona.
14947 Conkling, R. M., McPherson.

Kentucky Division — 1.

Unattached.

14989 Bodenstein, Chas. L., 729 W. Walnut St., Louisville.

Maine Division — 3.

Portland Wheel Club.

14963 Kilborn, P. C., 24 Free St., Portland.
14964 Sawyer, F. H., 28 Free St., "

Rockland Bi. Club.

15019 Cobb, Lucius E., Beach St., Rockland.

Maryland Division — 2.

Centaur Cycle Club.

14965 Schwartz, Frederick A., 703 W. Caroline St., Baltimore.

Hagerstown Bi. Club.

14966 Heist, Lewis C., Hagerstown.

Massachusetts Division — 5.

Jamaica Cycle Club.

14967 Dennis, Chas. W., 13 Green St., Jamaica Plain.
14941 Hosford, John T., Maple St., W. Roxbury.

Knockabout Club.

15009 Ashley, Chas. E., W. Gardner.

Unattached.

15020 Jordan, Chas. F., Lynn.
15010 Paul, Chas. T., 23 Highland Ave., Haverhill.

Michigan Division — 2.

Ramblers' Cycling Club.

14968 Bresler, Joe., 125 W. Fort St., Detroit.

Unattached.

14969 Stone, Elmer H., 107 14th Ave., "

Missouri Division — 9.

Unattached.

15056 Dexter, Austin B., St. Joseph.
15021 Ball, D. C., 116 Walnut St., St. Louis.
15022 Eames, Henry Edgar, 2930 Washington St., "
15023 Hirschberg, S. C., 107 No. 4th St., "
15024 Horwitz, K. N., 3574 Olive St., "
15025 Hosmer, J. K., Washington University, "
15026 Morse, Fred H., 702 Olive St., "
15027 Southward, A. W., 309 No. 4th St., "
15028 Todd, Henry Stanley, corner Grand Ave., and Olive St., "

New Hampshire Division — 3.

Exeter Bi. Club.

14958 Flanders, Charles, Brentwood.

Unattached.

15057 Doane, Ralph Waldo, Hanover.
14970 Hussey, Curtis G., St. Paul's School, Concord.

New Jersey Division — 7.

Passaic Co. Wheelmen.

14971 Chase, J. M., Paterson.
14972 Revelle, John R., "

Unattached.

14939 Blackford, David F., New Market.
15029 Hallett, Frank B., Brick Church.
15030 Jacobus, Preston S., Newton.
14990 Sheldon, Samuel M., Millville.
15031 Swayze, H. S., Newton.

New York Division — 38.

Auburn Cycle Club.

14991 Adams, J. F., 29 Elizabeth St., Auburn.

Calumet Cycling Club.

14960 Ward, Arthur L., 44 Wall St., New York.

Harlem Wheelmen.

15032 Daly, Chas., 1974 Madison Ave., New York.
15033 DeGraaf, Mrs. Wm. H., 151 W. 131st St., "
15034 Ford, Clarence D., 145 W. 130th St., "
15035 Fraser, Chas. E., 457 Broome St., "
15036 Rogers, W. C., 30 W. 105th St., New York.
15037 Schrader, Geo., 42 W. 128th St., "
15038 Straban, J. C., 241 W. 126th St., "

Ilderan Bi. Club.

14912 T. H. Ormiston, 117 So. Elliott Pl., Brooklyn.

Matteawan Wheelmen.

15011 Green, B. F., Matteawan.

Medina Bi. Club.

14923 Breed, George, Medina.
14974 Compton, L., "
14975 Hurd, Chas. F., "
14976 Potter, D. B., "
14977 Ratcliff, R. E., "
14978 Ross, S. A., "
14979 Smith, A. H., "
14980 Spencer, A. W., "
14981 Stockwell, W. E., "
14982 Weld, J. R., Jr., "

N. Y. Bi. Club.

14992 Springer, Chas. L., 241 Grand St., New York.

Riverside Wheelmen.

14993 Miller, James L., 158 W. 105th St., New York.

Rutgers College, N. J., Bi. Club.

15939 Elting Howard, Box 261, New Brunswick, N. J.

Yonkers Bi. Club.

14994 Belknap C. Irving, Locust Hill Ave., Yonkers.
15040 Culver, J. Dana, Whitehall.
14999 Eckinger, Geo., 422 W. 29th St., New York.
15058 Fowler, Geo. A., 101 E. 85th St. " "
14983 Hendrich, E. D., Whitehall.
15059 McNab, J. C., 91 Hamilton Place, Rochester.
15041 Phinney, H. K., 8 Brighton Ave., "
15000 Radley, Wm. P., 324 W. 47th St., New York.
15013 Woodworth, J. H., 30 Ketchum Place, Buffalo.

Ohio Division — 5.

Northside Wheelmen.

15060 Huggins, W. T., 25th Ward, Cincinnati.

Unattached.

15014 Brinsmade, T. C., 838 Case Ave., Cleveland.
15001 Creelbaugh, H. S., New Carlisle.
15042 Frazer, Geo., Ottawa.
14984 Peters, Earl C., 355 E. Broad St., Columbus.

Pennsylvania Division — 19.

Harrisburg Wheel Club.

15061 Bonbright, Geo. C., 6 S. Market Sq., Harrisburg.

Hazleton Bi. Club.

15003 Reinhardt, Geo. W., Hazleton.

Kittanning Bi. Club.

15062 Brown, Asa G., Kittanning.
15063 Buffington, Joseph, "
15064 Cunningham, Mrs. Dr. J. G., "
15065 Daugherty, J. D., "
15066 Heilman, Reuben, "
15067 Moesta, Charles, "
15068 Monks, Fred C., "
15069 Rhorer, Fred. "
15070 Whitworth, Jno. F., "

Unattached.

15071 Boisson, W. F., Connellsville.
15002 Elder, C. K., Bellwood.
14961 Lister, Wm. H., 728 Arch St., Philadelphia.
15072 Mornington, F. O., Warren.
14962 O'Neil, J. D., McKeesport.
15016 Simms, J. Edw., Muncy.
15015 Simpson, Thos. A., 1932 Wayne Ave., Scranton.
15017 Van Buskirk, S. D., Muncy.

Rhode Island Division. — 2.

Rhode Island Wheelmen.

15004 Nightingale, Horatio R., 125 Prospect St., Providence.

Unattached.

15043 Libby, S. W., 60 Providence St., Providence.

FIFTH ANNUAL RACE MEET of the PENNA. DIV. L. A. W.

IN CONNECTION WITH THE

THIRD ANNUAL RACE MEET

OF THE

WILKES BARRE BICYCLE CLUB,

AT LEE PARK, WILKES BARRE, PA., MONDAY, JULY 4, 1887.

EVENTS.	FIRST PRIZE.	SECOND PRIZE.
1. One Mile, Novice, open for Wheels weighing not less than 35 pounds	Gold Medal.	Silver Medal.
2. Three Miles, Lap, Open	Diamond Stud.	Enamelled Gold Buttons and Studs
3. One Mile, Tricycle, Open	Opera Glass.	Meerschaum Pipe.
4. Two Miles, 6.45 Class	Gold Medal.	Nickel K. of R. Lantern.
5. Three Miles, Pennsylvania State Championship	Gold Medal.	
6. One Half Mile, Boys under 15 Years	Gold Medal.	Ideal Lantern.
7. One Mile, Dash, Open	Silver Stop Watch.	Silk Umbrella.
8. One Mile, Club Championship	Gold Medal.	
9. Two Miles, L. A. W. Championship	Gold Medal.	
10. One Mile, Tandem Tricycle, Open	Two Silver-Headed Canes.	
11. Two Miles, Handicap, Open	Gold Medal.	Silver Medal.
12. One Mile, Team of Three Men (open to Club Teams)	Clock for Club Room.	
13. One Mile, Pennsylvania State Championship	Gold Medal.	
14. One Mile, Consolation	Alligator Travelling Bag.	

Finest Appearing Club in Parade, Rogers' Group. Club with Largest Number of Men in Line, Pair of Pastels.

Our track is a one half mile clay, in fine condition. The committee reserve the right to reject or refuse any entry. The Tandem, Team, or Consolation Races will not be contested unless there are two or more entries. Rules of the L. A. W. Racing Board to govern. Entrance fee, 50 cents for each event, closing June 27 for the L. A. W. Championship, and July 1 for all other events. Address W. R. BOWMAN, Chairman Track Committee. Special Rates on all Railroad Lines will be furnished on application, by W. E. SHUPP, Chairman of Transportation Committee. Address all communications to

J. G. CARPENTER, General Manager, 21 N. FRANKLIN STREET, WILKES BARRE, PA.

THE TRADE.

Two St. Louis riders, Lindell and Gordon of the *American Wheelman*, and R. E. Lee, recently climbed Son-of-a-Gun Hill on a Rudge Humber Tandem, geared to 54. The importance of this feat may be imagined when one remembers that this hill is generally known to be worse than the famous Corey Hill.

The Pope Manufacturing Company, at its factory, has more tools, dies and machinery for the manufacture of bicycles than has any other two factories in the United States.

The twenty-five mile club race, of the Waltham Club, was won by A. W. Hales on a 56 Rudge Light Roadster.

The Pope Manufacturing Company is, and has been for years, the largest maker of high-grade bicycles in the world.

The great International Bicycling Championship was won by our Howell, at Leicester, Eng., May 21, on a 59 inch Rudge Racer.

The Pope Manufacturing Company has made and sold more high-grade bicycles than all the other makers in the United States combined.

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

WANTED.—Sociable or Tandem; any condition; must be cheap; give condition of tires, bearings, pedals, etc.; state lowest cash price all crated. 1209, K Street, Washington, D. C.

For Sale, Cheap!

BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. P. O. Drawer 64.

FOR SALE, EXCHANGE, ETC.

Advertisements will be inserted in this column as follows: $1.00 for four lines, first insertion; 50 cts. for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

LADY'S TWO-TRACK COLUMBIA TRICYCLE, run less than twenty-five miles, just as good as new in every way, with double-grip ball pedals; price, $125. J. C. ZIMMERMAN, Elmira, N. Y.

FOR SALE.—54-inch American Champion (new), balls all around, $88; 48-inch American Safety (new), balls to both wheels, $75. Address C. E. TITCHENER, Binghamton, N. Y.

FOR SALE.—54-inch Royal Mail Light Roadster, 1886 pattern, full nickelled, ball bearings throughout, Kirkpatrick saddle and bell; not ridden thirty miles; reason for selling; best cash offer over $100 takes it. JAS. W. SCRIBNER, Tonawanda, N. Y.

STOLEN.—A Victor Light Roadster, 52-inch, 1887 pattern, No 7058, handle bar a little out of true. Stolen from the Lynn Cycle track on Decoration Day. A reward of $10 will be paid for information leading to the recovery of the machine. G. W. BRETT, 108 Arch Street, Boston.

FOR SALE.—58-inch Expert Columbia, full nickelled, Kirkpatrick saddle, dropped handle bars, cyclometer; ridden about five hundred miles; excellent condition. Address W. H. FENDRICK, Box 490, Columbia, Pa.

FOR SALE. A 52-inch Rudge Light Roadster. Ball pedals, in perfect condition. Price $90.00. Apply to Rudge Agency, 152 Congress St., Boston.

FOR SALE. Two Rudge Humber Tandems, suitable for 52 and 54-inch respectively. Ball pedals, latest pattern, in good order. For particulars, apply at the Rudge Agency, 152 Congress St., City.

SPECIAL BARGAINS in New and Second-Hand Machines, prior to removal April 1st to more central location in Orange. Bicycles, Tricycles, Tandems, and Safeties. Send for list. Write to us what you want, *it will pay you.* L. H. JOHNSON, East Orange, N. J.

54-INCH.—Full nickel, Expert, ball-bearing pedals, all in good condition. Machine too small for owner. F. L., 160 S. Salina St., Syracuse, N. Y.

DO YOU WANT A BICYCLE? If you do, write me, stating size, make, and price, and I can save you money; also sundries. Spead, South Newmarket, N. H. A new 45-inch Pony Star, latest pattern, at a bargain. Rover Safety, used one week, price, $110.

BEST OFFER TAKES ANY ONE OF THEM.—Rare chance for long legs. 57-inch Columbia Light Roadster, 58-inch Expert, 58-inch Royal Mail, 58-inch Victor, 58-inch Harvard, 58-inch Vale, 58-inch Apollo, and 60-inch Expert. W. B. EVERETT & CO., 6 and 8 Berkeley St., Boston.

IMPORTANT.—60-inch Rudge Light Roadster, as good as new, for sale cheap. The first reasonable offer accepted. RUDGE AGENCY, 152 Congress St., Boston.

OUR SPECIAL BARGAINS IN NEW AND second-hand machines are having an unprecedented sale, and we are going to keep it up. We are constantly receiving fresh stock in all the desirable patterns of bicycles, tricycles, and Safeties. Write to us what you want, *it will pay you.* List free. L. H. JOHNSON, Orange, N. J.

BICYCLES FOR SALE.—Bicycles and Tricycles—all kinds, descriptions, and prices—from $35.00 upwards. Call and examine, or send for list to RUDGE AGENCY, 152 Congress St., Boston, Mass.

FOR SALE.—51-inch Star, $35; 52-inch American Club, $35; 50-inch American Club, $80; 50-inch Standard Columbia, $50; 50-inch Harvard, $50; 50-inch Expert Columbia, '86 pattern, $95; 51-inch British Challenge, $75; 52-inch Expert Columbia, $85; 56-inch American Club, $80; 54-inch Harvard, $75; 54-inch Harvard, $75; 54-inch Standard, $60; 54-inch Expert, $90; 54-inch Royal Mail, $86.09; 54-inch Rudge, $100; 54-inch Rudge, $110; 56-inch American Club, $85; 56-inch Columbia Expert, $105; 58-inch Expert Columbia, $100; Kangaroo Bicycle, $65; Kangaroo Bicycle, 75; Humber Tandem, $200; Rudge Coventry Tandem, 110; Columbia Tricycle, two track, $115; Columbia Tricycle, two track, 100; Marlboro Tandem, $200. All our wheels have been thoroughly overhauled by competent employees on our premises. SCHWALBACH & WILLDIGG, Prospect Park Plaza, Brooklyn. Taken in exchange for new Mails.

INTENDING PURCHASERS!

TAKE NOTICE!

If you want to pay $25 to $50 a year for repairs, because of *complicated parts, inferior metal* and *defective workmanship,* buy a machine "with the little wheel front."

Write for my experience of over three years.

CHAS. SULZNER, 11th and Oxford Sts., Phila.

CLARKSVILLE 100-MILE ROAD RACE.

The Greatest Bicycle Race ever run since Cycling began.

THE RECORD.

	NAME.	Machine Ridden.	Time.
First,	ROB'T A. NEILSON	Victor	6 hours, 46 minutes, 27 seconds.
Second,	WM. A. RHODES	Victor	6 hours, 46 minutes, 51 seconds.
Third,	H. G. CROCKER	Columbia	6 hours, 51 minutes, 27 seconds.
Fourth,	S. P. HOLLINGSWORTH	Columbia	
Fifth,	S. G. WHITTAKER	Champion	
	C. W. ASHINGER	Champion	Dropped out at twenty miles.
	CHAS. FRAZIER	Star	Dropped out at twenty miles.
	JOHN BROOKS	Star	Dropped out at forty miles.
	A. A. McCURDY	Star	Dropped out at forty miles.

TWO VICTORS entered, taking 1st and 2d PLACE.

SEND FOR OUR CATALOG OF FAST ROAD MACHINES.

OVERMAN WHEEL CO. - - - - BOSTON, MASS.

Makers of High-Grade BICYCLES, TRICYCLES, SAFETIES.

BICYCLES ON EASY PAYMENTS.

New Rapid, American Champion, Star, Rival, Otto, and other Bicycles and Tricycles sold on easy payments, with no extra charge, except for interest. Prices guaranteed as low as the lowest. Low freight and express rates to all points. Large stock of accessories, including all latest novelties. Nickel-plating and repairing.

SECOND-HAND WHEELS

bought for cash, taken in exchange, and sold on instalments. Liberal discounts to agents. One of the largest stocks of new and second-hand wheels in America; rarely less than 200 wheels on hand to select from. Send for large illustrated catalogue and latest descriptive second-hand list and terms of easy payments; of interest to every actual or prospective wheelman. Correspondence solicited.

GEO. W. ROUSE & SON, 25 G Street, Peoria, Ill.

THE BROOKS IDEAL CYCLOMETER.

SIMPLEST, MOST RELIABLE AND BEST.

FULLY WARRANTED, only $5.00.

SEND FOR CIRCULAR TO

BROOKS' ODOMETER CO., LOWELL, MASS.

SPADE HANDLES!

Handsomest, Strongest, and best Handles in the Market.

Only $2.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.

C. W. SPINNEY - - Fitchburg, Mass.



STAR! ★ STAR!

NEW YORK HEADQUARTERS,

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BROOKLYN AGENT - - H. J. HALL, Jr.

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Large stock constantly on hand to select from. Repair parts and sundries supplied.

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Works and main office SMITHVILLE, N. J.

L. A. W. TABLE.

Made of Georgia Mahogany.

Presenting the brightest and most attractive finish of any of the native American woods. No pains or money has been spared to make these tables the most attractive piece of furniture ever offered.

L. A. W. SYMBOL,

Finely painted, ten inches in diameter, making the handsomest Card Receiver ever offered. Read what they say of it:

The beautiful finish and fine appearance of these Tables render them so attractive that L. A. W. members must prize them, as both ornamental and useful.

(Sgd) AUG. H. HANSELL, Judge Superior Court.

The Georgia Mahogany works beautifully in all finishing work, and we should think that this Table would be very attractive for the L. A. W. members for whom it is designed.

(Sgd) A. P. WRIGHT & CO., Bankers.

Mr. W. F. Moss: It affords me pleasure to commend the beauty and strength of the L. A. W. Card Receiver manufactured by you. The bright and pleasing color will make it attractive to Wheelmen or any one else. Yours,

(Sgd) S. G. McLENDON, Rep. Thomas Co.

There seems to linger in the delicate and peculiar shade of Georgia Mahogany lumber, something of the rich sunlight that has fed it and nourished its sturdy growth. It would strike the eye of an artist anywhere, and it exquisite finish would rival the famed hard woods of the world. Mr. Moss deserves and should receive encouragement, he is taking the crude elements of our wealth and turning them into money.—*Thomasville Enterprise.*

Photograph sent on application. Every L. A. W. member should have one in his house or room, and every League Club should have three to ten in Club rooms. Special discount given where three or more are ordered.

PRICE $2.50. When five or more are shipped to one address, the freight will be just one-fifth of what it would be on shipment of one. Address

W. F. MOSS,

THOMASVILLE, GEORGIA.

CASH PAID

For Second-Hand Bicycles

COLUMBIAS PREFERRED.

HART CYCLE CO.

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SOMETHING ENTIRELY NEW.

THE ROSS IMPROVED

Detachable Luggage Carrier.

The Only Practical Carrier on the Market.

You can attach it or detach it in ten seconds. Only one fastening, and cannot mar the machine. You can

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with it as without it. You can roll up and strap your bundle to the Carrier before attaching it to machine. Also, many other advantages offered, entirely unknown in the use of any other bundle support. Send for one; finely made and nickelled.

Price, only $1.00; by Mail, $1.10.

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NOTE.—One Ross Detachable Luggage Carrier free to any one sending us an order for six carriers.

P. S.—In ordering, state name of wheel.

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John Wanamaker, Philadelphia,

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These are the prices: Coat, $6.20; Knee Breeches, $4.34; Shirt, $1.95; Hose, 80 cts.; Cap, 84 cts.; Delivered without extra cost to any part of the U. S. where there is mail or express service.

Regulation League Cloth, Burlington Mills, $2.18 a yard; League Buttons, large, 5 cts. each; small, 2 1-2 cts., full set for suit, 55 cts. Uniform sent C. O. D., privilege of examining, and ONLY TO LEAGUE MEMBERS. We do not pay delivery charges on cloth.

All orders must be accompanied by League Number.

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YANKEE ENAMEL,
The Latest and Best.
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Price Per Bottle, with Brush, 50 cts.

A full line of cycling sundries always on hand. We have an extensive Repair Shop, and pay particular attention to difficult repairs on bicycles and tricycles.



$5. This is the price of each of the twenty L. A. W. Smyrna Rugs I have left. This is the last of the second lot, and I shall weave no more until next season, if then. Order now if you want to be sure of getting a rug.

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THE

Z. and S. Hose Supporter

The Cut Illustrates How it is Worn.

Price Per Pair, 65 Cts.

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CUSTOM MADE PANTS, $3.

Vests to Match for $2.25.

Also, FULL SUITS at Popular Prices.



Send 6 cents for samples of Cloths, rules for Self-measurement, and other particulars showing how we can make to measure, a pair of

The Celebrated

Bay State Pants,

For $3,

We give excellent value for the money, incredible as it may seem. Satisfaction guaranteed



We also Manufacture Bicycle, Base Ball, Polo, Lawn Tennis and all Fancy Garments or Uniforms required by clubs or other organizations. We should be glad to make proposals to those having such orders to fill. Address

BAY STATE PANTS CO.
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Use Hancock's Liquid Enamel.

Because it is the best.
Every bottle warranted to give satisfaction.
A Fine Brush given with every bottle.
It is only **50 cents per Bottle** (full size).

I can fit any bicycle with **Cow-Horn Handle-Bars** for **$4.50 per pair.**

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Difficult Repairing a Specialty.

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LARGEST STOCK OF SECOND-HAND BICYCLES in the WEST. WRITE FOR LIST.

BICYCLE AND GYMNASIUM GOODS.

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Manufacture from the Finest Worsted Stock all of the latest, novelties in Jerseys, Guernseys, Knee Tights, Full Bodied Tights, Hosiery, etc., and in all the Popular Colors — in Plain, Striped Trimmed.

We make a specialty in these **Garments**, and our prices are very reasonable. We refer to a large number of wheelmen, and who use our goods.

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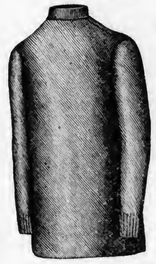
For CASH or in EXCHANGE for NEW MACHINES.

Good Second-hand Bicycles, Single and Tandem Tricycles. Give full particulars and bottom price.

NEW YORK BICYCLE CO., 38 Park Place, New York.

Jersey-Fitting Underwear Company.

We Call Special Attention to our



BICYCLE, TENNIS, YACHTING and ROWING JERSEYS,

In Long or One-Quarter Sleeves, or Sleeveless, High or Low Neck, Lace Front, or Standing Collar, Plain or Fancy Colors.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders, Arm Holes and Neck,** as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.

OUR BICYCLE FULL TIGHTS

Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.





BICYCLE KNEE TIGHTS.

Made same as full tights, to three inches below the knee.

TRUNKS

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.



JERSEY FITTING KNEE PANTS,



Buttoned in Front, same as Pantaloons, without Certai Objections.

We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

LADIES' JERSEY FITTING TRICYCLE PANTS.

A NEW THING



These Pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.



Would like to have every Wheelman see these

JERSEY-FITTING STOCKINGS,

As we believe there is nothing better.

Send us your order for any of these garments, with your measure and a Post-office order for the same, and we will send by mail or express the garment ordered; and if you do not find them satisfactory, you can return them, and we will return the amount paid for them, or we will send them C. O. D., with the privilege of trying them on. Address,

HOLMES & CO., 17 Kingston St., Boston, Mass.

PATENTS secured on reasonable terms. Work reliable. Papers carefully and *legally* drawn. Special attention given to inventions in cycling by an experienced wheelman and League member. Write for particulars. N. L. COLLAMER, Patent Attorney and Mechanical Engineer, Room 47, St. Cloud Building, Washington, D. C.

We make a specialty in

SECOND-HAND BI TRI CYCLES.

Have large stock, many as good as new. Enclose stamp for List.

PRICES LOW.

SOLE AGENTS
For New York for the celebrated New Rapids, Quadrant and Sparkbrook Cycles.

New York Bicycle Co.,
38 PARK PLACE, NEW YORK.
HARLEM BRANCH, 124th ST. and 7th AVE.
Send for Circulars.

Second-Hand Machines
TAKEN IN EXCHANGE

For New Rapid, Quadrant, Sparkbrook, Victors, Star, New Mail, Facile, Rover, Humbers, or any other machines made.

CORRESPONDENCE SOLICITED.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,
(YOST & McCUNE PATENTS),

19 PEARL STREET - - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.

The Keystone Bicycle Saddle!

Improved for '87; fits any Bicycle. Price, $5.00.

— MANUFACTURED BY —

W. J. NEWMAN,
Member C. B. C. and L. A. W.
10 Brattle Street, Cambridge, Mass.
Cambridge Agent for New Mail and Springfield.
Agents wanted all over America. Patented.

Patented 1881.



L. A. W. BADGES.

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,
177 Middle St., Portland, Me.

The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges,** $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.



Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; G. R. Bidwell, 313 West 58th Street; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; New Style H. and in San Francisco by Osborn & Alexander.

BICYCLE HEAD LUBRICATOR.

A specially prepared combination of oils, which will thoroughly lubricate the bearings in the head, prevent all wear and annoying rattle. Suitable for any style head. Enough oil to last one year, with full directions for applying, sent post-paid, securely packed, for **25 Cents.**

Address,

PARK LOCKROW,
MIDDLETOWN, CONN.

Agent for the celebrated RUDGE, and other high grade Bicycles and Tricycles.

FORGED STEEL

SPADE HANDLES

TO FIT ANY MACHINE.

$2.50 per Pair.

Strongest and Lightest Handle in the Market.

CYCLE SUPPLY CO., 18 Devonshire St., Boston.



For locking Bicycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neat, compact and cheap. Weighs only 2¼ ounces, and length only 4 inches.

Dr. W. D. Ball, of Boston, writes: "I bought one of your locks the first of the season, and can say it is really the only lock on the market good for anything. I leave my bicycle anywhere and have never had it tampered with, and yet two bicycles have been stolen within a stone's throw of my office."

Can be had of any dealer in bicycles, or sent post-paid on receipt of $1.00.

MARLIN FIRE ARMS CO., New Haven, Ct.

We can now supply all who wish with Bound Volumes of the Bulletin, I. II. III. The volumes are bound in cloth and will be mailed to any address for

$2.00 each.

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— ALSO —

Bicycle Club Pins of Every Description.

Designs on application.

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$3.00. $3.00.



TOULMIN'S BUFFALO BICYCLE SHOE

Is made of the Finest Kangaroo or Dongola, in any size or width and warranted superior to any Bicycle Shoe made.

Price, per pair, **$3.00.**

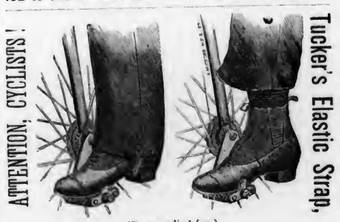
These shoes being laced to the toe, afford comfort to the wearer, in whatever position the foot is placed; and, also, are the most durable shoe made.

LIBERAL DISCOUNTS TO CLUBS

Ordering six or more pairs. Sent by express on receipt of $3.00, or by mail for $3.30. Send for circular containing prices of other shoes, and directions for self-measurement. Address,

W. B. TOULMIN,
152 to 160 Seneca St. - - BUFFALO, N. Y.

ATTENTION, CYCLISTS!



Tucker's Elastic Strap.

(Pat. applied for.)

For Cyclists, Military Men and Equestrians.

Endorsed by the leading Wheelmen and Military men.

It holds the pants close to the **Ankle** and **free** from the **Wheel**, with nothing **visible** from the outside of the pants. **It is Neat, Stylish, and Easily Applied or Detached.** For sale by Bicycle Agencies and Gents' Furnishing Goods Houses. Also by the Manufacturers, **TUCKER & HUBBARD, P. O. Box 1029, Hartford, Conn.** Liberal Discount to the Trade. **Price, 25c. per pair** (mailed). Full directions with every pair.

For Sale by A. G. SPALDING & BRO., and at all their Agencies.

STEEL BALL OF BEST CAST-STEEL. FOR ANTI-FRICTION BEARINGS.

HARDENED, GROUND, AND BURNISHED

3-16" to 3" diam. Samples and prices on application.

SIMONDS ROLLING-MACHINE COMPANY, Fitchburg, Mass.

SINGER CYCLES.

BUY THE BEST!

The APOLLO LIGHT ROADSTER

Has a Ball-Bearing Head, Spade Handles, Detachable Bar, and Double Ball Bearings.

THE EASIEST RUNNING AND FASTEST COASTING MACHINE ON THE MARKET.



APOLLO SAFETY. FAST AND LIGHT.

BUY THE BEST!

SINGER'S CHALLENGE

Is the Best Wheel ever put out at the price,

$105.00.

Balls to Both Wheels, Detachable Bar, Spade Handles. Weight of 50-inch, 40 pounds.

A Well-Built, Durable Machine. All Steel.

1887 CATALOGUES

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Sole U. S. Agents,

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PATENTED FEB. 15, 1887.



FOR **1887.—PATTERN—1887.** FOR

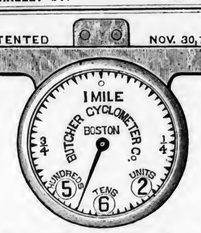
THE NEW

Butcher Cyclometer

NOW READY.

The Most Accurate, The Easiest to Read from the Saddle, and the BEST WORKMANSHIP ever put into a Cyclometer. Send for Circular to the

PATENTED NOV. 30, 1886.



Our New Spoke Cyclometer

SUITABLE FOR

Bicycles, Tricycles and Carriages,

Sent Post-Paid on receipt of Price.

FIVE DOLLARS.

Sent Postage Paid On Receipt of Price,

TEN DOLLARS

BUTCHER CYCLOMETER CO.

6 and 8 Berkeley Street, Boston, Mass.

THE ✣ GENUINE ✣ ROYAL ✣ MAIL.

A full stock of **new machines** with **1887 improvements** will be ready for exhibition, May 10th. Among the latest improvements are the following:—

A NEW PATTERN OF TRICWELL'S BALL-HEAD, much better than last year;
HOLLOW RIMS, DETACHABLE CRANKS, BOWN'S BALL BEARINGS,
DETACHABLE HANDLE BARS, LACED SPOKES, ETC.

DON'T Buy an inferior or old model wheel, until you have examined the latest and best. Owners of genuine Royal Mails will hear something of interest to them by sending their name and address to

HENRY C. SQUIRES,

178 BROADWAY - - - - - - - - NEW YORK.

☞ Sole United States Agent for the Genuine ROYAL MAIL Bicycles and Tricycles. ☜

CUNARD CYCLES.



"Monarch" Head Lamp, for Cripper Pattern Tricycles, or Safety Bicycles.

Bicycles, ✳ Tricycles, ✳ Tandems, ✳ Safeties.

Vice-Pres. T. J. Kirkpatrick says of the Tandem:

"It is the Only Machine Worth House-room as a Convertible Tandem."

The same is said, in fact, of all the Cunard Cycles. Send for Catalogue and Testimonials, now in the Press.

D. ROGERS & CO.

Sole Importers

75 Clinton Avenue - - - NEWARK, N. J.

Sole U. S. Agents for the Renowned "MONARCH" Lamps. Machines of any make taken in part payment for Cunards.



CUNARD SAFETY.

The Sensation of 1887!

ABSOLUTE PERFECTION!!

The Latest American High Grade Wheel,

THE NEW MAIL.

A Perfectly Made Light Roadster.

OUR SPECIALTY,

Perfection Strengthened Backbone and Forks.

BACKBONE.—Warwick's pattern, new this year. It is well known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is handsomer and stiffer than the round.

FORKS.—Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives a very strong rigid fork.

A SUPERB LIGHT ROADSTER.

At least, Examine one before purchasing your mount, or get a Circular!



With Our Specialty, Trigwell's Ball Head.

Extract from a London letter to the L. A. W. Bulletin January 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it,—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that is a vast improvement over the Stanley head, with cone or hemispherical centres, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

AGENTS WANTED EVERYWHERE.

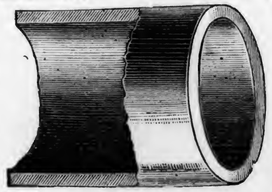
SEE THIS WHEEL BEFORE PURCHASING.

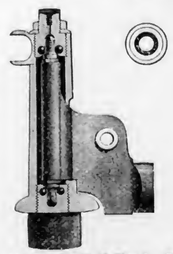
ASK YOUR DEALER FOR IT.



Warwick's New Hollow Rim.

With thickened bottom. Seamless and perfectly smooth outside.

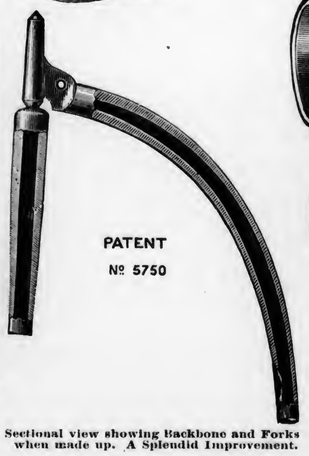




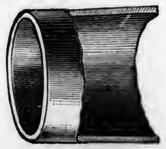
Trigwell's Ball Head. Greatest Modern Improvement.



Sectional and end view showing strengthened neck end of Backbone.



Sectional view showing Backbone and Forks when made up. A Splendid Improvement.





Sectional and end view of back fork end of Backbone.

Handsome Photograph OF THE **NEW MAIL** Sent for *14 Cents in STAMPS.*

CEMENTED TIRE.

Good Agents Wanted in Every Town.

SEND STAMP for Fully Illustrated Circular of this Perfect WHEEL, with Full Representation of All Parts.

WM READ & SONS, Manufacturers - - 107 Washington St., Boston, Mass.

A FEW INTERROGATION POINTS, GENTLEMEN.

Why be deceived by middle-men who call themselves manufacturers and are not?

If their statements about themselves are untrue, why not their claims regarding the merits of the wheels they sell, or rather attempt to sell?

Why be deceived by statements about records acquired on wheels so frailly constructed as to be useless on the road?

Is not the effort to associate the performance of one wheel with another, because only it is sold by the same middle-men, an effort to deceive?

Is it not reasonable to suppose that the buyer can get a better value for his money from the agent of the manufacturer than from the agent of the manufacturer's agent?

Is it not logical and wise to conclude upon a mount from the arguments and testimony of road riders who hold all the more important world's road and long-distance records, obtained too on American champion roadsters, rather than from the testimony of riders using 22-pound machines on specially prepared surfaces?

If you wish to be convinced, why not send a one-cent stamp for a special catalog of testimonials, parts, etc., to

GORMULLY & JEFFERY MFG. CO.,

CHICAGO, ILL.,

The largest Manufacturers of Bicycles, Tricycles, and Sundries in America.

THE L. A. W. BULLETIN.

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN: PUBLISHED WEEKLY: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA:

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, JUNE 10, 1887. | VOL. IV. No. 23. WHOLE NUMBER, 102.

THE CHICAGO HERALD.

TUESDAY, MAY 31, 1887.

RACING ON BICYCLES.

H. R. Winship wins the Chicago Wheelmen's Trophy.

The great bicycle race between nearly two score of the fleetest wheelmen of the Chicago clubs was run yesterday from the Leland Hotel to the plaza in front of the Florence Hotel in Pulman, a distance of sixteen and a half miles. The course was along Michigan Avenue.

* * * * * * *

STARTERS.	Actual Time.	Minutes' Start.	Position.
H. R. Winship	1:12:55	8½	1
C. H. Seig	1:06:45	11	2
W. J. Maas	1:57:3	11½	3
T. F. Palmer	1:57:51	9½	4
H. Mangle	1:10023	11	5
W. M. Cook	1:8:55	8½	6
F. E. Spooner	1:11:43	11½	7
C. R. Peirce	1:7:30	6½	8
R. E. Schmidt	1:10:50	9½	9
H. L. Wheeler	1:15:32	14	10
Martin Bowbeen	1:8:55	6	11
F. T. Harmon	1:09:47	6½	12
T. M. Crennon	1:09:00	5	13
B. R. Ayres	1:11:17	6½	14
M. D. Wilber	1:10:43	6½	15
W. D. Buckley	1:14:00	9½	16
W. A. Davis	1:12:5	6½	17
Frank Riggs	1:16:23	10½	18
H. L. Fulton	1:18:20	11	19
R. A. Ehlert	1:8:30	*	20

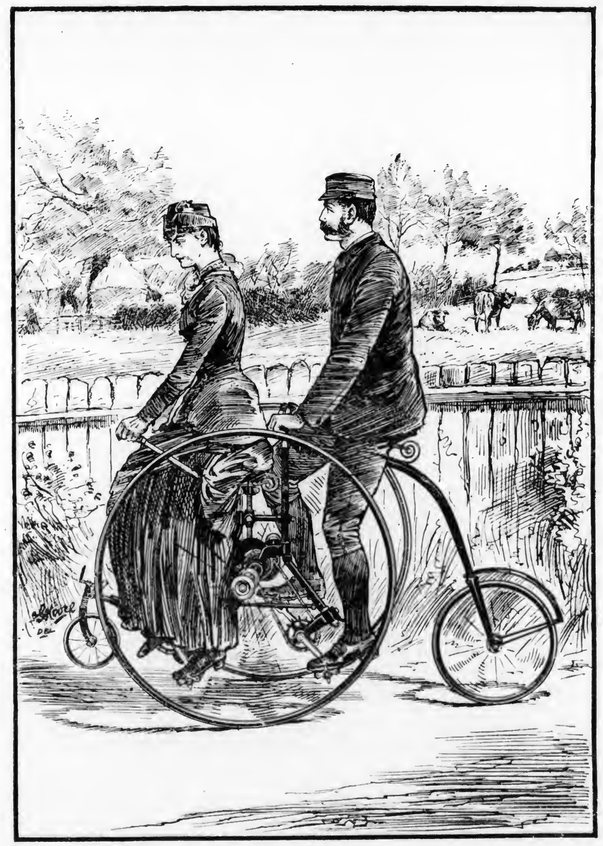
* Scratch.

Position at Finish.	MACHINE RIDDEN.
1	Columbia Light Roadster
2	Columbia Light Roadster
5	Columbia Light Roadster
4	Victor
5	Columbia Light Roadster
6	Star
7	Expert Columbia
8	Columbia Light Roadster
9	Columbia Light Roadster
10	Expert Columbia
11	Champion
12	Columbia Light Roadster
13	Columbia Light Roadster
14	Columbia Light Roadster
15	Columbia Light Roadster
16	Star
17	Star
18	Victor
19	Expert Columbia
20	Champion

POPE MFG. CO.
COLUMBIA BICYCLES
And Tricycles,
Boston, N.Y., Chicago.

THE RUDGE HUMBER TANDEM

The King of all Tandems.



FAST, LIGHT AND EASY RUNNING.

STODDARD, LOVERING & CO.

152 Congress Street - - - BOSTON, MASS.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

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All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

ON the way to St. Louis, Col. Pope gave to the wheelmen on the train some very good ideas regarding League work. He said that the improvement of the roads was the one thing more than another that the League should strive to bring about. "Let the League hire a man whose sole duty it shall be to direct the attention of town and city authorities to the crying need for good roads. He must be well acquainted with the science of road building, must be a good talker, and must be fertile in resources for the bringing about of the objects he is aiming at. Let him show to the people what will come as the result of good roads, and he will have taken an important step in securing action on their part. Let him show to them that a good road to a town decreases the wear and tear on vehicles, makes the transportation of heavy loads a thing of easy accomplishment, and withal attracts trade that would avoid a place embargoed with bad roads. Such a man could do very much good. He would have to be paid well, and his expenses would be large; but the results would justify an increased assessment, or the manufacturers could be called upon to help pay the bills. In such a movement the League could look for the aid and coöperation of horse owners, for they would be benefited no less than the wheelmen." There is very much in the foregoing that is worth consideration.

THE improvement of American roads presents so huge a problem that it is almost disheartening to start out upon a crusade with this object in view. And yet difficulties with more discouraging outlooks have been met and conquered. To know how to begin the good work is the first question at issue, for to make a mistake at the outset would be a misfortune. Our towns and cities are not overburdened with wealth, and where the roads are the poorest the material must be carried for long distances at great expense. It is very largely a question of money, and therefore it should be our duty to not only convince the authorities that good roads are essential to prosperity, but we must tell them how to make good roads at the least expense.

THE *Bicycling News* has this to say anent road racing: "When some seventy or eighty cyclists are summoned for furious driving, and the authorities seek to put checks upon our speed upon the road the main body of wheelmen will regret that individual clubs should have been permitted to inflict such injury upon the sport as a whole."

That is just the idea held by League officials.

PHOENIX'S despatches turned up at a late hour last week, and they appear in our columns to-day. It is unfortunate that we had to delay the publication so long, but our correspondent has made a very pleasing story that will well repay the reading.

THE people of Montclair, N. J., are very naturally incensed against wheelmen and the wheel on account of the accident which occurred in that place through the carelessness of a wheelman who was riding on the sidewalk. An ordinance has just been passed by the authorities forbidding path riding, and it is very likely that an attempt will be made to restrict the use of the wheel in other directions. In this way one careless and inconsiderate rider will undo in a moment the work of years of those who are endeavoring to secure the equal rights of wheelmen. The bicycle has no rights upon the sidewalks, and path riding should be discouraged by all who have the interest of the sport at heart. In many places bad roads lead to the toleration of the wheel on the path, and where this condition of things obtains cyclers should remember that they are enjoying a privilege by favor of the people, and should respect that privilege by careful riding, and a considerate regard for the rights of pedestrians.

ON Tuesday next, Governor Hill, of New York, will give a special hearing to parties interested for and against the so-called "Liberty Bill." The fate of this bill is now in the hands of this official and it behooves wheelmen to make a strong presentation of their case. We have faith to believe that the officials of the New York Division will leave no stone unturned that will advance their own interests in this matter, but we hope to see them backed up and supported by the rank and file a little more enthusiastically than they have heretofore been. If every wheelman within easy distance of Albany would give next Tuesday to the cause, an impression which goes with a numerous gathering of people determined to have their rights might not prove ineffective.

IN all the accounts of the Clarksville road race we have seen no mention of the boy who rode in from the country on a home-made bicycle. It was carved out of wood with an axe. The backbone was made of three pieces of plank, the wheel was of wood, the pedals were immense square blocks of wood, and the whole affair presented about as uncouth and clumsy an appearance as one could possibly imagine. The boy was met by several riders on the road about five miles out, making slow but sure progress towards Clarksville. He got there, and exhibited his wheel to the curious crowd. That boy is a genius. It wasn't much of a machine, but he made it himself under the most adverse circumstances, and produced something that would work. Of such stuff are the world movers made of.

THE ANNUAL MEET.

The River Excursion, the Parade, the Banquet, and the Road Race.

I BELIEVE that for brevity the business meeting took the record, which was in accordance with the order of things during the Annual Meet. Reporters had the freedom of the board and business meetings, five daily papers being represented, and the splendid reports which followed shows the admittance of the press, where all is open and above-board, to be a wise policy.

Everybody now flocked back to the hotels for dinner, and at three o'clock large squads of sunburned wheelmen, in their variegated uniforms, are seen moving along Washington Avenue, generally on foot, making for the levee and the steamer Chouteau. On the wharf we find Jones Irvine busily handing tickets to the city wheelmen, the visitors having only to show the purple badge with cow-horn bar. At the gang plank stands handsome Fred Beckers, checker in hand, and I might note that the little instrument recorded about 575 as the total number on board when the boat backed away from its moorings. Those who remained a-shore sent us on our way with a rousing cheer. At the same time Schoen's orchestra of sixteen pieces struck up "The Last Cigar," a melody with a local cycling interest, that, handled by so skilful a band, went straight to our hearts, and brought our voices into involuntary action. Even the cluster of hollow-eyed committee men on the front guard seemed to brighten up, and the merry-go-rounders on the six-in-hand sped along the skating rink surface around the lower deck all the faster. We are backing across the river. Now the steamer swings majestically about, turns down stream, and, with a parting cheer to the crowd behind us, we are gliding brakes off down the broad Mississippi. Every one is a trifle tired, and the noiseless motion of the boat, the delightful breeze, and the intoxicating presence of the fair sex, seem to overcome our cyclers with a dreamy quietude. The iron works and Carondelet are passed; we are nearing the bluffs, and are soon speeding silently along under their shadows, for the sun is sinking low in the West. Now and then a suburban train dashes swiftly along beneath the overhanging rocks, and but a few feet from the darkening waters, —a cheer, and they are gone How quickly time flies when one is weary! But come, it is growing dark, and if we would see the fun we must be stirring — that is, most of us. A glance about shows there are exceptions. Here is Charlie Howard, that demure Boston scribe, with handsome face and pensive air, —at the start he caught a lovely girl, a rich blonde, and for him, at least, there is to be no change, for he is satisfied. The orchestra has now removed to the spacious dancing floor on the lower deck, and the negro jubilee singers usurp its former position on the guard. These are soon surrounded by an admiring throng, for to a great many their plantation melodies are an entire novelty. Seven o'clock. The steamer suddenly swings about, and prepares to land. We are at Montesano. Soon Greenwood and his De Soto party ride down to the plank. He has but eight men, Messrs. Bowbeer, Chicago; Probst, Hullman, Hill, Indiana; Monaghan, Dallas, Texas; Bert Hill, Peoria, Illinois, and Charlie McDonald, of St. Louis. There were three Star wheels. They had left De Soto at 11.10, and made the exciting trip without a mishap. A few minutes later, Alex Lewis arrived with six others, Pallister, Ottumwa, Ia.; McGill, Chicago; Norton, Champaign, Ill.; Jaccard and others, St. Louis; the latter party having started from the Missouri Club at two o'clock. All the visitors were full of praise when asked their opinion of the De Soto road, but admitted that they had never seen the up grades or coasts equalled.

Genelli took a fine photo of the steamer, and I noticed at that instant our rotund Secretary-Editor performing an athletic feat by climbing out on the ropes and dangling dangerously over the canvas canopy below. Why did you smile, Mr. B? It disarmed the camera of its powers, and showed, instead of you, a blur.

Supper was now announced, and, by reason of the large number on board, the caterer was kept busy until a quite late hour. Meantime, the boat steamed back towards the city, while everybody seemed to imbibe new life with the cool air of the night. Downstairs the merry dancers held full sway, and others sat and listened, whilst chatting with some pretty companion, to the soft music produced by the orchestra. I met Harry Corey wandering disconso

ately about. He had lost his girl. I took him under my wing, and in a pleasant chat learned of three things which he could not understand. "First," said he, "Why do St Louis girls wear such large hats? Next, how does it happen that a city so far north contains so many negroes; and lastly, where on earth did you find so many mules. We have n't one in Boston."

Chairman Smith was sitting before the smoke stack with Chief Consul Bartlett, of Maryland. The night was perfectly black, and the thin slip of a moon, so widely advertised ere the Meet came on, had long since disappeared. "I am expecting a few fireworks from one of the bluffs," remarked Smith, who had just been told by Mr. Bartlett that Baltimore might ask for the next Meet. At that instant a rocket shot up into the sky, and simultaneously a flood of red and green light enveloped a towering rock not three hundred feet away, revealing the old Chouteau mansion and the surrounding verdure in a weird, glorious beauty. "Few fireworks, indeed," exclaimed Bartlett. "This breaks my heart. If you folks keep up this sort of thing you will ruin Baltimore's hopes completely." The steamer had stopped and was slowly drifting, while the multitude remained in silence during the grand pyrotechnic display. Under way again, and now for the last hour of fun. Numbers viewed the Vulcan Works at Carondelet, and at midnight we were scrambling up the St. Louis levee, and scattering our various ways.

SATURDAY. — The parade feature of a Meet comes and goes as a matter of course, and an extended account of it is hardly interesting reading. Many of the gay cyclers were loth to leave the couch of down this morning, and they straggled out to the place of rendezvous in sleepy couples and squads; and not a few of us were disgusted to find one or two sprinkling carts casting their contents over the granite streets. On the asphalt, too, the festive "coon" met our reproachful stare with a calm, benignant smile, while he doused the street with unwelcome moisture. The long delay in starting, however, gave the streets time to dry, and the boys filled the tedious wait with many a little frolic. Addington, the phosferrone man, came to the front with his usual generosity, and distributed the cooling beverage freely. A squad of Wisconsin boys created a roar of laughter by riding to the starting point arrayed in oriental splendor, with flags, fans, and bonnets of gaudy paper, their standard-bearer carrying a banner reading, "Hong Kong Division," etc. Shortly after eleven o'clock, "Get ready," came in silvery notes from Ned Oliver's bugle. A few moments later — "To wheel," and the parade was in motion, moving in this order

Detachment of eight mounted police under Sergt. Florisch. After the police came A. K. Stewart, pacemaker; then President T. J. Kirkpatrick, ex officio grand marshal; Prof. C. H. Stone, parade chief Col. Albert Pope and Geo. H. Day on a tandem, and Thomas Stevens, who circumcycled the globe. And then came the divisions in the following order: Massachusetts division, led by Chief Consul Hayes; New York division, led by Chief Consul Bidwell; Pennsylvania division, led by Chief Consul Jessup; Maryland division, led by Chief Consul Bartlett; Ohio division, led by Chief Consul Dunn Illinois division, led by Capt. W. B. Buckley, of the Illinois club, Chicago; Kentucky division, led by Capt. J. F. Adams, Indiana division, led by Chief Consul Irwin; Iowa division, led by Chief Consul Thrall; Kansas division, led by C. C. Candy; Wisconsin division, led by Capt. J. A. Hinman, of Oshkosh; Missouri division, led by Geo. C. Peters, unattached L. A. W. members, led by H. W. Belding; Missouri Bicycle Club, led by Lieut. Alex Lewis; tricycle division, led by Dr. H. H. Keith.

The six-in-hand was the greatest novelty of the parade, and carried Secretary-Editor Bassett, W. B. Everett, H. W. Hayes, Sanford Lawton, G. H. Hill, and C. L. Smith.

I will not enlarge upon the route etc.; suffice it to say, that the path through the granite-paved thoroughfares was not strewn, as were, with roses. The line passed the Lindell in good form, but on Fourth street a crowd was encountered, and several halts occurred ere the asphalt was again reached. From this on it was smooth sailing, and the line presented a fine sight, as it stretched away over the undulations of the Olive Street road. As I passed the corner of Grand Avenue and Chestnut, I heard the number, "227," and careful estimates show that 300 would about cover the number in the parade. At one o'clock, the hot and dust-laden riders dropped their wheels into the long grass of a pretty dale in Forest Park, and strolled through the woods to the place of refreshment. Ices, milk and lemonade disappeared with marvellous rapidity, while the substantia's were sadly neglected. Genelli took the customary photograph after the lunch, and though the number of faces contained in the picture reminds one of the very first, taken on the rocks at Newport, I believe the proportion of celebrities is larger than ever, and the picture was splendidly taken.

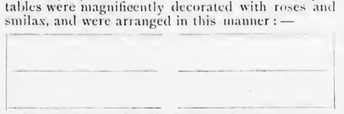
And now for the brewery! They went in squads. Some went in carriages. Some took the wrong road, and got off and walked. 'Twas a hot five-mile trip, but when the hundred and more reached the cool precincts of the brewery yard they felt amply repaid by the generous manner in which President Busch placed his entire office force at the service of the thirsty visitors. Never mind what happened there. Most of you know the effect of a cool, foaming glass of malt refreshment upon a heated system. Perhaps the intricate machinery of the great manufactory was not as distinctly visible to a number of eyes as it should have been, for a few moments. But do not misinterpret the joke. The afternoon was very pleasantly passed, and upon leaving the institution each visitor carried away a pretty souvenir, and a large quantity of good humor.

THE BANQUET. — Now do words fail me. Those who were fortunate enough to participate at that feast of eloquence which followed the banquet proper, will acquit me of boasting when I say, it can never be surpassed. Space will not permit me to verify the assertion, but perchance the words there spoken may greet your eyes from the columns of a St. Louis journal. The banquet was a surprise, not only to our friends, whose hands were stopped while reaching for their purses, but our own anticipations were wholly inadequate to grasp the magnitude of the affair. As a toastmaster, Gus Thomas was simply perfect. The Hon. Jacob Furth drew two hundred and twenty-five cycling hearts nearer to him by his welcoming address. Col. Pope excelled himself, and Tom Stevens showed himself an orator. And above all the other surprises towered the magnificent speech of our president, T. J. Kirkpatrick. I hope some day to find space for it in the columns of the BULLETIN, for it should see the light. Again, who that heard it will ever forget the wonderful manner in which the Rev. John Snyder finished his response to the toast, "The Ladies," when he said: "Happy that man who knows one good woman; still happier the man who, by his own loyalty, his own tenderness and truth, has helped to keep this woman good, who loved him best. In mother, wife, and daughter we find three golden links that bind man's life to the here or hereafter. Gentlemen, God bless your mothers, your wives and your sweethearts, wherever they may be to-night. May each one of you be able to say of one woman in the world, at least: —

> "'Why, man, she is mine own!
> And I as rich, in having such a jewel,
> As twenty seas, if all their sands were pearl,
> Their waters nectar, and their rocks pure gold!'"

The toasts responded to were: Address of welcome by Jacob Furth, representing the citizens of St. Louis; response by Col. Pope of Boston; "Our Guests," Thomas Stevens; "St. Louis and Her Merchants," by A. Moore Berry, Esq.; "The L. A. W.," by President Kirkpatrick; "The Ladies," by Rev. John Snyder, D. D., of the Unitarian Church of the Messiah; "Cycling and its Relation to Literature," by Prof. J. K. Hosmer, of Washington University. There were also other speeches of an informal nature.

I almost forgot the *menu*. At the tap of a bell ninety waiters entered the room, keeping time to the plaintive harmony produced by the famous Spiehring, and at a second tap deposited at the side of each plate a saddle-bag! The *menu* itself was contained within, being printed in gold on a broad silk band of purple, the L. A. W. color. The banquet tables were magnificently decorated with roses and smilax, and were arranged in this manner: —



At the head of the centre table stood a decorated bicycle, which for some reason seemed to please Ned Oliver immensely. The speakers were seated at the head, and to hear them to better advantage, the wheelmen drew their chairs as near as possible.

The banquet closed at 1.30 A. M., our gem of a toastmaster leading in "The Modern Prodigal," and the assembly forming the chorus.

THOSE who intended remaining in the city now scattered to their hotels and homes. The rest of the banquet-laden crowd lugged their wheels and their own weary bodies down the streep grade of Washington Avenue, to the Hudson, which steamed away toward Clarksville at two A. M., affording them a quiet but short rest. They say that plenty of oxygen lessens the necessity of a long rest. Be this as it may, at six o'clock Sunday morning, nearly all on board were awake and stirring. We were away behind time, and the morning hours were pleasantly passed by sitting on the guards and talking over past and coming events. Harry Corey wrote a letter — to whom he would not say. The dapper Mr. Overman chatted and hustled his trimly built figure here, there, and everywhere. Charlie Howard remained in strict seclusion, for the poor boy has been sick, and Jack Rogers, on the contrary, had not slept a wink. Boston, ask Mr. Everett why. Ladish had his hands full, but took things coolly, though he looked a trifle sad over the fact that the steamboat people had not filled their contract in the matter of food in the manner he had expected. Jerry Davis brought forth his guitar at ten o'clock, and led the old Rambler gang in the famous "hog song." At 11.30 A. M. a glimpse of Clarksville, still seven miles away, was obtained between the headlands. A sun shower came up, but failed to disturb a merry party who had gathered on one of the swinging stages, and were "raising Cain," at the risk of dropping off the plank into the Mississippi.

At 1.35 P. M. the Clarksville levee hove in sight, and in a few moments all were on shore, greeting the Clarksville boys, and mingling with the mass of people who had gathered at the little hamlet from all parts of the Mississippi Valley. A special wheelmen's service at one of the churches was largely attended, but those not religiously inclined either sauntered about town, or took their wheels from the steamer, and cycled up and down the long grades of Pike County. The six-in-hand was taken around during the afternoon by six ex-Ramblers. With many others, they were caught in a storm while out, and a photograph of the party, taken on its return, shows a set of half-drowned and sand covered fellows.

Greenwood, Corey, Davies, Harry Gordon and others tackled Crank Hill, Greenwood alone gaining the top. Corey, however, had not previously seen the grade

George Tivy, a tough roadman of St. Louis, had tried his powers of endurance on the Belt the day before, and succeeded in reeling off one hundred and fifty miles in 14.04, according to his own timing.

Toward sunset we enjoyed some great sport by throwing pennies (that is, some wealthy people threw pennies) from the hotel veranda into a crowd of little negroes on the street, and watching them scramble for the bits of copper. It was very cloudy when darkness came on, but all hoped for the best. There was not much sleeping done on Sunday night, what with waiting for the St. Louis train, and the various frolics in ulged in. The Secretary-Editor came up on the midnight train, and under the pretence of sleepiness or somnambulism, or something of the sort, usurped the berth of a weary scribe and left him standing without, wondering how it all happened.

MONDAY, May 23. — Those lowering clouds, what do they augur, success or failure, to the road race? If they will but keep their moisture from the earth, a finer racing atmosphere could not be wished for. The town is full of people. The racing men sit quietly about, but nervousness displays itself on the the faces of some. At half-past eight we watch the men as they climb into vehicles with their wheels, and great crowds move out of town with them to the starting point. The only hard hills on the course are encountered southwest of town, but a glance at these grades, and the rather wet gravel surface, convinces us that the record will not go.

A few minutes after nine o'clock the men were placed in position in the following order: —

H. G. Crocker, Boston, 53-inch Columbia; A. A. McCurdy, Lynn, Mass., 45-inch Star Samuel Hollingsworth, Rushville, Ind., 53-inch Columbia; Robt. Neilson, Boston, 52-inch Victor; S. G. Whittaker, Chicago, 52-inch Champion; John Brooks, Blossburg, Pa., 54-inch Star; Chas. Frazier, Smithville, N. J., 54-inch Star; Chas. Ashinger, Omaha, 52-inch Champion; Wm. A. Rhodes, Boston, 59-inch Victor; L. D. Munger, Detroit, Quadrant tricycle.

As they mounted their wheels the sun broke through the clouds, and a slight cheer went up. Half a dozen photographers pointed their cameras at the racers. "Are you ready?" The reporters held their pencils in suspense, and all stood silent. Bang went Starter Brewster's pistol, and at 9.16 3-4 A M the men dashed away up a slight grade, with Crocker in the lead After them went a *Post Dispatch* reporter, bound to gain a scoop of some sort, and the crowd moved back to town, the wheelmen turning back for an instant as they passed over the crest of Gilham Hill, and drinking in the fresh beauty of the Pike County fields, which stretched away to the West. Jack Prince was the only man who trained for the race but did not enter. He averred that he could not coast, and was afraid to speed down the grades. I heard many regrets that poor Cola Stone was not there to enter the race. Road racing over these hills was his element.

In town a St Louis pool seller had opened a list, and appeared to be doing a rushing business. Odds of three to one were offered on Rhodes, but when he was seen following his men coolly as they crossed the tape the first time, the odds soon went the other way. It was a pretty sight that squad of athletes pedalling rapidly down the stretch near the finish, and as they passed they were cheered. Frazier dropped out of the race in the first lap, having injured his knee while training. The men passed through town the first time at 10.25.

The second lap of 20 3-4 miles was ridden in 1.18 1-2, Rhodes leading at a whistling gait, with Neilson close behind, looking at Rhodes' little wheel in a dazed manner. Rhodes was evidently getting down to work, and he certainly seemed to be master of the situation. Crocker was close behind the leaders, and Hollingsworth came along three-quarters of a minute later. Sammy, by the way, is not much of a believer in liquid nourishment, and took his piece of steak on each round with great gusto. Neilson's manner of riding was a great surprise, as it was not expected that a man with so little experience on the road could possibly hold out. The camera fiends "shot" the racers as they flew by. Soon Whittaker came down the stretch with a disabled wheel. He changed mounts and went on, and right here, in justice to Whittaker, it is but proper to say that he was handicapped throughout the race by having to lug around nearly twice the weight of steel that his competitors did. McCurdy dragged along wearily soon after, his sick stomach having settled his chances. Ashinger was twenty-five minutes behind the leaders, Brooks, thirty minutes. The two latter here dropped out of the race.

At one o'clock, Rhodes, Neilson and Crocker rode through town in a bunch. Trainer Daniels handed his men liquid nourishment, and they soon disappeared around a corner. Hollingsworth passed at 1.20, fresh, Whittaker ten seconds behind. The men were now riding inside of the record, but strange to say, a report went about town, particularly among those interested in the losing wheels, that Clarksville had seen its road racing days, and that this would be the last Quite a smile was created by the odds offered on Munger, the tricyclist — 500 to 1. McCurdy came round for the third time and dismounted

Harry Corey, mounted on a Humber safety, geared to fifty-five inches, made two attempts at Crank Hill, succeeding in gaining the top on the second trial. Everything is business with Corey. He remarked offhand that he would do the hill, and when he had done so he coasted quietly to the bottom, and complacently asked for a "puff." Keep your temper, Harry D., you have got the puff, and you earned it. "You don't tell me," said A. H. Overman, when he was told of the feat. "Come, Harry, tell me truly —— ah! Yes, I'll believe you now. You did it." Overman's eye rested at the moment upon the pedals, which proved to be of his own make.

I have entirely forgotten to say that after the second lap of the race the sun came out, the clouds cleared away, and all looked well for a grand, record-breaking finish.

At 2.26 Rhodes and Neilson passed by, and entered the last lap, Crocker four minutes behind. The men all looked very fagged, Neilson had caught a flying stone from Rhodes' wheel on the second lap which blacked his eye. Rhodes had dropped a dipper into his spokes and fallen, and Crocker overturned while holding a bottle over his mouth and riding.

At 2.49 Munger, on his trike, ambled into town, and stopped for a meal. He had broken the fifty-mile tricycle record by a fraction of a second, in 4.53. Whittaker soon spurted by, with Hollingsworth right at his little wheel.

I will not suffer myself to enlarge upon the exciting finish of the great race. A great multitude awaited it, and it was with bleeding hearts that we saw that desperate spurter, Neilson, take away from Rhodes what seemed to be his race. Hardly a cheer greeted the winner as he crossed the tape at 4.05 P. M., and it is said that poor Rhodes, who had set his heart and not his purse upon the race, went to his room and wept, so great was his disappointment. Below, is given a table showing the various times: —

	50 Miles.	Position.	100 Miles.	Position
Rhodes,	3.14.12	2	6.46.51	2
Whittaker,	3.25.48	5	7.12.45	5
Crocker,	3.14.12	3	6.51.27	3
Frazier,	——	—	——	—
Brooks,	——	—	——	—
Neilson,	3.14.00	1	6.46.27	1
McCurdy,	3.33.12	6	——	—
Hollingsworth,	3.26.24	4	7.12.39	4
Ashinger,	——	—	——	—
Munger,	4.36.48	7	10.04.00	6

The evening was a very exciting one. A display of fireworks was given, and there were all sorts of amusements. The pool seller narrowly escaped arrest by betaking himself to the steamer. There was no banquet on the steamer, which started on its return to St. Louis at nine o'clock, amid great cheering from those on the shore. The Missouri Club's car, which had remained on a side track during the day, returned to the city early next morning.

On Tuesday morning most of the visitors left for their homes, though a great many slumbered through the day and departed in the evening, after a needed rest. And so I must bring my feeble description of the glories of the Eighth Annual to an end.

PHOENIX.

INJURED BY A BICYCLE.

MRS. ROBERT GREEN, residing on the Orange road, Montclair, started to take a walk to the village on Monday evening, and, just as she reached the sidewalk a bicycle came dashing along on the sidewalk, and before the rider, who, it is thought, came from Orange, could stop, the wheel struck Mrs. Green and knocked her to the ground, and injured her about the body in a horrible manner. The rider did not wait to see what damage he had done, but jumped on his bicycle again and rode off, leaving the injured woman on the sidewalk. Her husband heard her moaning and, on reaching her side, was told of what had happened. He hitched his horse to his buggy and started after the bicycle rider, but was unable to get any trace of him. Mrs. Green is still confined to the house from her injuries, and her husband has offered a reward for information concerning the identity of the careless wheelman. The Montclair Township Committee last evening ordered the clerk to issue a notice prohibiting the riding of bicycles and tricycles upon any of the walks in the town, and that the police be instructed to enforce the rules, and if any persons be found disobeying them, to have the law breakers arrested and fined for disorderly conduct, — *Newark News.*

THE QUEBEC TOUR.

THOSE of our readers who are contemplating a vacation on the wheel this summer, would do well to consider the attractions offered by Elwell's Quebec tour, Starting on the wheel at the head of the St. John River, the party will ride over a fine military road for a distance of 80 miles to Rivière Du Loup and Cacouna, the famous Canadian watering places on the lower St. Lawrence. After a pleasant stay here they will take one of the magnificent steamers of the St. Lawrence S. S. Line, and for two days enjoy the finest sail in America, up the Saguenay and St. Lawrence rivers to Quebec. Few cities in this country possess so many peculiar and distinctive characteristics as Quebec; its citadel, the Plains of Abraham, and the Falls of Montmorency will be visited. From Quebec the party take a straight away ride through a wildly picturesque and interesting country to the head of railroad navigation in Maine. The first seventy miles is through the land of the French Canadians, and the last forty miles along the banks of the beautiful Kennebec river, over one of the best roads in the State. It is a tour unique in its remoteness from the ordinary routes of wheelmen, and abounds in everything that goes to make a delightful vacation. The party is limited to thirty; about twenty well-known wheelmen from various parts of the country are already booked; there is room for ten more, and any rider of the bicycle who wishes to take a two-weeks vacation, would do well to write to Mr. F. A. Elwell, Portland, Me, for descriptive circular of the tour.

MR. DUCKER LEAVES SPRINGFIELD.

HENRY E. DUCKER, president of the Springfield Bicycle Club, editor of the *Gazette*, and superintendent of the Springfield Printing Company, will leave this city July 1, much to the regret of thousands of friends. It seems like writing an obituary. Everybody who knows Mr. Ducker admires him, not only for his honesty, integrity, and moral courage, but also for his undaunted pluck in everything he undertakes. It has been owing to his influence that Springfield has been made the bicycling centre of the world; to him belongs the credit of putting into circulation millions of money for every kind of wheel made. A word from him, an article in his paper would turn the fortunes of a manufacturer. He never, however, let pleasure interfere with his business, and his whole energy was devoted to the concern by which he was employed. He worked for their interests, not his own, and turned thousands of dollars into the treasury for book, job work, and other printing for the bicycle tournaments in this city.

Mr. Ducker's principal branch of the business is a bookbinder. He was imported to this city from New York, April 20, 1863, when but fifteen years of age, and entered the employ of Samuel Bowles in the old Republican building, where D. H. Brigham's store now stands, two days after, May 1, 1863. He worked himself up at such a rate that four years from the day he entered, he was made foreman of the bindery and has continued at it ever since. It is safe to say there is no man in the country who can figure as closely on a job as Mr. Ducker. His father was a bookbinder before him and it was born in him. He has several good offers awaiting him, and after a week's hesitation will accept the best. He leaves this city about July 1, and in the meantime will dispose of his residence on Worthington Street.

Mr. Ducker's chair will be filled by L. H. Orr, who has been in the printing business opposite J. D. Gill's for the past four years. Mr. Orr has purchased a controlling interest in the concern and steps into the harness to look after his own interest as well as that of all the stockholders. Hence Mr. Ducker will have to go.

Mr. Ducker will continue to edit the *Gazette* and have it printed in this city He is a very popular man with the help, every one of whom will regret his departure very much. — *News.*

BANQUET TO PRESIDENT KIRKPATRICK.

CAPTAIN THOMAS JEFFERSON KIRKPATRICK, our own "Kirk," was banquetted in royal style at the Arcade hotel last (Tuesday) evening, in honor of his recent elevation to the Chief Executiveship of the National League of American Wheelmen. The affair throughout was characterized by hearty good fellowship and in its social features left nothing to be desired. It was a fitting and complete recognition both on the part of the citizens and the wheelmen, of a gentleman, whom the great league of cyclers have recently intrusted with their highest gift. It was more — it was a hearty outburst of esteem, which showed that genial "Kirk" was honored here at home where his daily life is passed, as well as by those who know him only through his zeal, enthusiasm, and executive ability as a wheelman amongst wheelmen.

It was designed at the outset to have only a modest little club affair; but the scheme kept growing in dimensions, until, at the time of its realization, it was nothing short of a banquet, at whose generous board our best commercial, professional, and social elements were represented, together with almost the entire membership of the bicycle club. The latter were attired, for the most part, in their club suits, and looked very natty and striking.

The company occupied itself until about 9.30 in the parlor, and then the dining hall was thrown open, and the guests filed in to partake of the spread that Mine Host Rockfield had prepared. The table was very handsomely laid. In the centre was a life-size bicycle, composed of pine, cedar,

calla-lillies, and smilax. Captain T. J. Kirkpatrick occupied the post of honor at the head of the table, flanked by the speakers of the evening. Hon. Charles W. Constantine, as toast-master, occupied a seat about the centre.

At each cover was a handsome buttonhole bouquet, and each guest was furnished a neat badge of ribbon with a bronze fastening. It required almost an hour and a half for the merry crowd to fully test the merits of the banquet. Then cigars were passed around, and amidst a cloud of fragrant smoke from fifty admirable weeds, the toasts and responses began. Mr. Constantine was in his happiest mood, and his prefatory remarks as he introduced each speaker were invariably bright, pointed, and full of the gentleman's own personality. On his own account, he paid a handsome tribute to President Kirkpatrick, and rejoiced in the honor extended the Champion City in the selection of one of its citizens for the exalted place in which Captain Kirkpatrick has just been placed.

"The Lord Mayor," as the toastmaster characterized him, Oliver S. Kelly, answered to the first toast of the evening — "The Champion City."

Captain T. J. Kirkpatrick next responded to the toast, "The Wheel," and made decidedly the most finished and elaborate address of the evening, as it was very appropriate he should. He said in effect: It is with great and sincere gratitude that I am here as your guest. When a man goes away from home and acquires a measure of honor and celebrity it gives him pleasure; but when he returns home and finds his friends rejoicing in the acquisition it is doubly touching. The position is not one of dollars and cents, but of honor, and as such I accepted it.

W. T. Stillwell responded to "Ohio the Home of Presidents;" Paul A. Staley spoke for the "Champion City Club;" C. M. Nichols responded for "The Press," and Louis Werrelbaum spoke for the "Tripod and Bicycle."

Impromptu remarks were made by Mr. Alfred Ely, of Cleveland, Mr. George Warder, Mr. E. A. Morgan, Mr. Toulmin, Mr. John A. McCarty, Dr. Bryant, Mr. Constantine, and others. Dr. Bryant paid a gallant tribute to the honored wife of President Kirkpatrick, which was applauded to the echo. The crowd dispersed after singing, "For He's a Jolly good Fellow." — *Springfield Republican*

AROUND THE WORLD ON A BICYCLE.

We have received from Thomas Stevens an autograph copy of Vol. I., "Around the World on a Bicycle," published by Charles Scribner's Sons, New York. The volume reproduces the wonderfully interesting series of articles which Stevens contributed to the pages of *Outing*, and describes his adventures from the time he left San Francisco until his arrival at winter quarters in Teheran. The volume is dedicated to Col. A. A. Pope, and the introduction is written by Col. T. W. Higginson. There are five hundred and forty-seven reading pages and one hundred and ten illustrations. The frontispiece is a fine portrait in colors of the author awheel in the costume he wore on the roads of India. It is handsomely bound, and the outside cover has a design showing Cupid crowning Mercury for having circled the world on a bicycle. This book is one of the most interesting contributions that has been made to cycling literature, and it should find a place in the library of every wheelman. Mr. Stevens is very anxious to sell autograph copies of his work and he has made the following proposition: —

Ten thousand autograph copies are what I ought to sell among five times that number of wheelmen. As soon as that number is reached, I will send $500 in gold to the person who has sent in the greatest number of orders; and another $500 to some one individual purchaser, to be determined by lot in the presence of a committee of three gentlemen, well and favorably known to the fraternity of the wheel. Ordering your book through some friend engaged in working for the first $500 gives you the same chance for the second $500 as if you sent your individual order to me, but your name and address must be sent with the order, to be placed on file.

If at the end of two years the number sold should be short of ten thousand copies, the premiums will be awarded in proportion; *i. e.* two premiums of $250 each for five thousand copies, etc.

Mr. A. C. Stewart, of St. Louis, has in his possession a small gold League pin which was lost on the steamer Chas. P. Chouteau during the excursion. He is anxious to find the owner. Address him, Equitable Building, St. Louis.

FROM A FEMININE POINT OF VIEW.

It is whispered that the ladies' tour of 1887 will take a somewhat different route from that which has been run over the past two years, and both Providence and Worcester are talked of as points of destination.

Variety is the spice of life, they say, and this old saw may be used to turn the minds of the ladies away from the seacoast and the delightful scenery along the North Shore. Be that as it may, I hope to go with the ladies, but if we go inland I shall look for the harder work which is always incident to poorer roads and scenery of a quieter description.

It is now quite time for the programme to be laid out, and for the invitations to be promulgated. We want a large party this year, and Philadelphia, Orange, New York, and other cities ought to send us representatives.

Many darts have lately been thrown in my direction by those who charge me with being other than I pretend, and others magnify a discussion on dress between myself and a friend into a "lively war." I am not to be diverted from the course I am pursuing by these attacks. I have many true and faithful freinds who will indorse me for what I am, and controversy is to me very distasteful.

Can it be that the wheel journals have no knowledge of the etiquette of journalism? Else why do they fail to respect that sanctity of a *nom de plume* which is cherished in the world of literature which they seek to enter.

A friend of mine has sent me a clipping from a New York paper which has something to say regarding dress on the tricycle. As it comes very near to what I have said myself, and as my friend Violet says I was altogether wrong in my advice, I, perhaps, may be excused from reproducing.

"The tricycle will be ridden this summer much more extensively by women than has been the case in any year before. For one thing, the machine is an expensive foible, and it has taken some time to make its way. It is heavier than the bicycle, too, and a little unfair to the weaker sex in handicapping it at the start in point of speed. In spite of these disadvantages, however,—and they are not nearly so noticeable as in the lumbering things that went by the same name a half dozen years ago, — the tricycle, and especially the improved tandem, that allows husband and wife, or lover and lass to ride together, — is gaining ground rapidly, and Mr. and Mrs. Pennell will find many imitators in their vacation trip on the wheel. Tricycling is an exercise that calls for special dress. Nobody who has been through the dusty and oily experiences of wheel life will think of disputing that fact. The gown worn by the experienced is always of a medium weight woollen material, and, in ninety-nine cases out of a hundred, is quiet and unconspicuous in color. English women choose, almost without exception, a flannel or merino combination of ordinary walking length, with overdress made as simple as possible, loose trousers to match the dress in color, black woollen stockings, Norfolk jacket, straw hat, a club ribbon, and a free and substantial walking boot. American women, as a rule, have not yet adopted the trousers, but wear a skirt of slightly different cut. The dress used by women riders in Central Park this spring shows a skirt without back drapery, but ornamented as the wearer's fancy chooses in front. For length it is like the usual promenade dress, but has a slope of about three inches behind to prevent lifting by the saddle at the back. For headgear one should choose a light weight cap of the same color as the dress, or on a long trip or a parade, a ventilated helmet. Kid gloves are out of order. Silk and linen or lisle thread are the only things allowed on the wheel. For underwear the same rules that govern the boating dress hold; flannel next the skin, no corset nor crinoline, and as few skirts as may be."

I have faith to believe that American women will not wear trousers, nor will they adopt the tobaggan suits which Violet speaks of.

The gentlemen have returned from the Meet at St. Louis, and from what I can learn from them I judge that there is very little riding among the ladies of that city. There may be more in future, for I am told that very many ladies took their first ride awheel on the Victoria around the track on the steamer. If the visit of wheelmen to St. Louis results in the appearance of Western ladies in wheeling circles then it has not been altogether in vain.

I have a letter from a friend on the Pacific slope who tells me she has been able to ride her wheel throughout the past year nearly every day. She attends school five miles distant from her home, and has ridden to and from the school on two hundred and eighty days. Besides this, she has ridden in the evening, and she thinks she must have a record approaching thirty-five hundred miles. I think we can all congratulate her upon her remarkable advantage. Nature has a kindly smile in localities such as that in which our young friend lives, and yet, under her frown, rise up the men and women who have achieved greatness. Nevertheless, I would like to be able to ride the year round.

Daisie.

THE OWL.

Probably no endorsement of the wheelmen's rights has had more weight with Governor Hill than that written by Henry George. Backed as he is by the enormous laboring vote of this State, which holds in its hands the balance of political power, the Governor is too politic not to heed carefully any endorsement of his. Wheelmen should remember this in Mr. George's favor.

The combination of the New York and Ixion Clubs is now virtually an established fact. Ground will be broken for the new clubhouse within the next month, and winter will find the club located in the new quarters.

The wise injunction, "train up a child in the way he should go," has as much bearing upon the pleasures of life as upon its sterner duties, and, in truth, the real character of the man is more frequently revealed by his voluntary pursuits than by those which accident, or circumstances beyond his control, lead him to adopt as his regular avocation. The impressions of youth exert an influence upon all the later life, and in most instances are strong enough to control it, thus justifying the sequel of the injunction, that he will not depart from the way he is trained. The highest character is one so formed that all its inclinations turn to that which is refined, elevating, and intelligent, — one which recognizes and obeys the unwritten laws of nature as well as the written laws of the land, and orders its life by the combined decrees of divine and human wisdom. It is just because amateur cycling is elevating that it takes high rank with the best men of the day. Recognized as requiring the instincts and accomplishments of the gentleman, it has risen above the narrow prejudices of the past, and will overcome the last lingering remnants cherished by those who make a horse their god. Its principles make the best of early training for youth, because they extend far beyond the mere mechanical skill of winning a race or taking a tour into the limitless field of Nature with all its refining influence upon the heart and its educating power over the mind, and may thus well be set down as a safe pursuit for the youth of our land, as no better impressions can be stamped upon the soft wax of the youthful mind than those which early acquaintanceship with true wheelmanship gives. If a boy is taught that it is a creditable thing to excel in any of the different branches of field sports will he not exert himself to do this, and if in connection with such teaching he is led to see that superiority can only be purchased at the price of care of health, and observance of the physical and moral laws which promote this, will not his cycling interests be the strongest incentive he can have to such observance? The gain does not stop with physical benefit, for to be a thorough wheelman involves a knowledge of Nature herself, and no study can be better suited to bring out all that is good and manly in the student. Not only does he gain an insight into that which is as beautiful as it is mysterious, but also by being brought face to face with the economy of nature, and seeing how she preserves and utilizes all her possessions, he is led to appreciate them at their true value, and recognize the brutality and unmanliness of wasting them When the twig is once bent it is far more difficult to straighten it than to keep it straight in the first instance. The boy will prove difficult soil upon which to raise a good crop of manly virtues, and he who has been allowed to enter cycling with lax or mistaken ideas of what belongs to the sport can seldom become better than a gambling professional. The man who wishes his boy to get the most benefit from his boyhood in the way of preparation for later life, will, in addition to preparation for the duties of life, give him an insight into its purest and most remunerative pleasures by getting him a wheel, and teaching him it is the key to health and to knowledge, which cannot be gained so well in any other way, and then, from time to time, showing such interest in the youthful rider's progress as a racing man or tourist awheel as will spur him on to make the most of his opportunities. By such a course the boy's attention is turned to things which exert a good influence upon body and mind, and through these he is strengthened to resist evil, thus giving a twofold chance for that development which produces true physical, moral, and mental manhood. The Owl.

JERSEY.

Never was the neglect of the New York daily press to cycling news more apparent than in their supreme contempt of the great road race, although it was of interest to thousands of wheelmen, and was witnessed by four or five thousand people. The *Tribune* devoted a few lines to it, but in those few lines gave an exhibition of ignorance of the subject treated that will make the quotations of journalistic stupidities that the "Owl" gives us occasionally seem intelligent by comparison. We were informed that the Kings County Wheelmen entered seventy-seven men, the Ilderans, seventy-four, and the Elizabeths, seventy-three. I must own that when I see from a half to a whole page devoted to baseball each day it angers me to see but a beggarly paragraph now and then relating to our own sport, which, next to baseball, has more devotees than any outdoor exercise in this country. In my condemnation of the press in the road race matter let me credit the *World* with an honorable exception. What little it had, barring a mistake of names, which may have been the fault of the typo or the proofreader, was correct and to the point. In our boycotted condition small favors like this are thankfully received.

Great interest is being taken by the Passaic County Wheelmen in the three thousand miles badge which has been offered by the club. Extensive riding has been the outcome. Although April was a wet and stormy month, the following creditable records were made: — W. Abbott, Jr., 311; W. B. Bunker, 303; D. W. Romaine, 301; and N. G. Palmer, 265.

The prize offered by the Somerset Wheelmen for the first thousand miles covered this season has proved a powerful incentive to road riding, as the first eight records handed in for May will show: P. V. Bergen, 438; J. S. Frelinghuysen, 396; W. H. K. Davey, 364; N. Y. Denyan, 299; John Van Eps, 315; Wm. Brokaw, 265; W. H. Paulison, 137; L. C. Haynes, 205 — a total of 2,410, or an average of 301 miles per man.

The Rutherford Wheelmen are now houseless, awaiting the completion of a new building, the second floor of which they will occupy.

"Jodo" says that the Passaic wheelmen are hanging on the ragged edge of indecision about joining the Road Racing Association, for fear of being the tail enders. I say to them, better to have run and lost, than never to have run at all. Let them come in by all means. And why should they be the last in? Practice will work wonders. And what if they were last? They would amount to much more in the eyes of their fellow wheelmen, carrying the target in such a grand procession, than do some of our "silent partners" among the big guns, who stand aloof lest the brilliancy of mighty planets may be eclipsed by little stars. Application for admission must be made three months previous to the regular semi-annual meeting. Address M. L. Bridgman, Secretary, P. O. Box 1392, New York City. Plainfield, Essex, and Atalanta, why do you not join the happy family, also? Have I omitted anybody? Pardon me, then. Come one, come all.

By the way, I hope my Passaic friend will not forget to send me a clipping or something about the lantern parade of the P. C. W., which is set down for the 13th instant.

What is this I see in Jodo's clippings? Romaine and Blake made the run to Morristown and back in seven hours and a half, and the distance is sixty-five miles. And still P. W. C. hesitates to come in!

Hello! Here is something more in the Jodo clippings. Fred Shuit is to make a trip awheel through Orange County, N. Y., and Lieut. Rose is to tour from Buffalo along Lake Erie. With this I will say *au revoir* to Jodo and his clippings. With such kind assistance every day, the life of the cycling scribe would be a happy and easy one.

The Elizabeth wheelmen will have their century run in about two weeks. One of the lady members will probably attempt to go the distance with her husband on a tandem.

Final arrangements for the race meeting at the Roseville track in connection with the Meet of the New Jersey Division L. A. W., at Orange on July 4, have not been completed. Should there be any hitch, it is probable that the Orange Wanderers will step in and give a tournament.

Whether the stock of the New Jersey Cycling and Athletic Association will prove a bonanza in paying dividends is an open question. Every racer should hold a share, however, for each stockholder is entitled to the use of the track for training. As there seems to be little chance of their being any opposition from Springfield and Lynn, now is the golden opportunity for Roseville to make a strike and give such a tournament as will obliterate even the memories of the others. If it is done in the right way and if no attempt is made to give the earth for prizes it should pay.

The Elizabeth wheelmen are now comfortably settled in their cosy new quarters, and are reaping the harvest of prospective increase thereby. The locker room has been completed and now all is ready for the boys to house their wheels in the shanty.

J. W. Smith and L. H. Johnson explored the roads between Long Branch and Ocean Beach yesterday, and a club run between these points is one of the events to which the Orange Wanderers are looking forward this latter part of the month.

Having accepted Saich's suggestions and ceased experimenting, they are as busy as bees with the King wheel over at Newark. I saw a big wheel set up on Saturday, and was much impressed with its lightness and the arrangement of the spokes. When the first machine will make its appearance I will not attempt to say, or on my sayings in reference to this wheel I will lose my reputation as a prophet.

If we have "road hogs" among the horsemen, we have also "sidewalk hogs" among the wheelmen. One of these good-for-nothings, the other day, ran into a lady at Montclair, knocking her down and seriously injuring her, and then, coward that he was, scooted away without waiting to see what damage he had done, or offering to assist the fallen lady. A reward is offered for his identification, and I do hope he will be detected and severely dealt with. Such cowardly hogs are a disgrace and injury to our fraternity, and any steps toward their punishment should have the hearty assistance of wheelmen. My wail is based on an account published in the New Jersey edition of the *New York World*. If I am misinformed, if I do any one an injustice, pray let me know it, for I will gladly defend any brother wheelman who has been maligned or persecuted.

"Jodo" is doing good work up at Passaic in stirring up an interest in the wheel through the columns of the local press. As I have before remarked, and I know from experience, there is no better way than this of doing effective missionary work. And the best of it is that my good friend (I have never met him, but he is my good friend just the same) sends me the clippings. "A wink is as good as a nod to a blind horse," and, as I remarked above, "small favors thankfully received."

Charley Stenken will do considerable track racing this season under the training of Kluge.

Why does not the executive committee of the New Jersey Division do something about having a State camp? Good ground could be obtained somewhere in the Orange district, which is the centre of a great wheeling population. The location would be most convenient, as those who could not give up a whole week to it could easily join the campers after business hours. The New Yorkers and Brooklynites could be invited to join in the enterprise, and a right jolly time could be had. As to tents, a contract could easily be made with some firm or the military authorities to furnish them. September would be a good month for it, and there is ample time between now and then to make all arrangements.

If Lady Luna will only show her fair face to-night, the Elizabeth Wheelmen can count on a large attendance on their moonlight run through the Oranges.

"Little Caldwell," of the E. W., has again distinguished himself. On Friday, on the boulevard between Newark and Elizabeth, in a trial for the medal offered for the member who should beat three minutes over the "boulevard mile," he succeeded in scoring 2.56 on a 51-inch Columbia light roadster.

Jer. C.

June 6, 1887.

QUAKERTOWN QUILLINGS.

In the report of the grand jury of Philadelphia for the May term is the following clause handed in to the Quarter Sessions Court, June 3: —

"The former use of cobblestones in paving so many of our streets has made for Philadelphia the reputation of being one of the worst paved of large cities. We recommend to city councils the advisability, utility, and economy of paving Broad Street with an improved concrete or asphaltum pavement, and using the Belgian blocks now on Broad Street to repave the side main streets leading into Broad Street that are not used by the passenger railway companies."

This is one step forward, and as the *Press* well says: —

"The improvement of the roads around this city is slow but it is sure. In a short time there will be open to cyclists a new highway which will dispute with Lancaster Pike for the patronage of the wheelmen. The old Lancaster Road, or Montgomery Avenue, as it is now called, is to be macadamized from Bryn Mawr to the City Line Road. The contract has been awarded and work is to be commenced at once at the terminus of the present macadam and continued until City Avenue is reached. In addition to this improvement, the road running from Elm Station to Montgomery Avenue, ending at the General Wayne Hotel near the Belmont Driving Park, is also to be macadamized. The stone for the same is now being hauled ready for the workmen. One mile from Elm Station this road taps the Lancaster Pike, and the macadamizing of the remaining portion will be a question of a very short time."

With these improvements, we shall soon have as fine a suburban riding district as any city in the country save only Boston, while the new concrete paving on Broad Street, recommended by the grand jury, if it is ever placed, will open a magnificent highway for wheelmen directly through the city.

The West Philadelphia Athletic Association held its first spring meeting Saturday, June 4, at their grounds, Elm and Belmont Avenues. The bicycle races were one mile novice, one-mile city of Philadelphia, half-mile for boys under sixteen years, and one-mile open.

The novice race brought to the line G. J. Bowman, W. Morgan, H. Lynnes Veldt, J. Smith, and P. E. Bechtold. Morgan won in 3.25, with Lynnes Veldt second in 3.31.

The city race had three starters: L. Kolb, T. A. Schaeffer, and J. Bailey. Kolb won easily with Bailey second. Time, 3.10 4-5. Bailey's time, 3.14 2-5. Richwine did not enter.

The boys' race was between E. C. Crawford and H. J. Flennard. Crawford was overmatched by his opponent, a much larger boy, and though he rode a game race, could not success in heading his competitor, who won in 1.46.

The one-mile open was the best race of the day. The entries were Bailey, C. S. Stevens, Millville, N. J., Kolb, and Schaeffer. Bailey led for three laps when Kolb came, followed by Stevens, and on the last lap Schaeffer forged ahead of Bailey, and he, Stevens, and Kolb all crossed the tape close together, with Kolb in the lead, and Stevens second. The time was 3.18 for first and 3.19 3-5 for second man. PHACTOTUM.

ST. LOUIS.

I AM being soundly berated on every hand because the last half of the meet account does not appear in the BULLETIN, which came to hand to-day. No one can possibly regret this more than I do, but, unfortunately, in this case, my time is not all my own, and the very best I could do was to have the "copy" in Boston on the Thursday morning preceding the date of issue.

MEET talk has not yet entirely subsided. St. Louis wheelmen are indeed proud of the unlimited flattery which has been heaped upon them, and Missouri club men especially, are shaking hands with themselves over the kind words they see in every cycling sheet. The boys are all looking ruddy and plump, now that they have rested up well.

A GLANCE at the reading room table in the club house shows quite a number of marked newspapers from all over the country, containing laudatory accounts of the big event which were written by gratified delegates after they had returned home.

ROAD races seem to have developed into a business, judging by the manner in which a certain journal runs down the racecourses used by its rival to boom its circulation. St. Louis has never contended that the Clarksville course was a perfect race track, in fact, the slight element of danger offered by those grand old hills has lent a fascination to the races held on the Belt, which a level, uninteresting track could not do. It is a fact, moreover, that not a single header was taken during the last great race that could be ascribed to the road's surface.

OUR new L. A. W. treasurer of the League, Captain W. M. Brewster, has played the part of entertainer more thoroughly and longer than all the rest, and had the pleasure of sending away the last visitor, Kennedy-Child, on Wednesday. In the capacity of captain of the Missouri Bicycle Club, he is waking up most decidedly, judging by the way he is hustling the boys out of their lethargy and out upon the road. To-day's run is fourteen miles northwest, over a slightly travelled pike to Florissant, a little old French settlement, stowed away in Florissant valley. The town is almost as old as St. Louis itself, and in the gray dawn of any Sunday morning the quiet inhabitants may be seen filing slowly over the dewy hills to the little church, in which the Catholic rites are performed now, as they were half a century ago.

A NUMBER of ex-Ramblers and unattached met at the Lindell Hotel Tuesday evening, in response to over a hundred postals sent out by energetic George Tivy, for the purpose of forming a new club. No action was taken beyond the election of certain committees, on constitution, etc., and I understand they will organize some evening this week. The main feature of the new club is to be that it will pay attention to cycling, pure and simple, by making it a road-riding club, and nothing else. The ex-Ramblers have been distinguishing themselves continually on the road since their disorganization, so that in this respect the club is bound to be a success. With the good men composing it, too, there is no telling what may develop, as there is certainly room and material in St. Louis for two hustling clubs.

SPEAKING of the ex-Ramblers, Bob Lee and Lindell Gordon have been doing themselves proud recently. The other day they mounted Son-of-a-Gun hill, at Manchester, on a Humber tandem trike, and on Thursday they mounted their trikes and sauntered down the Gravois road to find the end. At Marsh's Mill, forty miles away, and over some very rough country, they turned east toward Hillsboro. They made the ten miles in a drizzling rain, and came back to town on the De Soto pike, having covered about seventy miles of the toughest road-bed to be found hereabouts.

THE squabble between the *P. D.* cycling editor and the *American Wheelman* force culminated in a little row last Sunday, in a secluded nook of Forest Park. It is to be regretted that the good sport of cycling should be the primary cause of personal wrangles.

IF it is agreeable to ye editor, I would like to follow in the wake of "Jer. C.," and present Missouri news more fully than at present, and would be pleased to receive any items of news at 1,901 Oregon Avenue, St. Louis, at any time. PHOENIX.

ARKANSAW.

ARKANSAW is on a cycling boom of no small proportions. Never before has such interest been manifested as at present. Arkansaw Travellers, Little Rock, Pine Bluff Wheelmen, and a club at Texarkana are the clubs. The oldest and most influential are the "Travellers," but the Pine Bluff Wheelmen have their share of vim and enthusiasm; organized March 18, its membership is yet small. The officers are G. E. Greenfield president; Ben McCannon, vice-president; Frank Fergus, Sec'y Treas.; Lawrence O. Knox, captain. An athletic association has been organized with ample capital to make a success of the venture, and a boat house and gymnasium will be erected as soon as possible. Little Rock Athletic Association has long been an established fact. Their quarters are situated upon the river front, and is a very comfortable frame building. Upon the ground floor is the boat house, bath and toilet rooms, with the usual supply of lockers; while upon the second floor are the gymnasium, committee rooms, etc. The boating department is amply supplied with pleasure boats, canoes, double and single racing sculls. Two crews aae training for the championship race, which takes place on July 4.

About our roads. Although not always the best, yet they are ridable nearly the year round. In the hilly portions they are generally good, as is also the case in the more level counties. Along the larger water courses the hard sandy roads, and the level levee tops are a cyclist's delight, especially the latter, as the elevation (six to ten feet) gives a good view, in passing, of the surrounding country.

Nearly all the principal machines, both foreign and domestic are found in our midst, Victor, Rudge, New Rapid, Apollo, Challenge, Champion, Star, Columbia, and Premier (English). The Victor is the general favorite, but the Star, on account of its lever power and non-header qualities, is finding favor among us of the "crank" disposition. The new safety type machines are creating quite a sensation, and several of our local physicians are thinking of adopting them to facilitate their practice, since they are as safe and much faster than horses.

Little Rock has a good cycling track, while the Citizens' Street Railway Company, of Pine Bluff, are preparing one of cinders, which they will kindly place at the disposal of wheelmen free of charge.

Few tours have been made. Little Rock to Hot Springs, seventy-two miles, and Little Rock to Pine Bluff, forty-eight miles, are the only ones the writer is aware of, although several are talked of for this summer.

A race meet was to be held at the latter city on April 19, but adverse circumstances prevented. One or more have been held at the capital.

Tell No. 28 that we dispose of the dog question in short order out here. The town doggie is either run down, or an end put to him with the nearest brick, while in the country tours a leaden messenger is found equally as effective. S. G. SMITH.

HICKATOO, ARK., May 28, 1887.

SELF-SUPPORTING STOCKING.

THE new self-supporting stocking which Holmes & Co., of 17 Kingston street, Boston, are putting out will be appreciated by all wheelmen who have had trouble with garters and with bands. The stocking is in the regular form, but attached thereto is a band of jersey cloth which only half encircles the leg, and goes up to the waist, where it expands and ties like drawers. The band above is made of cotton or wool, thin or heavy. We have been wearing a pair of these, and have found them very easy and comfortable; in fact, we have never experienced true comfort in knee breeches before. An advertisement in another column presents a cut of the stocking, showing its form, and also gives the price, which is reasonable.

A ROAD HOG.

ON May 15, a party of five wheelmen were quietly riding up a gentle incline between Akron and Hudson (twelve miles distant), in single file, and on the right hand side of the road, when they met a gentleman (?) driving a high-spirited horse, hitched to a handsome two-seated carriage. The horse shied slightly from the first two riders, who were several rods in advance of the third rider. This apparently angered the driver, as he deliberately attempted to drive over the third wheelman, who barely escaped the horses' hoofs by riding into the gutter, and the horse shying violently from the bicycle. Had the gentlemanly (appearing) driver kept his own side of the road, instead of maliciously endeavoring to drive over a cyclist, his horse would have passed on without danger. Failing in his attempt to injure the third wheelman, he endeavored to drive over the last two, who were some distance in the rear of the third. His horse then thoroughly frightened, shied violently across the road, cramping the wheels so sharply as to break one of them. Though none of the wheelmen were dismounted or injured, it was no fault of the "hog's" that at least one of them was not seriously maimed. It is to be hoped that Mr. "Road Hog" will benefit by his experience, and have more respect for the rights of wheelmen hereafter.

ONE OF THEM.

AKRON, OHIO, May 17, 1887.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

NICKEL.

EDITOR BULLETIN: — In your issue of June 3, I read an item quoted from the Philadelphia *Times*, in which riders of full nickelled bicycles are rather held up to ridicule, the writer indirectly claiming that riders of full nickelled machines are almost entirely confined to men who are just beginning to ride, and like young soldiers fond of display. I think possibly the writer is correct in a very few cases, but I know that his sarcasm is not appropriately directed to the riders of full-nickelled machines as a whole, for it is well known in cycling circles that there are many old riders who always have ridden full-nickelled machines and are to-day riding them, it being claimed by them that full nickel is the most durable finish for a machine, and that the care required to take care of it is very much less than is popularly supposed. I could cite several instances, but it is unnecessary, as such instances are known to every wheelman; but I would mention the fact that Thomas Stevens's bicycle, which carried him from Liverpool to the Pacific Ocean, was a full nickelled Expert, and the last time I saw it exhibited in a Washington Street window, one could plainly see that even after what it had gone through, the most remarkable test a bicycle was ever subjected to, the nickel had by no means entirely disappeared.

A WHEELMAN OF SEVERAL SEASONS.

CHICAGO TO BUFFALO.

EDITOR BULLETIN: Mr. Gates' article in your issue of May 27, affords me an opportunity of calling your attention to Routes "Two" and "Five," Michigan Road Book. Route Two, Chicago to Detroit, has two exits from Chicago, one the same as Mr. G.'s, and one more southerly, *via* Crown Pt. and St. Johns. The latter I think preferable, as it substitutes clay and prairie soil for sand. Both join at Valparaiso, and continue, with some slight changes, over Mr. G.'s route to Adrian. From Adrian, instead of going south over fair clay roads to Toledo, go north, over fine gravel ones, *via* Saline and Ypsilanti, to Detroit. Wheelmen visiting the "City of the Straits" are always sure to receive a hearty welcome and good care if they will but apprise us of their coming.

If their time permit, let them linger with us a while, and we will take them out for a spin over our famous "Pointe Road," and feast them on one of "Aunty Weaver's" delicious frog suppers. A visit to Mt. Clemens and its springs would not be amiss; and a day or two spent among the lakes of Oakland County (distant but twenty-five miles), would be something long to be remembered.

From Detroit, Route Five leads to Buffalo *via* St. Thomas, London, Hamilton, and Niagara Falls, over good gravel roads almost the entire distance. That portion from Detroit to St. Thomas (one hundred and twenty-seven miles) being particularly fine.

Ask our only "Burley" if these routes and suggestions are not good ones, and ask Toledo, Cleveland, Pittsburgh, and Louisville tourists who have visited us, if they do not entertain pleasant recollections of their pilgrimages. J. H. JOHNSON,
C. C. Michigan Div.

397 Second Avenue, Detroit.

CONTUSED AND LACERATED WOUNDS.

THESE two kinds of wounds are usually associated in the same injury. Its sides are rough, torn, and bruised.

Cause. — Blows from blunt instruments, as stones and clubs; kicks of horses; bites and gores of animals; machinery accidents; and crushing from cars and carts.

Symptoms. — The edges are rough and contused. There is not much gaping, but portions of the tissues may be partially or completely torn out. The pain is of a dull, aching kind. The bleeding is usually slight, even large arteries, when torn completely across, often do not bleed, and when they do, the blood escapes in a steady stream. In crushing accidents, the injury to the skin is often much less than that to the deeper structures, for in these injuries the bones are often split up to the next joint, the muscles separated from the tendons, and the vessels crushed and torn.

Variously sized portions of tissue around the edges of these wounds often die and are thrown off in a few days in pieces of skin to many weeks or months for bone. This, with the uneven character of the wound, prevents primary adhesion, and these wounds heal by granulation.

Pus may collect in the irregular cavities found in these wounds, and burrow between the tissues. Here it may decompose and cause both local and general trouble.

When only a portion of the wall of an artery has been injured, it may slough on the sixth to twelfth day, and hemorrhage occurs.

Lacerated woands of the scalp are apt to be followed by erysipelas.

Gangrene may occur in a limb that has been badly crushed.

Treatment. — This is like that of the incised wound. Never remove pieces of skin unless completely separated, for these will often live under the most unpromising circumstances. Every facility to the discharges to escape.

PUNCTURED WOUNDS.

These wounds resemble the contused or the incised. Sometimes the superficial portions heal by primary adhesion, while suppuration occurs in the deeper parts; the wound then reopens or the discharges burrow and may make a new exist.

Foreign bodies are often found in these wounds and must be removed.

Needles, when they have penetrated deeply, had best be let alone, as they seldom cause any trouble.

Fish-hooks should not be withdrawn but pushed forward until the barb emerges from the skin; this should be cut off, and the hook then withdrawn.

POISONED WOUNDS.

The stings of insects are usually unimportant, unless very numerous, or in the eye or back part of the throat, where there may be so much swelling as to cause suffocation.

Remove the sting, if it remains in the wound, and then touch with ammonia water, after which you may apply cold or rub with oil.

Snake-bite. if of the poisonous kind, may produce both local and general symptoms.

General symptoms are a rapid, feeble, and irregular pulse; shallow and labored breathing; partial or entire loss of speech; delirium, followed by coma; vomiting, diarrhœa; and the skin is pale, covered with perspiration, and often jaundiced. These symptoms, if they occur, come on in a few minutes, and may prove fatal in one half to twenty four hours.

Local, an intense, pricking pain is felt in the wound, which rapidly becomes swollen, livid, and bleeds; then the whole limb becomes swollen, discolored, and painful. If the patient lives, erysipelas is apt to occur, or abscesses form, or the whole limb become gangreneous.

Tie a ligature as tight as you can (in India several are tied a few inches apart), around the limb on the side towards the body; enlarge the wound with a knife, and encourage bleeding. After the bleeding has continued a few minutes, cauterize with a red-hot iron, nitric acid, or caustic potash.

For the general symptoms, give alcoholics, coffee, or ammonia, and if the patient becomes drowsy, keep him moving about.

Dog-bite. — A healthy dog causes only an ordinary contused wound, and requires no special treatment; but if there is any suspicion of rabies, or the dog is unknown, it should be thoroughly cauterized.

SURGEON,
Brooklyn Bicycle Club.

HEALTH PRECAUTIONS.

IN our Dundee notes this week, will be found the record of the death of a local cyclist through taking a chill on the football field. This sad incident recalls many others (which have, however, in the majority of cases, happily resulted in less serious calamities), through want of caution when cycling. Cycling it must clearly be understood, is not more dangerous than any other athletic exercise in this respect, but in common with all other bodily exercise, requires the thoughtful care of maturer years, which, unfortunately, young men often lack. Any exercise which heats the body, and induces perspiration, leaves the pores of the skin open, and exceptionally liable to contract chills. It is, therefore, of the utmost importance that the body when heated should be kept from all cold air and chilling influences. The best safeguard in this matter is undoubtedly the proper attention to dress. Many men especially beginners, who make up their minds to get a uniform by-and-bye, commence their cycling efforts — in the beginner, by the way, more perspiration is induced than is the case with the expert — clothed in the cotton garments of everyday life. The least perspiration wets these garments through, and they rapidly cool if brought under any cooling influence, or if removed from the warmth of the body, the contact then of the wet, cold garments being most productive of colds and chills. The moral induced from this, is the care with which woollen garments should be worn next the skin. Even in the warm days of summer woollen garments should be used. These may, of course, be thinner in summer than in winter, but the cyclist should eschew cotton as he would poison. Woollen clothes, whilst taking up all moisture they come in contact with, retain the heat, and do not get cold and clammy like cotton. This precaution taken — especially at this time of year, when one day may be as warm as summer and the next cold as an icicle, with biting east winds — another point to be observed is, that when the ride is finished, or a dismount made, the rider should be particularly careful not to stand in a draught, or in the entry of an inn or stable yard; and we should advise all to carry a light woollen or silken wrap in the pocket to put round the neck immediately exercise is ceased. This, with the coat buttoned round, keeps the heat of the body in, and prevents the cold air getting down to it. Neglect of these precautions very frequently produces colds, which are in themselves slight, but which may lead to more serious results. Rheumatism, too, finds a willing ally in similar neglect of caution, and all who dread this insidious foe should be particularly careful when cycling — even if it is but a half-mile spin — to see that due precaution is taken against overheating and sudden chilling of the blood. — *Cyclist.*

MASSACHUSETTS CLUB.

AT a meeting of the Massachusetts Club held on Tuesday evening, it was voted to take immediate steps towards disbandment. About fifty members were present.

Previous to the meeting a committee from the Boston Club, consisting of Messrs. Dean, Fourdrinier, Doane, and Weston, appeared before the executive committee, and on behalf of their club offered the free use of their house to the Massachusetts Club members during the summer months should they decide to disband. Mr. Dean, in making the offer, referred to the good feeling which at present existed between the two organizations, and told how happily they, years ago, jointly occupied quarters on Park Square, opposite the Boston & Providence depot.

At the general meeting of members, after the vote to disband had been passed, this kind and generous invitation was accepted with thanks.

The vote was not to disband at once, not until the club has paid every dollar of indebtedness. A committee was appointed to take charge of the club's property, and dispose of it in a way that will discharge all the club's debts. The club will meet again at the call of this committee, and if all obligations have been settled, finally disband. Should the assets of the club not prove sufficient to pay all the debts, an assessment will be made upon the members.

WANDERERS' CENTURY RUN.

THE regular club run of the Orange Wanderers called for June 4 was for the purpose of getting as many members as possible to accomplish one hundred miles.

Out of nine who had agreed to start, the following six started: — Captain Porter, Lieutenant Hening, C. S. French, W. A. Belcher, C. A. Lindsley, and J. M. Gilmour. Belcher had been sick the previous week, and was suffering from a lame ankle, so that he was much out of condition, and Hening was obliged to go in to business during the morning but rode again in the afternoon, covering in all sixty miles. Belcher was obliged to drop out at seventy miles.

The start was made at 4.44 A. M. from the club rooms, and the finish at 7.5 P. M. The lapsed time 14 21; actual riding time, 10 21; distance covered, 100 58 miles; average riding, 9 1-5 miles per hour.

The total time of stops was three and a half hours. Of this, one hour was for breakfast, one hour and seventeen minutes for dinner, and ten short stops averaging about seven minutes each. The route taken was through the Oranges, Irvington, Hilton, Millburn, and Short Hills. No mishap occurred till within half a mile of the finish, Gilmour, who had a painful ankle, slipped a pedal, and fell heavily. He was a good deal shaken up.

The distance was taken by three cyclometers, which agreed.

The wheels ridden were two Victors, a Rudge, and a Regent.

Lieutenant Hening continued his ride through the evening, and at 1 05 completed his century, having made up in five hours the distance covered by the others while he was at business in the morning.

CYCLETS.

THE Topeka wheelmen will tour to Junction City, Sept. 20 and 21.

DR. J. H. COOLEY, of Plainfield, N. J., is the new chairman of the Racing Board.

THE City Council of Dayton, Ky., has passed an act putting bicycles on the tax list as personal property.

NEXT Monday comes the Crawfordsville road race. Whittaker says the course is a good one, and that the record will surely go.

LYNN wants Howell to come to America to race her William. She will make it an object for him to do so. Come over, Richard, and try our best man.

CALIFORNIA wheelmen are making great preparations for the annual Meet of the division which is to be held at Santa Cruz on July 2, 3, and 4. Three days of fun and business.

A. W. GUMP, of Dayton, O., is out with his new catalogue, which contains twenty large pages of descriptive and illustrated announcements of his machines.

A CORRESPONDENT suggests that the League adopt a straw hat for summer wear, which shall have a purple cord in the ribbon. One Boston club adopted a club straw hat last year.

CAPTAIN DONNELLY and Lieutenant Knapp, of the San Mateo (Cal.) wheelmen, made a run of one hundred and thirty-four miles to Gilroy and return May 22, the time taken being sixteen hours and fifteen minutes.

JOHN S. PRINCE is superintending the building of a four and a half lap track on the Omaha baseball grounds, and will shortly hold a tournament for amateurs and professionals.

JOSEPH DEVEY, a well known cycle maker of England, has been sentenced to eight months imprisonment for stealing. During his trial he spent much of the time in the dock reading religious works. He has an ample fortune.

CRIST, of Washington, has been to Canada to meet his old opponent, Fred Foster, on his own

ground. As a result of their meeting the mile was run off in 2.42 1-5, with Foster ahead.

SPRINGFIELD without Ducker will be a city hardly known in cycling circles. There is only one Ducker and only one Springfield. Each needed the other to give us what has gone forth into history from central Massachusetts.

IT was Junius E. Beal, of Ann Arbor, Mich., who moved at St. Louis to make the League color purple, and when his motion was carried he telegraphed home to finish off the edges of the Michigan road book in that color.

ON all the exchanges yesterday, petitions were circulated asking Gov. Hill to veto the bill allowing bicycles to be used on all the drives in Central Park. The bicyclists now have the run of the West Side and Riverside drives. —*New York Times, June* 3.

THE Minneapolis police have been ordered to arrest every person caught riding a bicycle on the sidewalks. Under the new *regime* the law will be rigidly enforced, and bicyclists are hereby warned to keep in the road. The above order is just and desirable, and wheelmen, if they desire to keep the rights which they have got, must respect those of others.

KARL KRON reports to us that exactly four hundred copies of "X. M. Miles" were despatched from Springfield during the first four days of June (one hundred and thirty-five of them to Europe, and one hundred and eighty-one to the Pacific coast); that he hopes to start eight hundred towards St. Louis, Detroit, Chicago, and New York by the 10th; and that Boston's turn will probably arrive as early as the 15th.

RATHER a peculiar way was adopted to frame the handicap of the old Trafford Cycling Club. Each rider entered had to send in his idea of the starts which should be given to competitors, and these being averaged, the handicap came out. The "Artful Dodger" intends entering the next race. His idea of the handicap is: "Artful Dodger" three days' start, all others on scratch. He anticipates having ridden the course, had a bath and his tea, before the others start.—*Athletic News.*

CHARLES A. BEIDERMAN, ex-representative of the California division, while out on the San Leandro road last Thursday night, training for the Decoration Day races, was thrown from his wheel and robbed by two unknown men. His many friends, who have expressed their desire to see him race, will be glad to know that he is rapidly recovering from a bruised knee, wrist, and a bad scare. — *S. F. Chronicle.*

"CONSTANT READER, MELROSE. — Will you please inform me if a man winning a prize in an amateur bicycle race, becomes a professional by selling it to a friend, two or three weeks afterward? No; most certainly not." — *Outing.*

A CYCLIST ceases to be an amateur by (c) selling, realizing upon, or otherwise turning into cash any prize won by him." — *Extract from amateur rule.*

THE Star Bicycle Club of Detroit, is noted for its very fine stationery. It's notices of club runs are gotten out in a style surpassing many pretentious wedding invitations. A very pretty special circular has come to us in which the club throws open its arms (for it does not appear to have a clubhouse) to visiting wheelmen, and gives the addresses of the principal officers. The club has got a "pusher" in charge of its affairs.

CAPTAIN WILL HURLBUT, of Stamford Wheel Club; the well-known artist, Arthur Munson (the solitary club, by the way), and the Rev. Mr. Wheaton, a Baptist clergyman, sail July 7 on a National line steamer for a six weeks' tour through England. It is not at all unlikely but that the "baby club" of the State may send representatives over the briny deep. If so, we will try to keep the BULLETIN posted. — *Cor., Greenwich.*

THE cycling world will mourn with England in her loss by death of Hon. Ion Keith-Falconer. His name appears on the record book of England as the first in many a contest. He did very much in the early days of the sport to popularize it. He was the first to make the record from Lands End to John o'Groats, and his twenty miles within the hour followed close to that of Cortis. He went to the East as a missionary, and died of heart disease before reaching the field of his chosen labors.

AS our readers know, Mr. R. E. Phillips has been experimenting for some time with an apparatus for timing races by electricity, and we believe with considerable success. It will be used publicly for the first time to day at the athletic sports of the City of London School, held at Stamford Bridge, and, should it there prove satisfactory, will no doubt be in great request during the season. Mr. Phillips uses an ordinary split-seconds chronograph, the buttons of which are operated mechanically entirely without human agency. —*Cycling Times.*

A. L. BURG, of Allentown, and H. C. Tropp, of Weissport, Pa., started June 5, on a three week's bicycle tour through Virginia. They start from Weissport, go to Harrisburg, then to Hagerstown, Antietam, Harpers Ferry, Washington, D.C., Richmond, Va., and Natural Bridge, and then go up through the Shenandoah Valley. Parties wishing to ride along will be welcome to do so. They will leave Natural Bridge June 16, for up Shenandoah Valley.

HICKS of St. Louis says he has only one object in life, — to introduce the flying start in cycle racing. He hopes he will not die till he sees this brought about. If we were inspired with a mission of this kind we would get up a race meeting of our own, and demonstrate what we are preaching. It would be sure to draw, and we might make some money. But Hicks will not do this. Come East, brother Hicks, and we'll guarantee that some one of our Eastern clubs will put on a special race for you to experiment with.

AND while we are agitating the question of reforms, let every wheelman become a committee of one to discourage the rude and boisterous conduct which has quite justly brought a good many individual cyclers into disrepute, and which has quite as unjustly led many good people to judge the whole by a small part, and therefore to look with unfriendly eyes on the noble and sensible recreation of wheeling. "Feign a virtue if you have it not," and try at least to be a gentleman while you are within sight of your wheel, or wearing the garb of a wheelman. — *Spectator.*

A GENTLEMAN, resident at Pawtucket, is a familiar figure on the three-wheeler, and proves himself to be an expert with the tricycle. Having business with a party in the extreme southerly part of Barrington the other day, he made his journey to and from, skipping over the road at a marvellous pace, and apparently hugely enjoying his trip. As he is only eighty-three years of age, we patiently wait to hear of another expert equally advanced in years before we make a match, and when time is called, fourscore-and-three will prove heavy weight. — *Providence Journal.*

HAGERSTOWN, Md., will be alive with wheelmen on June 13, for then the local club will hold its annual race meet. The Hagerstown Club and the citizens of Hagerstown are famous abroad for their hospitality. Last year they banquetted all the visiting wheelmen free of expense. Entries for the races are rapidly going in, and some of our best riders have sent in their names. After the Meet there will be an 80-mile road race from Hagerstown to Baltimore between teams of five each, to be selected from the Baltimore, Maryland, Ramblers, Centaur, and Alert Clubs, the finish to be at the observatory at Druid Hill Lake, Baltimore.

THE Victoria Rifles of Canada have taken unto themselves a bicycle corps, to be used for scouting and signalling purposes. It is composed of a sergeant and seven men, all members of the Montreal Bicycle Club. They were out with the corps for a drill and march the other day, and made quite an addition to the corps. They are placed immediately behind the band. At present they are mounted on ordinaries; but if they are to be a success it is likely they will have to come down a little lower in the world and ride safeties of some sort, likely of the Rover or Premier type.

THE hon. sec of the Montreal Bicycle Club has taken unto himself a partner, and could n't find one good enough in Canada, so he went over the line for her. He has n't ordered the tandem yet, but, of course, it will have to be.

MR. A. T. LANE is for the fifth time a subject for congratulation. It is a daughter. — *Montreal Cor.*

A RACE between Rowe, of Lynn, and the big English professional would be a great one indeed, with the odds in any one's favor. It will come some day, and when it does there are plenty of riders patriotic enough to back the Lynn boy for all they are worth. Such a race would be really international, as Howell is recognized as the best man in all England, and Rowe holds the acknowledged premier position here; each rides the principal wheel manufactured in the country to which he belongs, and each is head and shoulders above his racing brethren, so that when they meet the natural rivalry of country and of manufacture, in addition to the prize, will drive each to his utmost speed. In the case of Woodside *versus* Howell, while, of course, the races are honest and probably won on merit, at the same time Woodside, though born in Philadelphia, spent the greater part of his youth in England and Ireland, is English in sentiment, and rides as well an English machine, the "Premier." Woodside, too has been beaten a number of times by Prince, Wood, Rowe, and others, while Rowe and Howell are each at scratch practically unbeaten men. — *Phila Times.*

ON Thursday evening of last week there was a large gathering of St. Louis wheelmen at the Lindell Hotel, for the purpose of forming a new club in that city. C. H. Belden was elected Chairman, and Walter Wylie Secretary. It was almost unanimously decided to make the new organization a League club. The opinions of the meeting were simply informal, the decision being to postpone formal organization. The question of a name was thoroughly discussed. Mound City, St. Louis, Eclipse, and Wanderers, were those most favorably considered, but the whole subject was referred to a committee on name. About fifty have signified their intention of becoming members. The first run of the fledgling will be to Creve Cœur Lake.

THE Springfield Bicycle Club met Tuesday night and empowered the Board of Directors to decide on the desirability of holding a "pony" tournament on Hampden Park July 4. The members generally are in favor of giving a two hours' tourney if the track can be put in suitable condition. The races will be confined strictly to amateurs, and there is some talk of having a directors' race as a drawing card. A committee were appointed to prepare a suitable testimonial to be presented to Henry E. Ducker, before he leaves the city, as a slight token of the club's esteem for the man who made it what it is. The committee is composed of D. E. Miller, W. H. Jordan, C. B. Whipple, A. B. Wassung, and Sanford Lawton, all old members. It was voted not to maintain the bicycle band, and the musicians are accordingly sore at heart.

CHIEF CONSUL BREWSTER'S reputation as an after-dinner speaker, which made him in great demand at the last Meet, was achieved last year at Clarksville. At the banquet in the hotel the village brass band rendered selections. It happened that the cornetist, a fellow whose powerful lungs made up for the want of dulcet sweetness in his tunes, sat right behind Brewster, and kept pumping his ears full of tales of the cornet's sorrow. Brewster could be seen during the meal squirming about in his chair in agony every time the cornet would go off. At last he was called on for a toast to the hero of the evening, George E. Weber. With the look of agony still on his expressive features, Brewster arose and praised the great performance, remarking in closing as the stern look sardonically relaxed: "And, ladies and gentlemen, if this great record ever is beaten, the person who does it will have to have the endurance and wind of the gentleman who sits behind me." The roar that followed this sally gave the horn-blower a chance to skip, and he was seen no more. *Post-Dispatch.*

LAST Sunday, Walter Thompson, Harry Hammond, and Walter Sharpe, of St. Louis, three boys under thirteen years of age, rode to Creve Cœur Lake and back, a total distance of forty-two miles, and that, too, on cone-bearing wheels, and over a hilly rutty road.

THE PATH.

TERRE HAUTE, IND. — The Terre Haute Bi. Club held a twelve-mile handicap road race on Decoration Day. Ed. Hulman, scratch, (1), 48.20; Bruce Cooper, 1.15 (2), 50.13; Chas. Crain, scratch, (3). This is the second time Hulman has won the medal which goes with this race, and one more win will make it his property. The next race will be run June 30.

WOODSTOCK, CAN. — A tournament, the events being chiefly bicycle races, was held by the Woodstock, Ont., Amateur Athletic Association on May 24.

One mile (green). —C. P. Smith, Stratford (1), 3.13 1-5.

Half mile. — First heat: W. E. Crist, Washington (1), 1.24 3-5; M. F. Johnston, Toronto (2). Second heat: Crist (1), 1.23 4-5; W. S. Campbell (2). In the run-off for second place Johnston beat Campbell, 1.21.

One mile. — F. Foster, Toronto (1), 2.42 1-5; W. E. Crist, Washington, D. C. (2), by four feet; H. P. Davies, Toronto (3).

Five miles. — F. Foster, Toronto (1), 16.4 2-5; W. E. Crist, Washington (2); H. P. Davies, Toronto (3); F. J. Bruner, Toronto, 0.

HARTFORD, June 4. — Races under the auspices of the East Hartford Club.

Half-mile handicap. — G. L. Lewis, Springfield (70-yard handicap), 1.23 2-5.

Three-mile handicap. — C. H. Thomas, New Britain (20 yards), 1.13.

Two-mile novice race. — G. L. Lewis, Springfield, 6.57 4-5.

One-mile race (3.20 class). — C. H. Thomas, New Britain, 3.20.

One mile open. — H. E. Bidwell, East Hartford, 3.20 2-5.

Two mile lap. — C. F. Richmond, East Hartford, 6.51.

One mile club handicap. — W. K. Ackley (120 yards), 3.14 4-5.

William Haradon, of Springfield, rode against the track quarter-mile record, but could not beat it.

THE fifty miles road race given under the auspices of the Oatford Cycling Club on the Brighton roads England, May 13, had the enormous number of seventy four starters. G. P. Mills won the medal for fastest time, 2.54.5, a wonderful performance considering that he had a high wind against him on the return journey, and that the road was a fairly hilly one. The winner turned up in J. S. Smith, who had seventy five minutes start, and won very comfortable in 3 30.0.

PROGRAMME of races for the Meet of the California Division at Santa Cruz, July 2, 3, 4: One mile, novice; one mile, League of American Wheelmen, State championship; ten mile, League of American Wheelmen, State championship; two-mile, League of American Wheelmen, national championship; half-mile dash; one-mile handicap; three-mile handicap; five mile handicap; one hundred-yard slow race and a competitive exhibition of fancy riding. The location of the State championships have yet to be approved by the Racing Board. The ten-mile national has not yet been assigned to this division, but it has been asked for, and it is not likely that it will be refused.

LONDON, June 4, 1887. — In the bicycle races at Grimsby, to day, Battensby of Newcastle, beat Temple of Chicago, in a mile handicap by a foot. Lees of Leicester and Temple ran a dead heat in the five-mile handicap. Lees won the ten-mile handicap from the scratch, Woodside second, English of Liverpool, third. Morgan, of New York, did not receive a place.

THE programme of sports to be given in Brookline on the morning of July 4, will include a two-mile bicycle race, open to all amateurs; one-mile bicycle race; one hundred-yard slow bicycle race, and a junior mile bicycle race. The last three are limited to Brookline riders. The junior race is open to contestants of not over eighteen years of age. Handsome medals will be given first and second man in each event. The entrance fee, one dollar, and entries, should be mailed to E. W. Baker, Brookline, before Wednesday, June 29.

AT the close of the Fourth Annual Tour of the Indiana Division, L. A. W., which takes place from July 8 to July 13, 1887, a bicycle Meet will be held at Terre Haute; the principal features of which will be a hill climbing contest and bicycle races, closing with a concert at Hulman's Park by the Ringgold band, an address by the mayor of the city and distribution of prizes.

July 12, 3 P. M., Hill Climbing Contest on Coal Creek Hill, nine miles northwest of Terre Haute. 5 P. M., Grand entry into the city with Ringgold band.

July 13, 10.30 A. M., parade; 1.30 P. M., wheel to fair ground; 2.30 P. M., Races; 7.30 P. M., distribution of prizes.

RACES. — One-mile club championship; one-mile novice; two-mile State championship; half-mile ride and run; three mile inter-state championship; one mile, 3.30 class; half-mile State championship; one mile road wheels, forty pounds and over; one mile amateur (open); one mile star; half-mile, 1.40 class; three-mile club team, Ind. championship.

For Hill Climbing Contest and Championship Races there will be Gold Medals, and for the remaining, three or more prizes.

Entrance fee to each event, $1.00.

ANTON HULMAN,
Sec'y-Treas.

THE CLUB.

HOMESTEAD, PA. — At a meeting of the Homestead Wheel Club, held on June 2, 1887, the following officers were elected for the ensuing year: President, F. T. Alter; captain, J. A Doyle; secretary-treasurer, H. W. Fairfield; first lieutenant, James Bryce; directors, C. H. Alter and Robert Nicholson.

EAST SAGINAW, MICH. — On May 22, 1887, the following officers were elected by the East Saginaw Bicycle Club: President, N. W. Ely; vice-president, Ralph Corbyn; secretary, Geo. W. Smith; treasurer, D. E. Prall; captain, Peter F. Trainor; first lieutenant, Fred T. Richardson; second lieutenant, Harry C. Andrews.

ROXBURY, MASS. — The Roxbury Bicycle Club held its regular monthly meeting Friday evening, June 3, President Emery presiding. Three new members were admitted; H. B. Goodrich was elected bugler; and Captain J. S. Lowell called the following runs for June: —

Middlesex Fells, Sunday, June 5, at 10 A. M.; moonlight run to Chestnut Hill reservoir, Wednesday, June 8, at 7.30 P. M.; Lexington, Sunday, June 12, at 10 A. M.; Framingham, Sunday, June 26, at 9 A. M.; all form at corner of Westland Avenue and West Chester Park; Nantasket Beach, Sunday, June 19, at 9.30 A. M., starting from corner of Walnut Avenue and Warren Street.

President Emery gave a highly interesting report of the L. A. W. Meet at St. Louis, to which he was a delegate.

The new League uniforms ordered from Wanamaker, have been received by several of the members.

OFFICIAL ANNOUNCEMENTS.

PRESIDENTIAL APPOINTMENTS.

To the L. A. W.:

I TAKE pleasure in announcing the following standing committees for the current official year, which committees are hereby duly appointed: —

Membership. — James R. Dunn, Massilon, O.; G. Carlton Brown, Elizabeth, N. J.; Harry H. Hodgson, New Orleans, La.

Rights and Privileges. — C. H. Luscomb, 280 Broadway, New York; Winfield S. Slocum, *Herald* building, Boston, Mass.; A. C. Stewart, St. Louis, Mo.

Rules and Regulations. — C. S. Butler, 263 Main Street, Buffalo, N. Y.; W. T. Share, Brooklyn, N. Y.; W. T. Williams, Yatnic, Conn.

Racing Board. — J. H. Cooley, Plainfield, N. J.; W. M. Brewster, 309 Olive Street, St. Louis, Mo.; Chas. H. Potter, Cleveland, O.; Gerry Jones, Binghamton, N. Y.; Sanford Lawton, Springfield, Mass.; Geo. H. Sanderson, Scranton, Penn.

Transportation. — Barley B. Ayers, 152 S. Hoyne Avenue, Chicago, Ill.; Fred T. Sholes, Cleveland, O.; Geo. R. Bidwell, 313 West 55th Street, New York; W. S. Bull, 360 Main Street, Buffalo, N. Y.

Chairman Bureau of Information. — A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

Tourmaster. — Scott Bombarger, Hagerstown, Md.

Further appointments will be announced at an early date.

T. J. KIRKPATRICK, *President.*

MASSACHUSETTS APPOINTMENT.

I HAVE appointed George W. Parker, of New Bedford, a representative for Massachusetts.

H. W. HAYES, *C. C.*

TO MASSACHUSETTS CONSULS.

THE committee on signboards, of the Massachusetts Division, have prepared a sign to be placed at the top of dangerous hills. We have two signs, one marked **DANGER** and the other, **CAUTION**.

The former, is to be placed only at the top of hills that are *absolutely dangerous* for cyclists to descend, and where, in doing so, the greatest care must be exercised by the rider to avoid accident. The other, is to be used on hills that are moderately dangerous, from the fact of cross roads, railroads, or where foot of hill cannot be seen and there is a liability of danger at the foot. We have prepared but few of these signs, as they are expensive, and we cannot afford to put them only on main thoroughfares or such as are most used by cyclists.

Please advise me at once if any such signs are necessary in your town, and, if so, whether DANGER or CAUTION.

Please bear in mind that these signs are erected at the expense of the Division, and are not meant for every hill, but only for such as are so dangerous as to render an accident liable to our members while descending. An early reply will oblige,

H. W. HAYES, *C. C.*

CALIFORNIA APPOINTMENTS.

THE Division, through its increased membership, has gained another representative, to which the second, or San Francisco district, is entitled, under the provisions of the by-laws, that no district shall have a less number of representatives than one to every fifty members. I therefore take great pleasure in appointing Mr. S. F. Booth, Jr., of San Francisco.

The following standing committees have been appointed for the year 1887-8: Finance, R. M. Welch and N. A. Robinson, ex-officio, B. H. Patrick, — all of San Francisco. Rights and privileges, George H. Strong, chairman, Oakland; Harrison Houseworth and S. F. Booth, Jr., San Francisco. Racing board, H. C. Finkler, chairman, San Francisco; R. C. Woodworth, Los Angeles; A. S. Ireland, Jr., Oakland. Touring board, J. W. Gibson, chairman and bookmaster, San Francisco; D. T. Thornton, San Jose; Beverly Letcher, tourmaster, San Francisco.

ROBERT M. WELCH, *C. C.*

SAN FRANCISCO, May 21, 1887.

MISSOURI APPOINTMENT.

I HAVE this day appointed Mr. Frank G. Pratt, of St. Louis, representative for this Division, to fill the vacancy caused by the resignation of Mr. E. R. Stettinius.

W. M. BREWSTER, *C. C.*

ST. LOUIS, MO., May 28, 1887.

MICHIGAN APPOINTMENTS.

CONSULS, 1887-8.

Ann Arbor,	C. W. Wagner.
Armada,	C. E. Lachrop.
Battle Creek,	W. K. Kellogg.
Bay City,	D. G. Jackson.
Benton Harbor,	H. R. Huntington.
Blissfield,	C. E. Howland (2d).
Cairo,	W. F. Street.
Centreville,	W. Denton.
Coldwater,	H. J. Bassett.
Dearborn,	H. M. Snow.
Deerfield,	D. F. Griswold.
Detroit,	C. E. Alvord.
Dowagiac,	A. B. Gardner.
East Saginaw,	F. T. Richardson.
Flint,	E. M. Gordon.
Grand Rapids,	W. S. Turner.
Hancock,	F. W. Nichols.
Hanover,	E. J. Densmore.
Homer,	W. W. Snyder.
Howell,	F. H. Hendrick.
Humboldt,	F. N. Maas.
Ishpeming,	H. Harwood.
Jackson,	M. J. Moore.
Lansing,	L. J. Bates.
Lexington,	T. J. Armstrong.
Marshall,	W. E. Beach.
Mason,	W. W. Weeks.
Negaunee,	W. H. Chellis.
Northville,	F. Woodman.
Opechee,	E. Klepetka.
Owosso,	E. W. Woodward.
Parma,	W. J. Butterfield.
Pontiac,	F. B. King.
Reading,	M. R. Breakey.
Red Jacket,	W. H. Harris.
Saginaw,	M. W. Barringer.
Saline,	F. D. Ford.
St. John's,	R. G. Steel.
Tecumseh,	W. H. Hayden.
Windsor, Ont.,	A. D. Bowlby.

COMMITTEES

Races. — Charles E. Alvord, Detroit; M. J. Moore, Jackson; F. T. Richardson, East Saginaw.

Rules and regulations. — H. J. Bassett, Coldwater; J. J. Goodyear, Ann Arbor; C. D. Hastings, Detroit.

Rights and privileges. — Theo. Huss, East Saginaw; G. E. Holcomb, Jackson; Herbert M. Snow, Detroit.

Membership. — A. B. Richmond, Grand Rapids; R. G. Steel, St. John's; W. M. Harris, Opechee.

Transportation. — P. N. Jacobsen, Detroit; W. H. Burnham, Adrian; F. C. Blodgett, Detroit.

J. H. JOHNSON, *C. C.*

DETROIT, June 3, 1887.

ILLINOIS.

JOHN P. MAYNARD, of Chicago, is hereby appointed representative for the Illinois Division.

NOTICE is hereby given that the Illinois Division will hold its annual Meet at Peoria, July 4, at which time, if it is possible to secure track accommodations, the State championship races will also be held. Notices and appointment of committees will be announced later. Let every member of this Division consider it a personal duty to be present on this occasion.

Thanks are hereby given to Peoria Bicycle Club for their kind invitation, which is accepted.

AN appointment is hereby made of "Hotel Shelburne," 306 and 308 Chicago Avenue, Chicago. Regular rates, $2.00. To L. A. W. members, $1.00. Dinner, thirty-five cents. As Division League hotel, No. 19, members must present ticket to obtain rates.

H. D. RINGLEY is hereby appointed local consul for Springfield, Ill.

MR. B. B. AYERS, 212 Clark Street, Chicago, will quote rates to members attending Illinois Division Meet at Peoria, July 4. Parties desiring information on this matter will address him.

N. H. VAN SICKLEN, *C. C.*

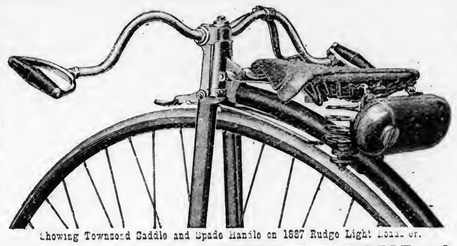
MICHIGAN.

THE Board of Officers met June 3, and decided to hold the annual State Meet at Ann Arbor and Detroit, July 8 and 9, 1887. At the former place will be held the business meeting. A hill-climbing contest; a race around the University Campus, one mile; a race around "The Triangle," twenty-eight miles; and in the evening, a reception at the residence and grounds of the Secretary-Treasurer. Next day, there will be a run to Detroit

Townsend * Saddle.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, $6.00.



Showing Townsend Saddle and Spade Handle on 1887 Rudge Light Roadster.

SPADE ♠ HANDLES.

More comfortable. Great power in hill climbing. Perfectly adjustable and detachable.

You are behind the times if you don't have them.

PRICE, $5.00.

To be happy, you must have your bicycle fitted with the TOWNSEND SADDLE and ADJUSTABLE SPADE HANDLES. To be obtained or fitted by any of our agents. ☞ See *inside of front cover*

STODDARD, LOVERING & CO., 152 Congress Street, Boston, Mass.

where will be the regular track races, under the auspices of the Detroit and Star Bicycle Clubs. If sufficient number desire it, a few days' tour in Canada will follow. All wheelmen in the State are especially invited, as well as all wheelmen generally.

JUNIUS C. BEAL, *Sec. Treas.*

ANN ARBOR, June 4, 1887.

THE name of the consul at Reading, Pa., is "H. Crowther," and not H. C. Crowther, as stated in the BULLETIN of June 3, 1887.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:—

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 90—Total 102.

BOSTON, June 6, 1887.

CALIFORNIA DIVISION—1.

Unattached.

15114 Low, Geo. P., care *Evening Post*, San Francisco.

CANADA—1.

Unattached.

15115 Edwards, F. R., Thurso, P. Q.

CONNECTICUT DIVISION—5.

New Britain Cycle Club.

15116 Benstead, Walter, New Britain.

United Wheelmen.

15073 Holden, W. J., Southington.

Unattached.

15136 Goddard, Edw. W., Terryville.

15117 Hammond, E. W., Stratford.

15137 O'Brien, Henry W. Danielsonville.

DISTRICT OF COLUMBIA DIVISION—2.

Unattached.

15138 Seebold, Chas. P., 607 New York Ave., Washington.

15139 Seebold, Frank M., 1313 " " "

GEORGIA—1.

Unattached.

15088 Gernand, Edw. L., Box 41, Atlanta.

ILLINOIS DIVISION.—4.

Illinois Cycling Club.

15084 Kimball, S. T., 175 Park Ave., Chicago.

15085 Slade, Robt. Jr., 214 Marshfield Ave., " "

15086 Smith, W. B., 96 State St., " "

Unattached.

15118 Avery, D. E., Jacksonville.

INDIANA DIVISION—6.

Connersville Bi. Club.

15074 Applegate, E. B., Connersville.

15075 Volz, F. G., " "

Unattached.

15140 Anderegg, Chas. E., Indianapolis Wheel Company, Indianapolis.

15087 Beadle, E. D., Butler.

15141 Prox, Herman C., 17 No. 9th St., Terre Haute.

15119 Widman, Will H., New Albany.

KANSAS DIVISION—1.

Unattached.

15076 Nye, C. F., Clyde.

LOUISIANA DIVISION—1.

Shreveport Wheelmen.

15120 Marburg, Guido, Shreveport.

MAINE DIVISION—2.

Rockland Cycle Club.

15089 Berry, Arthur H., Rockland.

Unattached.

15142 Small, William A., 7 Lincoln St., Dexter.

MASSACHUSETTS DIVISION—9.

Columbia Bi. Club.

15143 Lamprey, Sylvanus E., North Attleboro.

15144 Whitney, E. A., " "

Jamaica Cycle Club.

15096 Cushing, Waldo, 275 Chest. Ave, Jamaica Plain.

Lynn Cycle Club.

15097 Tupper, F. L., 30 Tudor St., Lynn.

Pentucket Wheel Club.

15145 Fernald, F. H., Box 50, Haverhill.

Puritan Bi. Club.

15077 Murray, L. F., Salem. Box 213.

Roxbury Bi. Club.

15121 Eaton, Chas. W., 1 So. Worthington St., Roxbury.

15122 Graham, John, 17 Clarence St., " "

15123 Holland, A. J., 1069 1-2 Washington St., Boston.

MICHIGAN DIVISION—10.

Unattached.

15098 Ballard, C. W., North Branch.

15099 Forsyth, Jno. J., " "

15100 Gallinger, Fred, " "

15101 Sholes, A. S., " "

15102 Sickelsteel, Chas. S., " "

15103 Sickelsteel, F. A., " "

15104 Swades, William, " "

15105 Vandecar, J. H., " "

15146 Romer, F. R., Bay City.

15147 Taft, Fred M., Northville.

MINNESOTA DIVISION—2.

St. Paul Y. M. C. A. Bi. Club.

15148 Stone, J. Sheppard, 301 Summit Ave., St. Paul.

Winona Bi. Club.

15106 Hatcher, Bert D., Winona.

MISSOURI DIVISION—2.

Unattached.

15149 Adams, Bart S., Missouri Sand Company, St. Louis.

15150 Westcott, H. H., 202 No. Main St., " "

NEBRASKA DIVISION—1.

Unattached.

15151 Mead, Guy E., 2025 Farnam St., Omaha.

NEW JERSEY DIVISION—2.

New Jersey Wheelmen.

15124 Edge, Charles, 702 High St., Newark.

Unattached.

15107 Hillier, Richard, 154 Pacific Ave., Jersey City.

NEW YORK DIVISION—20.

Albany Wheelmen.

15125 Spawn, C. A., 390 Madison Ave., Albany.

Auburn Cycle Club.

15152 Hills, Harold E., 77 South St., Auburn.

Bainbridge Bi. Club.

15153 Rogers, Claude A., Bainbridge.

Glen's Falls Bicycles.

15090 Pearsall, Howard C., 42 Ridge St, Glen's Falls.

Hornellsville Bi. Club.

15126 Goodrich, Robt. V., Hornellsville.

15127 Richarson, Cass, " "

Kings County Wheelmen.

15154 Frey, Oscar, 225 Park Pl., Brooklyn.

15155 Schmidt, Wm., 241 Flatbush Ave., " "

Riverside Wheelmen.

15156 Schwab, Sidney M., 433 W. 113th St., New York.

Unattached.

15108 Brice, James M., 156 E. 80th St., New York.

15128 Foote, Robt. M., Lockport.

15091 Gray, C. Theron, E. Springfield.

15092 Haber, Louis L., 118 W. 127th St., New York.

15093 Jones, F. M., 36 Exchange St., Buffalo.

15094 Leonard, J. A., 154 Grand St., Newburgh.

15078 Stevens, Henry G., Hudson.

15095 Stuart, C. Harry, Newark.

15110 Taber, W. L., Herkimer.

15096 Wheeler, F. G., Box 16, Buffalo.

15079 Wilson, Geo. H., 4 First St., Albany.

PENNSYLVANIA DIVISION—24.

Mountain Wheel Club.

15158 Ashmay, Mrs. G. H., Philipsburg.

15159 Hoyt, A. V., " "

15160 Munson, Miss Carrie B., " "

15161 Potter, Wm., " "

15162 Richards, Jessie, " "

15163 Underhill, C. H., " "

New Castle Bi. Club.

15111 Flick, D. F., New Castle.

15165 Hamilton, Samuel S., " "

Williamsport Wheel Club.

15166 Forsman, H. H., Williamsport.

15167 Riley, W. E., " "

15168 Updegraff, H., " "

Unattached.

15169 Alexander, W. H., Monongahela City.

15112 Anderson, Wm., McSiamion and Euclid Ave., Pittsburg.

15170 Caughey, Robert J., McKeesport.

15080 Evans, Rowland C., 822 N. 23d St., Philadelphia.

15171 Hunter, O. M., McKeesport.

15081 Kirk, Henry J., 3049 Lancaster Ave., Philadelphia.

15082 Landis, E. K., 264 So. 58th St., " "

15172 McAuiff, Hugh P., 63 Public Sq., Wilkes Barre.

15083 Maddleton, Edw. T., 1132 M. Vernon St., Philadelphia.

15164 Payne, I. Winston, Philipsburg.

15173 Pease, F. N., 1204 3d Ave., Altoona.

15128 Rupp, John A., Kittaning.

15174 Russ, George, Pittston.

RHODE ISLAND DIVISION.—2.

Unattached.

15113 Allin, Howard E., Warren.

15129 Campbell, Walter C., 133 Pavilion Ave., Providence.

VIRGINIA DIVISION—6.

Old Dominion Wheelmen.

15130 Apperson, R. W., Richmond.

15131 Bruce, J. H., 1419 E. Main St., " "

15132 Butler, W. D., 102 W. Marshall St., " "

15133 Hill, Thos. H., 1107 Bank St., " "

15134 Steel, Frank R., 723 Main St., " "

15135 Stratford, A. L., 723 E. Main St., " "

NOTES AND QUERIES.

[Readers are requested to contribute answers to questions propounded.]

(53) Is there any way to prevent, or to relieve cramp in the hands, from hard or long riding? Information is earnestly requested. 13080.

(54) WILL some member who has made the run, be kind enough to give me the best route from Boston to Providence. L. A. W., 13583.

(55) WHAT is the best material for underwear for summer riding? 2256. *Ans.* Flannel.

(56) 1. In case, in a race a prize is advertised, *e. g.*, a bicycle saddle, and the winner is given five dollars to get it, and he uses the money for other purposes, does he forfeit his amateur standing? 2. When the second prize only is money, is a person racing for a money prize within the meaning of the rule. I take it a man rides for the first prize. 2962. *Ans.* (1.) Yes (2.) A man rides for any prize that may fall to him. This would be competing for a money prize.

(57) WILL you please reply through columns of inquiry in BULLETIN whether a man that was formerly a fancy rider or a professional racing man, and who has got through riding for money, and now rides for the sport, can he become a L. A. W. member? Is he not an amateur now? *Ans.* He is not an amateur.

(58) WHICH is the best route from Lock Haven to Wilkes Barre, Penn.? Also from Lewisto n to Wilkes Barre? Will some member of Penn. Division please answer above as fully as possible. There is a small party from this section that wants to wheel to the Meet of the Penn. Division at Wilkes Barre, July 4, and desires to obtain above information early.

L. A. W. 10507.

(59) WILL my friend on the steamer "Hudson," Mr. Lucas, of Iowa, please drop me a line, care of G. R. & I. R. R., Grand Rapids, Mich. ED. M. MOOAR, L. A. W. 6805.

(60) IN answer to No. 18, Notes and Queries: There is no good road book of England, Scotland and Ireland. There are several,—notably Paterson's, and "The Roads of England and Wales,"—more or less bad; having been written many years ago, and imperfectly revised for cycling. Let 1415 join the C. T. C. and obtain a handbook and his information from the Chief Consuls until the C. T. C. Road Book appears: this work is now under way. THE FOREIGN MARSHALL.

(61) IN C. E. Gates's letter on the "Best Route from Chicago to Buffalo," I would suggest an amendment to go from Adrian to Ann Arbor, thence to Detroit, through Canada to Buffalo, according to the routes in our road book. That will give far better roads than via the desert of sand about Toledo. B.

IMPORTANT.

The ***Grand Union Hotel***, opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

Advertisements will be inserted in this column as follows: $1.00 for four lines, first insertion; 50 cts. for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FOR SALE.—54-inch Royal Mail, detachable cow-horn handle bars, balls all round, and extra ball head, buffer, saddle; bought new last summer, and in good condition; price, $90. H. J. FILER, Sharon, Pa., Mercer Co.

BROTHERS OF THE WHEEL.—Feeling that the extent and rapid growth of cycling in this country have created the need of some place where wheelmen desiring a change of mount can sell easily and quickly their machines, we have established the MANHATTAN WHEEL EXCHANGE at 49 Cortlandt Street, New York, where they can be disposed of at the cost of a small commission. Second-hand cycles are in constant demand. Such a place will attract this class of buyers, and quick sales will be the result. Sellers will have the advantage of liberal advertising, and buyers a wide scope for selection. Sellers will not be obliged to submit to the sacrifice in price demanded by second-hand dealers, and buyers will have a chance at the best bargains. Fraternally,

WETMORE & CHESTER.

LARGE STOCK OF SECOND-HAND BICYCLES, all sizes, always on hand, at extraordinary bargains; sole Brooklyn agents for Columbia cycles; wheels sold on instalments. BROOKLYN BICYCLE COMPANY, 161 Clymer Street, Brooklyn, N. Y.

FOR SALE.—A 42-inch American Safety bicycle; has the reach of a 52-inch, for $75 cash; ball bearings all around; full nickel plated; used part of one season; in splendid order. WILMER L. DECHERT, Harrisonburg, Va.

FOR SALE.—52-inch full nickelled Harvard; almost new; double ball bearings. Address A. B. WITMER, Safe Harbor, Pa.

FOR SALE.—A 54-inch Victor Light Roadster, 1887 pattern; never taken from the original crate; price, $125 cash. 52-inch Columbia Light Roadster, 1886 pattern, enamel finish; in excellent condition; very little used; price complete including cyclometer, hub lamp, and anti-header, $100 cash, these two wheels cannot be duplicated at the price. Box 101, Moline, Ill.

48-INCH STAR (NOT SILENT RACHET); IN good condition, $45; 50-inch Standard, good as new, $40; 52-inch Expert, $60; 50-inch new Harvard, full nickelled, $60; 52-inch Standard, ball, $55, and others; L. D. saddles, $150. SPEAD, So. Newmarket, N. H.

CHEAP BICYCLE.—56-inch Victor Bicycle, enamel and nickel style, balls all over; anti-header; machine run three hundred miles; warranted in excellent condition; will sell for $100. H. H. BROWN, Wappinger's Falls, N. Y.

SPECIAL OFFER.—A 52-inch full nickelled Rudge Light Roadster, 1887 pattern, new, and Kirkpatrick saddle, $125 cash; also, a 54 inch Rudge Racer, ridden twice, $75 cash. W. J. WYLEY, Rudge Agency, Troy, N. Y.

BARGAINS! Don't fail to send for our list of one hundred choice second-hand wheels. We have a full line of all sizes of Standard and Expert Columbias, Victor, Rudge, Mail, Special Stars and Safety bicycles; Two-track and Cripper, Single and Humber, and Quadrant Tandem tricycles. Correspondence solicited. NEW YORK BICYCLE CO., 38 Park Place, New York.

WANTED for cash or in exchange for new machines. Good Second-hand Bicycles, Single and Tandem Tricycles. Give full particulars and bottom price. NEW YORK BICYCLE CO., 38 Park Place, New York.

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Third,	H. G. CROCKER	Columbia	6 hours, 51 minutes, 27 seconds.
Fourth,	S. P. HOLLINGSWORTH	Columbia	
Fifth,	S. G. WHITTAKER	Champion	
	C. W. ASHINGER	Champion	Dropped out at twenty miles.
	CHAS. FRAZIER	Star	Dropped out at twenty miles.
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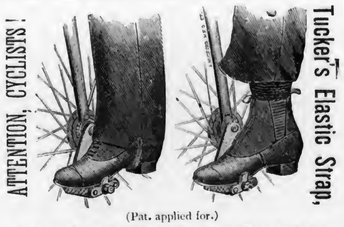
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3. One Mile, Tricycle, Open	Gold Medal.	Nickel K. of R. Lantern.
4. Two Miles, 6.45 Class	Gold Medal.	
5. Three Miles, Pennsylvania State Championship	Gold Medal.	Ideal Lantern.
6. One Half Mile, Boys under 15 Years	Silver Stop Watch.	Silk Umbrella.
7. One Mile, Dash, Open	Gold Medal.	
8. One Mile, Club Championship	Gold Medal.	
9. Two Miles, L. A. W. Championship	Two Silver-Headed Canes.	
10. One Mile, Tandem Tricycle, Open	Gold Medal.	Silver Medal.
11. Two Miles, Handicap, Open	Clock for Club Room.	
12. One Mile, Team of Three Men (open to Club Teams)	Gold Medal.	
13. One Mile, Pennsylvania State Championship	Alligator Travelling Bag.	
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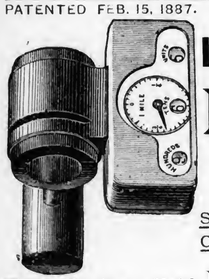
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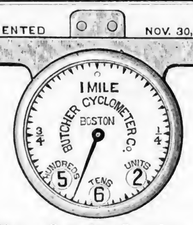
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See Page 437.

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L. A. W. HAND-BOOK OF MASSACHUSETTS (Official, 1884): — Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address H. W. Hayes, Cambridge, Mass.

L. A. W. ROAD-BOOK OF MICHIGAN (Official); with best roads of Ontario and through route from Chicago to N. Y. City Sectional and general maps; complete lists of Consuls, hotels, repair shops, and points of interest. Flexible leather cover. Free to Division members. Price to L. A. W members of other States, $1.00. Out May 2d. Revised to date. For further information, address J. H. Johnson, 397 Second Ave., Detroit, Mich. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

L. A. W. HAND AND ROAD BOOK OF NEW YORK (Official): — Two hundred pages, numerous maps, lists of Consuls, hotels, and repair shops, general information about the L. A. W. and N. Y. Division, etc., with complete indexes. Tabulated reports of 14,000 miles of roadway, extending east to Mt. Desert, Maine; west to Cleveland, Ohio; north to Quebec, P. Q., and south to the Natural Bridge, Virginia, and Washington, D. C. General description of local riding districts, and much other information of value to cyclers, bound in flexible leather. Free to members of the Division joining in the first quarter, charge 13 cents to those joining in the second quarter, charge 25 cents to those joining in the third quarter, charge 38 cents to those joining in the fourth quarter. Price to League members of other States $1.50 per copy. Ready for delivery in April, 1887. Address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

L. A. W. ROAD AND HAND-BOOK OF PA., N. J., AND MD. (Official): — Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, bound in flexible leather. A copy of the revised and enlarged 1886 edition was furnished *free* last year to every League member in Pennsylvania, New Jersey, and Maryland, who joined before April 1st. [This book is now out of print.]

RECORD BOOK OF SHELL ROADS IN VICINITY OF NORFOLK. — As its title indicates, a description of the beautiful shell roads around the ancient city of Norfolk. Contains in addition several pages for records of rides. Bound in paper: 10 cents. By V. Paul Ellis, Norfolk, Va.

L. A. W. HAND-BOOK OF OHIO (Official): — Complete official lists of officers, Consuls, hotels, etc. General description of riding districts, fine large folding road-map of the State. Price, $1.00. Address F. C. Meyer, 37 N. Market Street, Canton, Ohio.

ROAD-MAP OF CENTRAL INDIANA (L. A. W. Official), covering an area of 90 miles north and south, and 153 miles east and west, and showing the roads of the famous Crawfordsville record-breaking district. Contains list of Consuls and hotels, and shows location of all towns, railroads, etc. To be distributed to members of the Indiana Division on the same basis as the New York Road-Book is given to New York members, see above. Price, to other League members, 75 cents. Scale of nine miles to one inch. Address Josh. Zimmerman, Secretary-Treasurer, 37 So. Alabama Street, Indianapolis, Ind.

ROAD-MAP OF NEW JERSEY (L. A. W. Official): — Three parts, Northern, Central, and Southern, folded in stiff covers. Price, 50 cents each, or $1.50 for the set. Address E. W. Johnson, 212 Broadway, New York City.

ROAD-MAP OF OHIO (L. A. W.). See *Ohio Hand-Book.*

ROAD MAP OF BOSTON AND VICINITY (Warren's).

MARTINET'S ROAD-MAP OF MARYLAND: — Splendid work. Price, $10.00. J. L. Smith, as below.

COLTON'S ROAD-MAP OF PENNSYLVANIA: — Three parts, Eastern, Central, Western. Price, $2.00 per section. J. L. Smith, Map Publisher, Sixth Street, above Chestnut, Philadelphia, Pa.

ROAD-MAP (WHEELING CHART) OF SPRINGFIELD AND VICINITY. Address Henry E. Ducker, Springfield Mass.

IN AND AROUND CAPE ANN, bound in cloth; finely illustrated. The wheelmen's hand-book of Gloucester, Mass., and vicinity. Price, 75 cents. Address John S. Webber, Jr., Gloucester, Mass.

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS.— Sketches of cities towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. Adderss George Chinn. Beverly, Mass., price 20 cents.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$1.75,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training, or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, roller, and ice skating."

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find **$1.75** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed,

Residence,

Club,

City and State, *Date,*

REFERENCES:

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

The Sensation of 1887!

ABSOLUTE PERFECTION!!

The Latest American High Grade Wheel,

THE NEW MAIL.

A Perfectly Made Light Roadster.

OUR SPECIALTY,

Perfection Strengthened Backbone and Forks.

BACKBONE. — Warwick's pattern, new this year. It is well known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is handsomer and stiffer than the round.

FORKS. — Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives a very strong rigid fork.

A SUPERB LIGHT ROADSTER.

At least, Examine one before purchasing your mount, or get a Circular!



With Our Specialty, Trigwell's Ball Head.

Extract from a London letter to the L. A. W. Bulletin January 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

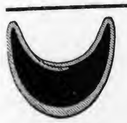
What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it, — but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that is a vast improvement over the Stanley head, with cone or hemispherical centres, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

AGENTS WANTED EVERYWHERE.

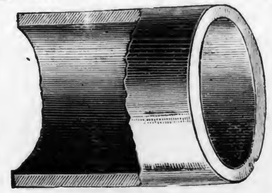
SEE THIS WHEEL BEFORE PURCHASING.

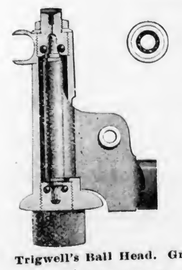
ASK YOUR DEALER FOR IT.



Warwick's New Hollow Rim,

With thickened bottom. Seamless and perfectly smooth outside.

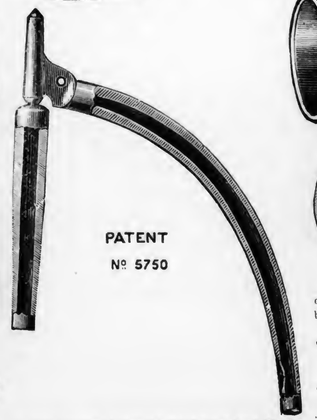




Trigwell's Ball Head. Greatest Modern Improvement.

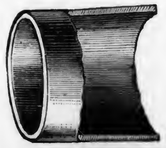


Sectional and end view showing strengthened neck end of Backbone.



PATENT
№ 5750

Sectional view showing Backbone and Forks when made up. A Splendid Improvement.





Sectional and end view of back fork end of Backbone.

Handsome Photograph OF THE **NEW MAIL** Sent for *14 Cents in STAMPS.*

CEMENTED TIRE.

Good Agents Wanted in Every Town.

SEND STAMP for Fully Illustrated Circular of this Perfect WHEEL, with Full Representation of All Parts.

WM READ & SONS, Manufacturers - - 107 Washington St., Boston, Mass.

A FEW INTERROGATION POINTS, GENTLEMEN.

Why be deceived by middle-men who call themselves manufacturers and are not?

If their statements about themselves are untrue, why not their claims regarding the merits of the wheels they sell, or rather attempt to sell?

Why be deceived by statements about records acquired on wheels so frailly constructed as to be useless on the road?

Is not the effort to associate the performance of one wheel with another, because only it is sold by the same middle-men, an effort to deceive?

Is it not reasonable to suppose that the buyer can get a better value for his money from the agent of the manufacturer than from the agent of the manufacturer's agent?

Is it not logical and wise to conclude upon a mount from the arguments and testimony of road riders who hold all the more important world's road and long-distance records, obtained too on American champion roadsters, rather than from the testimony of riders using 22-pound machines on specially prepared surfaces?

If you wish to be convinced, why not send a one-cent stamp for a special catalog of testimonials, parts, etc., to

GORMULLY & JEFFERY MFG. CO.,

CHICAGO, ILL.,

The largest Manufacturers of Bicycles, Tricycles, and Sundries in America.

THE L. A. W. BULLETIN.

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN: PUBLISHED WEEKLY: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, JUNE 17, 1887. | VOL. IV. No. 24. WHOLE NUMBER, 103.

THE CHICAGO HERALD.

TUESDAY, MAY 31, 1887.

RACING ON BICYCLES.

H. R. Winship wins the Chicago Wheelmen's Trophy.

The great bicycle race between nearly two score of the fleetest wheelmen of the Chicago clubs was run yesterday from the Leland Hotel to the plaza in front of the Florence Hotel in Pulman, a distance of sixteen and a half miles. The course was along Michigan Avenue.

* * * * * * *

STARTERS.	Actual Time.	Minutes' Start.	Position.
H. R. Winship	1:2:55	8½	1
C. H. Seig	1:6:45	11	2
W. J. Maas	1:7:3	11½	3
T. F. Palmer	1:7:51	9½	4
H. Mangle	1:10:23	11	5
W. M. Cook	1:8:55	8½	6
F. E. Spooner	1:11:43	11½	7
C. B. Peirce	1:7:30	6½	8
R. E. Schmidt	1:10:50	9½	9
H. L. Wheeler	1:15:32	14	10
Martin Bowbeen	1:8:55	6	11
F. T. Harmon	1:9:47	6½	12
T. M. Crennon	1:09:00	5	13
B. B. Ayres	1:11:7	6½	14
M. D. Wilber	1:10:43	6½	15
W. D. Buckley	1:14:00	9½	16
W. A. Davis	1:12:5	6½	17
Frank Riggs	1:16:23	10½	18
H. L. Fulton	1:18:20	11	19
R. A. Ehlert	1:8:30	*	20

* Scratch.

Position at Finish.	MACHINE RIDDEN.
1	Columbia Light Roadster...
2	Columbia Light Roadster...
3	Columbia Light Roadster...
4	Victor .....
5	Columbia Light Roadster...
6	Star.....
7	Expert Columbia.....
8	Columbia Light Roadster...
9	Columbia Light Roadster...
10	Expert Columbia.....
11	Champion .....
12	Columbia Light Roadster...
13	Columbia Light Roadster...
14	Columbia Light Roadster...
15	Columbia Light Roadster...
16	Star.....
17	Star.....
18	Victor.....
19	Expert Columbia.....
20	Champion .....

25 MILE ROAD RACE
OF
L. A. W. Conn. State Division,
Hartford, June 9, 1887.
The First Four Men in Rode
COLUMBIAS.

POPE MFG. CO.
COLUMBIA BICYCLES
And Tricycles,
Boston, N.Y., Chicago.

IT COSTS YOU NOTHING!

TO TAKE A

LOOK AT THE BARGAINS WE OFFER BELOW!

One	52-inch RUDGE LIGHT ROADSTER - - - -	$90 00
"	53-inch YALE LIGHT ROADSTER, Shopworn - - -	75 00
"	53-inch COLUMBIA " " - - -	100 00
"	54-inch RUDGE " " - - -	100 00
"	53-inch RUDGE " " - - -	100 00
"	56-inch VICTOR - - - - - -	85 00
"	56-inch INVINCIBLE, New - - - - -	100 00
"	58-inch RUDGE LIGHT ROADSTER, Shopworn - - -	100 00
"	58-inch RUDGE ROADSTER - - - - -	90 00
"	60-inch RUDGE LIGHT ROADSTER, Shopworn - - -	100 00
"	VICTOR TRICYCLE, Good - - - - -	75 00
"	CONVERTIBLE ROTARY TANDEM, Shopworn - - -	150 00
"	56-inch RUDGE HUMBER TANDEM - - - -	180 00

☞ All Bicycles are fitted with Ball Pedals and Spade Handles.

IF YOU DON'T SEE WHAT YOU WANT, ASK FOR IT!

STODDARD, LOVERING & CO.

152 Congress Street, Boston, Mass.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY. JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

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CLUBS OF FIVE - - - - - - $4.00 "

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

10,002!

LIST of Applicants No. 91, published this week, brings our membership above ten thousand. And now we are anxious to get above 10,264, which was the whole number enrolled in 1886.

THE special committee on the reorganization of the League has called for suggestions. Here is a chance for reformers to put in their work. A great many criticisms come from outsiders, and to all such an opportunity is here given for a mapping out of what they think the ideal League should be. We believe the committee will accept good ideas, whether they come from inside the organization or from the outside.

WE are all aware that the League is growing out of its present clothes. This reconstruction may mean the creation of a large family of strong and healthy children in place of the old mother League. What the new work shall be depends upon the demands of the membership. This the committee must know for its guidance, and there is so much scope to the committee's action and the changes already suggested, while natural, are so radical, that the committee cannot too freely invite an expression of ideas from the membership they are endeavoring to serve. Everything is yet inchoate. What shall be developed it is hoped will be from the best judgment of all interested in the good of our institution.

BICYCLING has never made much progress in Mobile, for the reason that wheelmen have never been allowed on the shell road which runs out of the city about seven miles. This is the best road in the vicinity. War has now been declared. New Orleans wheelmen, Captain W. W. Crane especially, have been advising the boys to obtain their rights, and immediate steps will be taken to get them. A club has already been formed, and they propose to go out in a body and get arrested. Developments will be eagerly awaited.

A CORRESPONDENT suggests that cycle racing be made attractive to outsiders by having the races "short, sharp, and snappy." He would have the contests for one lap only, and give the prize to the man who wins three in five of these. It is a fact patent to all that there is little interest in cycle racing among the non riders, and some such plan as that which our correspondent suggests must be employed if we hope to see the racing interests flourish. A baseball match in Boston drew 23,000 people on Decoration Day. A cycle race would not have brought out a single thousand. There is a want of "snap" in cycle racing that Americans cannot excuse, and this must go in before the sport will be popular.

CYCLETS.

BUNKER HILL day.

WE touch 10,000 this week.

ALL names published after next issue will, for three months, be accepted for $1.50.

PARTIES who send a change of address will please send their number.

PROVIDENCE wheelmen are coming to Boston in August.

THE annual meeting of the Pennsylvania Division will be held at Wilkes Barre on July 4.

THE Chelsea Club enjoyed the first clam bake of the season at Revere Beach, last week.

THE New Haven Club has voted to join the parade on the occasion of the dedication of the monument in that city.

THE Long Island Wheelmen of Brooklyn admitted sixteen members at the last meeting, and the average age of these was thirty-two years.

CHARLESTOWN celebrates to-day and the Rover Cycling Club keeps open house. They receive the ladies in the evening.

THE committee appointed to dispose of the furniture and other effects of the Massachusetts Club consists of Messrs. Slocum, Parsons and Miller.

THE Leavenworth County Wheelmen are collecting autographs, and prominent wheelmen are being asked to contribute.

THE Wayside Wheelmen of New Bedford, at their regular monthly meeting on June 1, voted to change their name to the New Bedford Cycle Club.

T. R. MARROTT was to attempt three hundred miles in twenty-four hours on a tricycle at the Crystal Palace track on June 8, starting at 7.30 P. M.

SECRETARY Charles E. Walker, of the Chelsea Club, took a header on Sunday, and was taken up insensible and carried to his home in a carriage.

CHIEF CONSUL HAYES, of Massachusetts, is sending out circulars reminding the authorities of towns and cities that they are now obliged by law to erect direction boards.

ALBERT HYATT and L. A. White, of Waterbury, Conn., rode from that place to New York on June 5, and covered the distance, one hundred and two miles, in twelve hours.

TELZAH gives us some interesting reminiscences in another column. The name "Telzah" has become a reminiscence, so long is it since we have heard from him.

Texas Siftings for June 4 has a very clever satire on the back-country practice of working out a poll tax by repairing the roads. The evils of the system are clearly set forth in a humorous way, and illustrations aid the text in showing up the whole thing.

CAPT. T. S. MILLER, of Chicago, Ill., has issued the third edition of his "Bicycle Tactics." He has enlarged and revised it, and now offers it for sale at twenty cents per copy. It is the only book of the kind.

THE Waltham Ramblers dispute the time made by the winner of the Cambridgeport road race on Decoration Day, and they are anxious to arrange for a road race between a team from their club and a team from the Cambridgeport Club.

THE clubhouse of the Long Island wheelmen is nearing completion, and they expect to occupy it in the latter part of July. Their total active membership is now 108. At the last meeting (June 7) sixteen members were admitted. The club is believed to be the third in size in the State.

GEORGE N. ROCKWELL, of Scranton, Pa., has written a bicycle waltz which he has dedicated to the Scranton Bicycle Club. The waltz will be performed for the first time by a full orchestra on the occasion of the minstrel entertainment by the Scranton Club, July 4th.

THE Massachusetts Bicycle Club will occupy its present quarters until June 30. In response to the circulars sent out by the secretary, sixteen agreed to pay the assessment of $50 for a year, and twenty-four agreed to remain if the club went into smaller quarters. The club will disband July 1.

ENGLISHMEN are highly indignant over a very scaly piece of rascality at the Alexandra Park track. Some enlightened individual, as a spite against the lessee of the track, against whom he had some fancied grievance, clambered over the palings of the park, wrecked the decorations, tore down the flags and bunting arranged for the next day's races, and cut several deep gutters directly across the cinder path, filling in with soft cinders, so that the trick might not be discovered until the racers struck them

THE Connecticut Division has taken up the case of W. H. Allen, of Wethersfield, and through its attorney, J. Y. Calhoun, has brought suit against Dr. Mayer of Hartford. Allen was riding down Main Street, Hartford, June 4, on the right side, when he was run down and injured by the doctor's team, driven by his man. Dr. Mayer refused to settle the matter, and suit was brought.

WHEN Corey climbed Crank Hill at Clarksville, President Overman pointed to the pedals on the machine, and said: "Ah, I see! Overman pedals; those are what did the business." And when Neilson finished the road race Corey pointed to the pedals on the bicycle, and said: "Ah, I see! a pair of fourteen-ounce Rudge racing pedals. Those are what did the business." And then Overman and Corey went in, and ate some ice cream with the Presbyterians.

CONSUL H. M SNOW, of Detroit, Mich., entertained the Star Club of that city on June 9. The following paragraph from the captain's call indicates the nature of the invitation: "Consul Snow announces that, having added to his large herd of milch cows, and employed a large force in the manufacture of gingerbread, he thinks he will be able to satisfy the well-known appetites of the 'hungry little Stars.' Now, what's the matter with Snow?"

A HORSE was scared by a bicycle at Council Bluffs, Iowa, last week, and the local paper says: "Something must be done to prevent the use of these machines on public thoroughfares." The editor must remember that it was the horse and not the bicycle that got scared and broke things, and it would be much better policy to take such horses off the streets.

WE have received a long letter from Clarksville in which the writer seeks to remove the impression that the Clarksville course was a very poor one, and he makes very many severe criticisms of the Crawfordsville course. The road race has passed into history, and there seems to be little occasion to discuss the might-have-beens, or to go into ecstacies over the grandeur of the race.

THOMAS NICHOLS, at one time Garfield's private secretary, is trying to form a company to build a tricycle railroad. The cars are to be forty-six inches wide, and are to run on a single track, suspended above existing railroad tracks. Nichols says that a speed of two hundred and twenty miles an hour can be reached in this way, and that the journey from New York to San Francisco can be made in a day.

A WORD to the riders who "scorch" after a heavy midday meal. A gentleman, described as "an official of the Plumstead Vestry," fell dead off his tricycle at Sidcup, Kent, last week, and the medical evidence at the inquest was that the heart and all the organs of life were healthy, but that the cause of death was syncope from over-exertion in riding after partaking of a heavy meal — *Cyclist.*

WE have received the programme of the League of American's Wheelmen's Meet, which took place at St. Louis on May 20 and 21. This is one of the best things that even America has produced in connection with cycling. The printing is superb, and the illustrations full of *grotesquerie.* Nothing like it has been seen in this country. Hail Columbia!— *Wheeling.*

A. C. LEWIS, secretary-treasurer of the Missouri division is now in Paris. He went into a dealer's, and picked out a bicycle, with which he proposed to scorch some of the French toughs. As he was about to take it out he asked what the rent for a week would be. When told it was forty francs ($8) he dropped it, and went back to the hotel with sorrow in his heart because he had not brought his bike with him from St. Louis. He says new bicycles, which are mostly of the English make, cost new from $100 to $110 in Paris, but the rental paralyzes him in a place where two per cent is considered good interest.

DURING the six days ending June 11, Karl Kron despatched from the Springfield Printing Company's works 1,074 copies of "X. M. Miles," raising the total to 1,476; and he hoped then to send 1,200 out this week,—bringing Springfield and Boston both "on the list" by Friday or Saturday. St. Louis, Kansas City, Minneapolis, Memphis, Nashville, New Orleans, Macon, Washington, and Baltimore were supplied in advance of New York, together with many outlying towns in the West and South. The club books, 323 copies, were sent to New York on Friday and Saturday; and a second lot of 255 for New York and Brooklyn were to go on Monday, the 13th.

UP to May 31, the following have registered for F. A. Elwell's Canadian tour: H. D. Cahill, E. S. Kennard, F. A. Elwell, R. F. Sawyer, C. C. Tukesbury, F. E. Warren, J. B. Moore, all of Portland, Me.; E. G. Whitney and E. P. J. Morton, Boston, Mass.; G. G. Tyler, Baltimore, Md.; W. A. McLauchlan and George Robertson, St. John, N. B.; Julius E. Beals and friend, Ann Arbor, Mich.; F. W. Davis, Hartford, Ct.; W. S. Mills, Naugatuck, Ct.; F. H. Messer, Stoneham, Mass.; G. E. Cain, Franklin, Mass.; F. J. Arnold, Waterville, Mass.; Park G. Dingley, Lewiston, Me.; Marcus Moses, Tallipolis, Ohio; F. H. Douglass, Brooklyn, N. Y.; C. W. Flanders, Malden, Mass.

> Before you bicycle
> (Steady, there! steady by jerks!)
> Suppose you tricycle
> And see how the old thing works.
> — *Chicago Sun.*

THE New Haven (Conn.) Bicycle Club has leased the brick house at No. 169 St. John Street from Samuel L. E. Barney, and will use it as a clubhouse. It has two stories, besides a basement. The house is occupied at present, but will be vacated within a week, and the work of fitting the quarters will be begun without delay. About $1,000 will be expended. The house contains nine rooms and a bath room. On the first floor the front room will be used as a reception room and parlor, and the room directly in the rear will contain a pool table. Another room on this floor will be fitted as a dressing room, with lockers for the convenience of members. A large and well-lighted bath room connects with the dressing room. The rooms on the second floor will be used as smoking, card, and reading rooms. The front room in the basement will be used for a billiard room, and in the rear is a room to be devoted to miscellaneous purposes. A large shed will be built in the rear of the house for storage of bicycles.

QUAKERTOWN QUILLINGS.

As usual, after the epidemic of road-racing has reached every other place in the land, Philadelphia gets the contagion, and we are now to have, in September next, an Inter-Club road race, open to all organized clubs within a radius of thirty miles of this city. E. K. Tryon & Company are the promoters of the scheme, and will offer for competition a silver cup. Teams must consist of four men, each mounted on bicycles only, with an entrance fee of fifty cents, each man. The course is from Bryn Mawr, Easton Lancaster Pike, to new tollgate, back to the foot of the hill at Devon, and finish at Bryn Mawr at starting point. The distance is a trifle over twenty-one miles. All management of matters pertaining to the race is to be in the hands of a committee, consisting of one man from each of the principal clubs, which committee will meet about June 20, to arrange details. The course is a good one, and the race should prove very interesting, with the odds in favor of the Penna Club.

I HAVE had, Mr. Editor, during the past week, the opportunity of making a careful and minute examination of the Northrup Steam tricycle, and propose, with your permission, to give you the result of my investigations. I found it to be an ordinary three-track Invincible tandem, with the usual long straight frame, trailing out behind to the small steering wheel. On said frame, just in front of the little wheel, and back of the rear rider, is what on first glance might readily be taken for boiler covering and smoke stack of one of our P. F. D.* water-throwing engines, on a Lilliputian scale. To the casual eye this is all that is apparent of steam attributes to the machine, but a careful examination discloses that under the seat of the front rider, and parallel with the axle, is a tubular tank for water and fuel (oil). The balance-gear is left as usual, but on one edge of the upper chain wheel is attached a toothed wheel, running in another, which in turn is geared to the fly wheel of the engine. This "fly wheel," if so it may be called, is about three inches across, is covered completely by a casing, which also covers the connecting rods to the parallel double cylinders, and the rods are caught on the quarter, so that a stoppage from a "dead centre" is impossible. And this, with a few stops, taps, tubes, and valves, with a little steam gauge directly over the balance gearing under the eye of the rear rider, is practically all there is of it. The long brake lever, common to the Invincible machines is utilized to turn on or off the steam, and when pressed down hard also puts on the brake and turns the fire low. Of course the rear rider is both engineer and fireman, and has entire control. The new gearing which is now attached will change from speed to power (for hill-climbing) simply by pushing a button. I had the pleasure of several short rides, and without any assistance whatever, from either myself or the driver, a speed of at least ten miles an hour was attained in as many seconds. Of course, in soft or sandy roads, or on bad hills, the machine would hardly run alone, and muscular assistance would be necessary. The object of the engine is not, however, to produce a tandem which will run with no assistance, but simply to add to a machine the additional power of at least one strong rider, with an additional weight of less than sixty pounds. And when two good men are on the machine, and engine is doing *it's* share of the work, the balance of power to be applied and divided between the riders is reduced to a non-perspirable minimum. So it seems to me, and when the price shall be reduced to the capacity of my purse I shall have a one-horse power engine as an adjunct to my tandem. PHACTOTUM.

* "Paid Fire Department."

NEW HAMPSHIRE NOTES.

THE New Hampshire Division after four successive annual Meets at its only seaport, Portsmouth, will, on July 4, try the inland city of Manchester, by invitation of the bicycle club of that city. The excellent roads along the cool beaches, which have attracted the wheelmen in such goodly numbers from all parts of the State, will be missed, but it is proposed to repeat the successful innovation of last year, when the number of miles of wheeling was greatly curtailed, and a social time, and a short run about the city and suburban residences fully enjoyed. The Manchester Bicycle Club is a live institution, having very neatly furnished club rooms and a large and active associate membership, by whom the details of the Meet are being arranged.

THE Rockingham Club, of Portsmouth, which holds the same rank in the Division, as the New Hampshire Division does in the L. A. W., that of No. 1, will attend with full ranks, taking with them Tandem and single tricycles, and probably the old '78 wheel, John Bull, will pay another visit to the city of spindles. The Great Falls Club will, as usual, lead all others in percentage of membership. The Concords have very intimate relations with the Manchesters and can be depended upon for a larger representation than in former years. Manchester is so centrally located that the attendance of the unattached League members will undoubtedly be very large, and everything promises a successful and enjoyable Meet.

THE number of new wheels in this portion of the State exceeds that of any previous year. Even a sewing machine agent, who advertises in a daily paper his opening of a bicycle department, offering Spoke Handles, Trigwheel heads, and Borous "Aevlus bearings" attracts numerous customers. Tricycling has become popular with ladies and ministers and the number of three-wheelers is increasing rapidly. One of our pastors a while ago, learned to ride a bicycle, but declined to purchase, saying he had sufficient physical, but not enough professional courage to make pastoral calls on a wheel.

THE latest and best additions to wheeling, however, are a couple of tandems, and the owners are fast reducing their weights trying to diminish the number of lady applicants for the forward seats. President Hazlett gave his Columbia tandem a practical road test on its arrival last month; accompanied by ex-President Philbrick, he rode from Newburyport to Wellesley and return, registering ninety-four miles during a two days' trip and returned perfectly satisfied with this addition to his bicycle stable and with tandem locomotion and construction.

A RECENT wheel trip to Boston revived the incidents of many previous ones by the writer, but more particularly the first successful one in 1879, during the week that Messrs. C. E. Pratt, W. S. Slocum, and E. W. Pope were making over the same route, but in an opposite direction, the first American bicycle tour, as the descriptive report was headed, but priority was claimed and established by ex-Editor W. E. Gilman for his equestro bicycle excursion to the White Mountains. The riders of to-day have little practical knowledge of the advantages the inventors and manufacturers have in eight years given them in the way of light-weight wheels, frictionless bearings, pliable, powerful brakes, easy saddles, long handles, and all the accessories in the way of luggage carriers, and many little comforts that add so greatly to the enjoyments of touring. An unsuccessful attempt had been made on an English wheel, but its solid backbone, rear wheel break, under-sized and buckled wheel, turned the disappointed wheelman homeward after a few hours of hard work.

A FEW months' trial of No. 61 Standard had given confidence in American production, and, like Karl Kron, when he received the now historic No. 234 of the same make, felt that the millennium of wheeling had arrived. Even Wanamaker's artist evidently is of same opinion, for on his 1887 circular to L. A. W. members is a fair copy of the 1879 wheel, only we did have, at that early period, a spring under the saddle. We did not even dream that every part would be improved and lightened, and yet strengthened; that instead of stuffing the extra clothing around the hub, or strapping it like a knapsack to the shoulders or waist, or carrying it on an M. I. P. on the backbone of the bicycle, Lamson would invent for us a simple wire carrier; that Burley, Durvea, Lillibridge, Kirkpatrick *et al* would change the ill-shapen iron plate with thin pigskin covering to the adjustable, form-yielding saddle and spring of to-day; that the 16-inch handle-bars would nearly double their length, and our laugh at Papa Weston's cow-horn handle mania would dissolve into universal approval and adoption. Then our early suits! Well, we thought ourselves fittingly clothed in home-made, cut-off knickerbocker-; but when, by advice of the captain of the Massachusetts, we placed ourselves in the hands of the club's outfitters, what full-fledged wheelmen we were judged to be, and what guys we must have been to the non-riding public. Our white flannel shirts with wide collars were encircled with mammoth black silk handkerchiefs, as per recommendation in Weston's *American Bi. Journal*, and our limbs encased in ladies' stockings, for long thin ones for men could not then be bought at the Hub. We wonder where the Hawthorns of Salem obtained their yellow ones. Some wore leggings, and Juvenis was noted for his top boots. Close imitations of Parson's helmet were obtained, and the beanpots are still worn on trips in hot weather when comfort and not appearance is desired Attired as we were, and some of us mounted on bright vermilion or burnished wheels, it is no wonder that horses were frightened.

On the road, during the first years, we had to dismount much more frequently than at present, and until the novelty wore off, numerous were the runaways and claims for damages, which were sometimes paid, as it was not until the decision of Judge Clark, of the Supreme Court of New Hampshire, in the student case in the neighboring town of Exeter, in April, 1881, that we felt safe to resist. Then it was that the baggage-master was in his glory. Even before jamming his fingers in the spokes, his charge was often a dollar and a liberal tip for a fifty miles ride. Frequently carriage was refused at any price. The step mount with numerous kicks, and the backbone dismount were the proper and customary ones, for did not Chas. E. Pratt, A. M. B. Bi. C., decide for us in his book, the American Bicycler, that others were dangerous! Only a Pitman could do the pedal mount, and astonish us with a few A B C's of trick riding; and even he and his pupils could not do the standstill, or ride a single wheel. Pitman's best mile record, 3.43, was published everywhere. He claimed the Maine championship for two miles in 11.45, and might have New Hampshire's, where his record was 4.57 for one mile. When the writer was introduced to Parkhurst, of the Massachusetts Bicycle Club, it was whispered that he had won a mile race in 3.50½, and Agassiz then held the championship gold medal for one mile at Chestnut Hill Reservoir, in 3.21½.

The accidental meeting of old wheeling friends, while touring, is one of the delights the pioneers enjoy that cannot be fully appreciated by a novice. To be sure, nine seasons comprise but a short period of life, but we notice how the gray is appearing from under the helmet, how skating rinks have superseded bangs, and aldermanic forms patronize the lowly trikes in preference to the lofty wheels of earlier years. We failed to recognize in the sturdy riders of full-sized wheels the little Wood brothers that it seemed but yesterday were mounted on tiny youth's bicycles, spinning into Portsmouth in advance of the excellent road horse driven by their father on a days' ride from Beverly to Wells Beach. We found the builder and rider of the pioneer bicycles, the yachtsman and man-of-all-trades, A. J. Philbrick, puzzling his brains at Beverly to prevent his steam road tricycle from running away from him. We met the genial first secretary of the L. A. W. on his trike in Cambridge, and the happy, jolly Flanders, of Elwell's tours, who rode with us up the Kennebec, when Jack Rogers and Beckers, Fuller, and other more distant wheelmen came from the far West to sample Eastern roads.

But reminiscences of hobby horses are prosy and never ending, only let me add, we then considered every wheelman a gentleman, that perfect strangers were welcomed to our homes, and all the hotels, and even private houses were open to us while touring. The one boisterous, ungentlemanly wheelman or club that ruins the reputation that numerous well-behaved ones had established had not then appeared. In that respect only is a return of the old days desirable,—in all other ways improvements have been made. Leagues and clubs organized, and by them touring has been facilitated, and road rights established, and though but a few of us will be able to enjoy the wheel at Major Evans' octogenarian age, may the pioneers for many years to come note the improvements and enjoy the pleasures of wheeling and reunions, is the wish of TELZAH.

LONG ISLAND NOTES.

LONG ISLAND roads were never in better condition than at present, and every clear Sunday morning witnesses a steadily increasing throng of wheelmen on their way out the Jericho Pike to Hempstead, and beyond. K. C. W.'s, Brooklyns, Calumets, Hderans, Mercurys, and an occasional unattached Jamaican, make up the jolly crowds at dinner at Whaley's, the Stewart Arms, or the Sherman House, while not a few try to make up the balance due on their score of reverence by attending eleven o'clock service at the cathedral.

The riding east of Hempstead improves every year, and abounding as it does in stretches of fine, shady path-riding, is unequalled in my opinion by any straight-away run of the same length in this country. Good hotels at very short intervals, and the proximity to the ocean, lend an additional attraction to those socially or sportively inclined. The registers of nearly of these houses bear the names of many a wheelman, and none oftener than that familiar, though modest "A. B. B." at the foot or head of a goodly list of Brooklyn Bi. Club members.

Last Sunday's page at the Sherman House, Babylon, contained a commentary note, as pathetic as brief, opposite the names of several supposable delinquents, viz., "hocked out." We've been there.

To those of little faith in our roads, let me say that on a recent trip, myself and friend rode one hundred and eight miles in less than thirteen hours, and at no time were pressed to make eight or nine miles per hour.

I would like to say a word in reference to a very pretty ride, not mentioned in the road books, and in fact known to but few. I speak of the route to Port Washington and Sands Point, via road turning due north from churches at top of hill east of Manhasset valley; thence direct, following shore through village to the Sands Point hotel and lighthouse. Road good, especially after rain. Distance from Manhasset three and a half miles. Brooklyn riders should take first road west of Hyde Park leading north, direct (past "Success Lake") to cross road signs, turn right down incline to the top of short, very steep hill; turn left down hill direct to Manhasset; thence up the long hill to churches.

On Saturday, June 4, on the grounds of the Flushing Athletic Club, S. E. Gage, from scratch, won silver challenge pitcher, presented by R. S. Bowne, Esq., defeating J. W. Whitson, scratch, and Frank Bowne, 30 yards; Bowne (2); distance, 1 mile.

The Brooklyn Bi. Club are expected in Flushing on Saturday, July 2, and the Mercurys are preparing to give them a good time, preparatory to a joint run down the Island on the 3d and 4th.

All our acquatic, athletic, and gastronomic resources will be taxed to give them a properly seasoned taste of Flushing hospitality. No. 7556.

RHODE ISLAND.

THE annual meeting of the Rhode Island Division was held at the rooms of the Rhode Island Wheelmen, June 4th. Howard L. Perkins was re-elected Secretary-Treasurer. The Racing Committee was given power to conduct races at Narragansett Park in September, during the State Fair.

Voted, To make a trip to "Rhodes on the Pawtuxet" early in July, and also a trip to and out of Boston in August or September.

Voted, That the Committee of Rights and Privileges, and the Chief Consul be empowered to take measures to bring a bill before the Legislature, for the improvement of the highways of the State.

The following Committees were appointed to serve the ensuing year, viz.:

Finance: Chief Consul J. A. Chase, Pawtucket; Secretary-Treasurer H. L. Perkins, Providence; Geo. C. Newell, Pawtucket. Touring: L. A. Pope, Warren; Chas. H. Howland, Providence; H. L. Spencer, Pawtucket. Racing: Geo R. McAuslan, Providence; Chas. F. Gladding, Warren; Chas. H. Howland, Providence. Rights and Privileges: E. W. Blodgett, Pawtucket; A. H. Metcalf, Pawtucket; Jos. C. Ely, Providence. Rules: O. M. Mitchell, Providence; H. L. Dyer, Newport; Charles W. Greene, Warren.

HOWARD L. PERKINS,
Sec.-Treas. R. I. Division.

TENNESSEE DIVISION.

THE annual meeting of the division was held in the rooms of the Nashville Bicycle Club, Church Street, Friday, June 3, at 8 P. M. Mr. E. H. Wilcox, consul at Memphis, was present with his quota of proxies, as was also Mr. J. W. Sparks, Jr., consul at Mufreesboro. Mr. Robert Rodes of this city was elected secretary-treasurer by acclamation. A committee was appointed to draft a constitution. It was decided to hold the next meeting at Memphis in September, when a series of races will take place, a tour be indulged in, etc. On account of the protracted rains, the centemplated run was abandoned. After adjournment, the invitation of the newly elected secretary-treasurer was accepted to refresh the inner man with ice-cream and cake and other good things. J. C. COMBS,
Chief Consul.

NASHVILLE, TENN., June 7, 1887.

DETROIT DOINGS.

THE Detroit Bicycle Club has secured new club rooms at 248 Woodward Avenue, and is furnishing them to the ideal cycler's taste. Touring wheelmen are invited to make these their headquarters while in the city, as they will here find a hearty welcome.

NEW clubs in the city are springing up like mushrooms, the latest additions are the Detroit Cyclers and Detroit Ramblers. The former is a junior club of fifteen members and officered as follows: President and captain, Geo. Hanley Jr.; secretary-treasurer, Will Traub; first lieutenant, Harry Nicol.

Officers of latter club are as follows: President, Chas. Kidner; secretary-treasurer, J. Bresler; captain, L. D. Munger; first lieutenant, E. Colwell; second lieutenant, H. D. Brown; private, P. E. Park.

THE Board of Officers of Michigan Division have decided to hold a two days' tour Meet on July 8 and 9. First day is to be at Ann Harbor, where the business meeting will be held in morning, and hill-climbing contest in afternoon. On morning of 9th, wheel to Detroit, thirty miles gravel road, arriving in time for dinner at Brunswick Hotel. Parade will take place at 2 P. M., and races at 4 o'clock. Moonlight ride on river in evening. Following day, wheelmen who remain over will have an opportunity of taking a spin on the gravel roads of Canada.

A GOOD story is told of Secretary-Treasurer Beal, of the Michigan Division, while attending the Meet at St. Louis. He was taking a spin on the road near Clarksville, and in fording a stream that ran across the road he struck a stone and received an unmerciful header, which landed him in the middle of the stream. Beal does not tell this to every one.

THEY have at last consented to appear and head our parade — the far-famed St. John's Bicycle Band. Ask Manager Rhodes if this is not so? Many wheelmen have the impression that these musical cyclers are a myth, and exist only in the minds of enthusiastic Michiganders; but this is not so, as it will be proved conclusively here on the Ninth July. The St. John's Band will be with us and the wind power of the tenor horn will be the envy of many an ambitious track man.

THE track at Bicycle Park, Alexandrine Avenue, is being rapidly put into shape to enable the local racing talent to get in condition. The Detroit Bicycle Club put all their faith in the coming races in MrF. X. Spranger, Jr. The Star riders are speaking of having Frazier or McCurdy here to uphold the honor of the lever motion.

ENGLISH TRICYCLE RECORDS.

IN the twenty-five mile N. C. U. tricycle championship contested at Birmingham, Eng., May 30, the following new records were made: —

	H. M. S.
21 — R. J. Mecredy	1.0.57 3-5
22 — R. J. Mecredy	1.13 22 4-5
23 — R. J. Mecredy	1.16.51 2-5
24 — F. J. Osmond	1.20.16
25 — F. J. Osmond	1.23.21 1-5

18 miles, 133 yds. was ridden in first hour, G. P. Mills leading.

THE BICYCLISTS AFLOAT.

ONE hundred and eighty members of the Long Island Wheelmen, with their ladies and friends, participated last evening in a delightful nautical event, which furnished a pleasing variety to the ordinary club run. A fine steamer with capacity for six hundred was engaged to carry the enthusiastic party around the harbor and up the Hudson by moonlight. Dancing to exquisite music during the earlier hours prepared a hearty reception to refreshments which were served later.

In spite of threatening weather for several days the evening was warm and the moon gracious. The start was made at 7.45 P. M., passing close to the "statue,"—which is never so lovely as when its illuminated form and beautiful pedestal are seen across moonlit water,—then proceeding up the Hudson. A return was made in time to see the harbor lights and bay to the best advantage. The yachts gathered for the races were anchored in the bay, and passing through the picturesque forest of masts, the wheelmen slowed up and enjoyed the romantic scene. An incident of this portion of the trip was a salute of greeting to Commodore Gerry's magnificent steam yacht "Electra" lighted from rudder to bowsprit with the electric glory from which she

takes her name. The line of radiance extended over the masts, appearing at a distance like a great flame-lit sail. This excursion was an enterprising novelty for the club, and was in every way successful. The social committee inaugurated a series of informal summer entertainments with a "smoker" May 27. The resources of talent among the large membership of the Long Island Wheelmen furnishes abundant means for programmes of a varied nature, and the committee in charge of this important feature of club life are planning to present each month some attractive diversion for the members and their friends. M.

BROOKLYN, N. Y., June 9, 1887.

JERSEY.

I LEARNED last week, too late to let you know, that the committee appointed by the officers of the New Jersey Division to make arrangements with the N. J. C. and A. A. for a race tournament at the Roseville track, in connection with the division Meet at Orange on the Fourth of July, had come to an agreement, according those who have been clamoring for a chance to win medals and glory so long, an opportunity. Captain Porter, of the Orange Wanderers, is the chairman, and can be relied on to push the affair to a successful issue. He will have the hearty co-operation of all the Jersey clubs, and the patronage of our New York and Brooklyn brothers. What the arrangements for the Meet are I have not heard. I suppose the festivities will be inaugurated by the usual business pow-wow, followed by dinner and a run, and wind up with the races. The quadruple attractions offered will no doubt call forth the attendance of a large portion of the members of the division, The run will probably, by reason of the large number taking part, be more of a parade than a jaunt. No one of the officers having taken upon himself to inform me of the arrangements completed or proposed, I am talking about the Meet largely on supposition.

A PRINTED notice of the regulation enacted by the Montclair township committee, prohibiting wheelmen from riding on the sidewalks has just reached me, and increases my indignation at the hoggishness of the hog who ran into the lady and then fled like a coward The editorial views expressed in the BULLETIN express mine exactly. It is unfortunate that the action of one black sheep should so work injury to a whole flock of pure and undefiled. Let this be a lesson to us. Wheelmen have rights. Let them be maintained. Pedestrians have theirs, too. Let us see that they are respected, and perhaps some day they may be as zealous in the preservation of ours as it is our aim to be of theirs. Let us remember that the sidewalk belongs to them, and that when we are on it, we are only there by courtesy. Ask a man to let us pass. If he refuses, dismount, but say nothing, for we are asking a favor, not a right. Let us think what we please, but say nothing. Above all, never ask a lady to move one step out of her way. A man who would not rather take the small trouble to dismount than inconvenience a lady, I have my opinion of, and it is not a flattering one either. Treat those who are unfortunate enough not to know of the blessings of the wheel with courtesy, and you will reap your reward. Last year, in Elizabeth, through the wild riding of some boys, there was complaint made against riding on the sidewalk of Ninth Broad Street. Foreseeing a possible universal prohibition, which would have been no joke, considering the poor roads, the Elizabeth Wheelmen passed a resolution agreeing to keep to the road on the street where the complaint was. Since then there has been no trouble, and nowhere is there a city where the rights of cyclers are more respected. Now there is not even a murmur of complaint, when a wheelman seeks the sidewalk on that street to escape the pitfalls laid by the water-cart fiend on the Belgian blocks. A little yielding, it may thus be seen, will work wonders for the common good. Paste this in your hat.

THE Orange Wheelmen are justly indignant at the reproaches heaped on them from some directions, charging one of their number with being the guilty one, and for their failure to detect him. A newspaper statement that the fellow was supposed to have come from Orange is the only foundation for this unjust abuse. They would be only too glad to find him out, that they might show what good citizens and gentlemen they are by assisting the authorities to punish an enemy to the rights of wheelmen and pedestrians, and a coward toward a woman.

THE Elizabeth Wheelmen will open their new club-house formally to-morrow night with a reception, and there will be a flag presentation, music, and singing, and some prominent citizens will make speeches. Among those who will be present are Chief Consul Cooley and Thomas Stevens, both of whom have been notified to be ready to make a few impromptu remarks. It will, of course, be too late for me to send you an account this week. It is one of my dreams that the time may come, when the BULLETIN will give us all the cycling news plumb up to date of publication. I think we would all be willing to abandon our present pretty pamphlet and and accept the less ornate, but more readily gotten out newspaper form of issue, could this end be attained.

THE New York *Morning Journal*, yesterday, printed over a column about a new bicycle club-house in Brooklyn. This is a good sign. Perhaps some of the seed thus sown in the garden of Newspaper Row may take root and bear good and abundant fruit in a more indulgent consideration for the news cravings of us cyclers.

VEGETARIAN BOWMAN, of the E. W., has returned from a recuperative tour a-wheel through the Berkshire hills, after his 1.40 in the big road race. He took the boat to Hudson, thence by train to State Line. His wheel carried him the rest of the way. He made his headquarters at Great Barrington for six days, visiting Sheffield, Egremont, Monument Mt. East and Prospect rocks, Mt. Everett, and Prospect Lake. His jaunts were taken in company with Atchison and Curtis of the Waterbury Wheelmen. At the end of his week he wheeled through Stockbridge and Lenox to Pittsfield, Within a half an hour after his arrival at the hotel, he was taken in tow by Consul Emory F. Hill, who is always on the look-out for roving cyclers, and escorted to the clubhouse of the Berkshire Wheelmen. A special club run was organized, and some twenty Pittsfielders showed him the sights and roads He is very enthusiastic about the courtesies he received at their hands. Then he met two Williams College cyclers and the trio started at 11 P. M. for Williamstown, twenty-three miles away, arriving there at 2.30 A. M., after a hard ride in the dark, on bad roads most of the way. The college boys did not let the Pittsfielders outdo them in hospitality, and dined the Elizabeth boy at one of the fraternity houses. At two o'clock the next day he started homeward, arriving at Four Corners, 28 miles, at 6.30, and went on to Hudson the following morning. He says he wants plenty of Berkshire in his. The vigilant hospitality of the Pittsfield consul should find more imitators. JER. C.

ST. LOUIS.

THE Missouri Club held a rattling business meeting last Tuesday evening. The club's connection with the Meet was thoroughly talked over, and with great satisfaction. Despite their efforts to spend all the money they could, there was still $100 remaining of its private entertainment fund. An art fund was immediately started, with the $100 as a nucleus, and the proceeds of the billiard tables, amounting to a round sum each month, will probably also be used toward increasing the club's already fine assortment of pictures and bric-á-brac. The club concluded to join the Western Lawn Tennis Association, and is also figuring on a bowling alley and a third story to the building. Eight actives and several associates were admitted to membership, making the present totals ninety-six actives and one hundred and three associates. The club has $1,200 on the right side of the ledger, and its income is now about $125 per month in excess of expenditures.

While the above-mentioned meeting was in progress, some one arose and complained that "everything that occurred was sure to get into the papers." Certainly it was, and who can tell where the harm lies in such a proceeding? Such notions are relics of old-fogyism, and the club members showed plainly that they thought so by laughing heartily. Unless the facts are garbled, the press has proven itself the best vendor of good news and the best cure for bad.

Presuming the above opinion to be correct, here goes. A proposition is under way, I understand, to elect the cycling editor of the *Post-Dispatch* a member of the Missouri Club. Long ago, in a few cases mentioned in these letters, the gentleman referred to did work a few facts into fault-finding squibs, and for this a number of Missouri Bicycle Club members, while admiring his occasional brilliant work for St. Louis cycling, have steadily sworn that he should never become one of them. I should think the offence of long ago could be overlooked. After that, old-fogy prejudice against the press alone remains. Weed it out of your systems, boys, and don't allow the errors of a fellow-worker to ruin his own social enjoyment.

I did n't intend delivering a lecture in lieu of news, but perhaps, like the Rev. Dr. Snyder, I can throw my remarks into the form of news. A few friends were recently talking over to-day's mile race, and doing a little betting withal, when one of them, just for amusement, offered to open a book on the race for their benefit. Somehow, the *Spectator* man got hold of the schemelet, and this week's issue contains the item, and throws in a little sermon besides. Open pool-selling on cycle races creates a sporting interest of very questionable value. I doubt if this interest brings desirable recruits into our ranks, if it brings any at all. But there is no good reason why the *Spectator* should have dragged before the eyes of his own family the name of a gentleman who indulges in a private bet with friends. A funny thing about it all is that many of the very chaps who do most of the howling against cycle pool-selling are dabbling heavily on this week's horse races at the Fair grounds.

St. Louis may well feel honored and the League happy by the acquisition of A. C. Stewart, president of the Missouri Club, as a member of the Rights and Privileges Committee. Mr. Stewart's connection with cycling is hardly a year old, but from the start he has shown a liberality and push hardly to be expected from a gentleman whose own profession takes up so much of his time. He is general attorney of the St. L. A. and T. Ry., and an able parliamentarian.

A man using the name Johnson, and claiming membership in the Philadelphia Club, now languishes behind the bars at Terre Haute, Ind., for stealing bicycles. By forging H. W. Belding's name to an introductory note he obtained the rent of a wheel from the St. Louis Wheel Company for a trip to Collinsville, Ill., ten miles away. On reaching the latter point he disposed of the machine for $20, and left suddenly. Under the same name, a few days ago, he borrowed a wheel from a Terre Haute, Ind., cycler, and took a little spin into the country. Some one smelled a rat, and a party of wheelmen mounted their wheels and set out after him, bringing him back to town and placing him in jail. By a coincidence, the city marshal of Collinsville was in Terre Haute at the time, and recognized Johnson. The latter had had his photo taken at Collinsville, and the picture had been placed in the hands of the St. Louis chief of police, who at once forwarded it to Terre Haute. The St. Louis Wheel Company have regained possession of the wheel left at Collinsville, and matters will be made very torrid for the thief.

Percy Stone will shortly accept Greenwood's challenge for a round trip race on the DeSoto road. He is now getting into good form and training lightly on a Victor safety. The race, which Percy thinks ought to be run in two weeks from to-day, will be for a stake of $100, to be given in the form of a medal or cup, if Greenwood wins and wishes it so.

The Sunday law goes into effect to-day, they say. I have n't had occasion to absorb liquid refreshment yet this morning, so cannot say whether it is being enforced or not. Lemonade is better anyway, — especially if the foaming beverage is n't obtainable. And while on the matter of temperance, it does one proud to know that, with two weak-souled exceptions, the recent League banquet was marked by the absence of wine, and there was a plentiful flow of wit and fun, too. This was rather a surprise to the Meet Committee, which had arranged to furnish the speakers champagne if they desired it. Intoxicants are not necessary at a wheelmen's banquet.

"The Critic," in the last issue of the *American Wheelman*, got himself into decidedly bad odor, particularly among Missouri club members. One of his assertions I am in position to deny emphatically, that the Meet Committee and the *Post-Dispatch* co-operated for the purpose of injurying the *Wheelman's* road race. "The Critic" claims that the *Post-Dispatch's* part of the work lay in running down the race generally, and the committee's part in keeping a number of visitors in the city and away from Clarksville on Sunday following the Meet. The claim is a slur at the committee, and is untrue.

THE Fair Grounds embargo appears to be *non est*, as Ally Stewart tells me he rode his wheel into the grounds yesterday, and meeting President Green at the horse races, paraded his fatted calves conspicuously before the magnate, The prodigal son of cycling is free then to return to the grounds and broad track; but we will have to use care.

TOM WHITE, the popular boomer of Quincy cycling, passed through yesterday en route from New Albany, Ind., where he has been since the Meet on —— business?

AB. LEWIS, Sec'y-Treas. Mo. Division, writes from Paris that bicycles rent in the French metropolis for the small sum of ten dollars per day. He goes to Switzerland next, then back home.

AN interesting mile race at Union Grounds, to day, was won by Harry Gordon, the final heat being run in 3.0 1 4. Saunders winning second. Quite a crowd of cyclers took it in. PHOENIX.

The makers of the Kempster rowing tricycle are making arrangements for a race meeting in which the leading oarsmen of the country will compete, using the rowing tricycle. If the Springfield track can be secured, the meeting will take place there. Hosmer, Ten Eyck, Teemer, Ross, and others have signified their willingness to enter the races. Hanlan and Gaudaur will also be produced, one as referee and one as starter, but it is impossible to get them to pull against each other. The oarsman sits on a sliding seat between the large wheels of the tricycle, his feet in the steering shoes, which act directly on the small front wheel. He grasps the oar handles on either side and pulls. The action is said to be an exact pattern of a shell.

MR. STEVENS, who held the long-distance record for the Missouri Bi Club last year, had his knee hurt some time ago, and has not been riding lately in consequence. A friend, who said he had a nice quiet horse, suggested that he take a ride with him occasionally, as there would be no danger with him. They started last week, and going down Benton cut-off the horse took fright and ran west on the Manchester road. Stevens' friend could not hold the horse, and Stevens was helpless, as he could not jump. Finally, with a crash, the friend was thrown out and the buggy overturned on Stevens who was dragged for fifty feet, when he managed to get disentangled, and as he stood by the fence trying to find out where he was injured, his friend came up and greeted him with, "I guess I'll ride a bike in the future." Neither was injured, strange to relate. — *Spectator*.

ENGLISH law courts at Liverpool have been interested in a breach-of-promise case, in which a tandem was introduced: —

A widower courted a widow, and, among other attentions, took her out on a tricycle. The novelty of spooning on a tricycle seemed to amuse the court; but perhaps it has occurred before, and been carried to a more successful matrimonial issue than was the case with the cycling widower, who subsequently jilted the cycling widow in favor of one who did not cycle, but had the more substantial qualification of owning a public-house.

DON'T MISS THIS.

THE June number of the *American Wheelman* contains a nine-page account of the League Meet and world's championship 100-mile road race, with twenty-five illustrations. Thirty-two pages in all. Send ten cents for a copy to *American Wheelman*, St. Louis, Mo. — Advt.

THE PATH.

BEAVER FALLS, PA., May 30. — Races were run as follows:

Hill climbing contest. — W. D. Banker (1); L. M Robinson (2).

Half-mile. — J. T. Huntington (1), 1.36 1-2; A. C. Banker (2).

One-mile novice. — G. E. Stamler (1), 3.57 3-4; W. Townsend (2).

One-hundred yards slow. — J. M. Morrison (1), 1.13.

One-mile lap. — J. T. Huntington (1), 3.26; A. C. Banker (2).

One-mile team race. — Huntington (1); W. D. Banker (2).

One-mile open. — W. D. Banker (1), 3.36 1-2; A. C. Banker (2).

One-mile Beaver Valley championship. — E. Morehead (1), 3.55; Stamler (2).

Consolation race. — E. G. Leutz (1), 3.42 1-2.

One-half mile boys. — C. Randolph (1), 1.53.

MANHATTAN, N. Y., June 4. — Races under the auspices of the Manhattan A. C.

Two-mile handicap — J. W. Powers scratch, (1), 6.52 3-5; H. L. Powers 100 yards (2), by fifteen yards; E. D. Halstead 40 yards (3).

San Francisco, Cal. — May 31. Races, under the auspices of the Olympic A. C., and the San Francisco Bicycle Club.

One-mile bicycle — C. F. Adcock (1), 3.07; H. C. Finkler, (2.)

One-mile novice. — N. A. Robinson (1), 3.24.

Quarter-mile. — A Ireland (1), 49 1-5; H. C. Finkler, (2.)

Two-mile handicap. — A Ireland, (1); B. H. Patrick, (2.)

Five-mile L. A. W. State Championship. — C. A. Adcock (1), 17.41 1-2; C. A. Biedeman, (2.)

BOSTON, June 11. — The first race of the Eastern Road Club was contested over the Dorchester Club course, on Saturday afternoon last. By the terms of the race each club was to be represented by three men, but only one club, the Dorchester, came to the scratch with this number, and it was finally decided to allow only two men from each club to start. Eight men started. P. E. Pratt, of Chelsea, took a header on River Street, about a half-mile from the start, and came back to the Dorchester clubhouse, where he was treated by the emergency corps, and, though out of the race, was able to take a spin. At the Hyde Park bridge Woodman led, with Doane close after him and Gorey third, as given by P. L. Coombs, the checker at this point. Bates took a header at Hyde Park, and injured his back and legs, but pluckily remounted and took another start. At East Dedham the men were in the following order, as reported by checker Drummond: Corey first, with Doane, Woodman, Gaskell, Rothe, Henderson and Bates close to him. At Needham, Gaskell ran into Rothe and took a hard tumble, but got up and tried hard to gain a point for his side, which would have tied the race with the Dorchesters, but was unsuccessful.

Woodman and Doane rode together until one mile from the finish, when Doane fell behind Woodman, who rode in magnificent shape, and had little trouble in winning the race.

The result of the race is shown by the following summary:

	12 1-2 Miles.		Finish.		Points.
	M.	S.	H. M.	S.	
F. A. Woodman	44	30	1 35	30	8
W. S. Doane	44	30	1 36	00	7
W. Kirk Corey	44	30	1 38	00	6
Theodore Rothe	48	30	1 46	00	5
Herbert W. Gaskell,	48	30	1 46	30	4
G. B. Bates	50	30	2 7	30	3
H. A. Henderson	50	30	2 21	45	2
P. E. Pratt	..	..	.. ..	..	..

The club trophy was won by Doane and Bates of the Dorchester club, they securing ten points to nine secured by Rothe and Gaskell of the Boston club, their nearest competitor.

A protest was entered against Doane on the charge that he is a professional. The judges reserved their decision. Should he be ruled out, the prize will go to the Boston club. Individual medals will be awarded to the three first men in, and the winning club receives a challenge cup which must be won three times before it can be held permanently. The next race of the association will be run in September.

CRAWFORDSVILLE, Ind., June 13. Only three men entered the road race held here to-day. They were Wm. A. Rhodes, Horace G. Crocker, and S. F. Hollingsworth. Whittaker was present, but did not enter. Neilson was expected, but did not put in an appearance The times were as follows: 50 miles,— Crocker, (1), 3.34.55; Rhodes, (2), 3.34 57; Hollingsworth, (3), 3.35.0. 100 miles,— Rhodes (1), 7.0.57; Crocker, (2); Hollingsworth (3.)

THE first of a series of road races, given by the Brooklyn Bicycle Club, was run over a two-mile course at Bath Beach, L. I., on Saturday afternoon June 11. There were two events, Novice and Championship. The Novices started at five o'clock, the entries being as follows: W. J. Kenmore, Jr., E. Skinner, W. S. Mead, W. R. Snedeker, C. S. Harrison, L. Brunn, Geo. Bancroft, B. J. Kellum, A. S. Haviland.

Haviland took the lead at the start and held it for a half-mile, when he was passed by Mead who had the race until he fell at one-mile, and dropped out. Kellum took a bad fall near the start, but he pluckily remounted, caught the field and landed a winner in 7.48, with Kenmore second and Bancroft third, the rest close at their heels.

The championship started at 5.30, with the following entries: G. E. D. Todd, E. D. Williams, F. B. Hawkins, W. H. Meeteer, W. S. Vail, and F. B. Jones. The entire field kept well together until the turn on the homestretch was reached, when Hawkins, who was leading, took a header, which threw him out, and the race was won easily by Todd in 6.53; with Meeteer second, and Jones third.

Two more races are to be held at distances of five and ten miles. The men aggregating the greatest number of points in the three races, will be awarded the trophy.

THE Lynn Cycle Track Association held a meeting Friday evening, and the committee reported the Memorial Day meeting to be a grand financial success, and that it far exceeded the anticipations of the association. There will be a meeting on the afternoon of July 4, and the following events have been arranged: One-mile novice; three-mile professional handicap; two-mile tandem tricycle, amateur; one-mile run and ride; two laps for boys, which will be especially for boys between nine and twelve years; two-mile professional handicap; three-mile amateur handicap. The above races will be run under L. A. W. rules. On Saturday afternoon, July 9, the association will hold a series of sports, such as running, walking, jumping, pole-vaulting, etc., and suitable prizes will be awarded. This will be the grand windup of Fourth of July week.

A. P. ENGLEHART broke several safety records at Coventry, May 24, making best times from 5 1-4 to 10 miles. Times as follows: 5 1-4 miles, 15. 31 2-5.; six, 17. 46 2-5.; seven, 20. 49 3-5.; eight, 23. 468.; nine, 26. 43.; ten, 29. 34 3-5. Allard, Buckingham and Oxborrow were the pace makers.

A TEN-MILE bicycle race took place at Coventry, Eng., Saturday, June 11, between Woodside, Morgan, and Howell. At the end of the fifth mile Morgan retired. Howell won the race by a yard. It was a splendid contest.

THE CLUB.

MOBILE, Ala. — Mobile Bicycle Club organized June 6. Officers: President, J. W. Thorp; vice-president, J. Strachan Barrett; secretary-treasurer, Jno. A. Welch.

CHELSEA, Mass. — New road officers of the Chelsea Cycle Club elected June 3: Captain, Fred A. Woodman; first lieutenant, P. E. Pratt; second lieutenant, E. A. Phemister.

HYDE PARK (Mass.) — Officers elected June 6: J. E. Walter, president; W. W. Scott, captain; F. E. Norris, secretary and treasurer; C. B. Bird, first lieutenant; F. A. Cummings, second lieutentant; J. P. Bird, color bearer.

ST. LOUIS. — The new bicycle club will be called the St. Louis Cycle Club. George H. Lucas was elected president.

AUBURN CYCLE CLUB, Auburn, N. Y. — Officers elected June 7: President, J. Frank Adams; secretary-treasurer, L. V. Cock; captain, Edward Leonard.

SOUTH FRAMINGHAM BICYCLE CLUB, South Framingham, Mass. — Organized June 10. Officers elected: President, O. O. Davis; vice president, H. T. Fales; secretary, A. McPherson; treasurer, F. E. Lincoln; captain, M. Kice.

OFFICIAL ANNOUNCEMENTS.

SUGGESTIONS WANTED.

TO THE MEMBERS OF THE L. A. W.: —

THE special committee appointed by the Board of Officers at the meeting at St. Louis, "to consider and report the best plan or method for the reconstruction of the League Constitution and By-Laws, looking toward the better recognition of the individual and financial rights of State divisions," desires to announce that it would be pleased to receive communications and suggestions from any member interested.

The importance of the duty with which the committee is charged, renders it necessary that the general wish of the membership should be known to those directed to formulate the re-organization.

An expression of the views, opinions, and sentiments of our members in the different sections of the country, is earnestly sought, and all communications addressed to any member of the committee or to the undersigned, will receive proper attention and appreciation.

Yours fraternally,
CHARLES H. LUSCOMB,
Chairman Special Committee on Reconstruction,
280 Broadway, New York.

NEW YORK, June 11, 1887.

MICHIGAN ROAD BOOK.

ALL Michigan wheelmen who join the League before July 1 will get the road book free. Those who join after that date can have a copy by forwarding twenty-five cents to

JUNIUS E. BEAL,
Sec.-Treas., Ann Arbor, Mich.

APPOINTMENTS.

PENNSYLVANIA REPRESENTATIVE. — By Chief Consul Jessup, — Col. Geo. H. Sanderson, of Scranton, to be representative.

LOUISIANA LOCAL CONSUL. — By Chief Consul Hodgson, — J. B. Walters, to be local consul at Shreveport.

PENNSYLVANIA LOCAL CONSUL. — By Chief Consul Jessup, — Dr. C. J. Jessup, to be local consul at Kittaning.

OHIO STATE MEET.

THE executive committee of the Ohio Division have decided on July 26, 27, and 28, as dates for the annual State Meet, which is to be held in Mansfield, Marion, and Springfield. A detailed programme will soon be issued by the local committee of arrangements. Fraternally,

FRANK C. MEYER, *Sec.-Treas.*

MASSACHUSETTS DIVISION.

To the Members of the Massachusetts Division:

THE Division will hold a three-days' Meet at Cottage City, Martha's Vineyard, Aug. 4, 5, and 6, during which time the annual meeting of the Division will be held. Particulars will be given later. Yours fraternally,

H. W. HAYES, *C. C.*

ATTENTION!

Members of the New Jersey State Division:

THE annual meeting of the Division will be held in Orange, July 4. Headquarters of the Meet will be at Orange Wanderers' Club rooms, directly opposite Brick Church, station of D. L. and W. R. R. A committee will be present after 7.30 A. M., to receive wheelmen. Requests for information concerning the Oranges should be addressed to Mr. W. A. Belcher, Orange Valley, N. J. The following is the programme: —

8.30 A. M., run to Short Hills.
9.05 A. M., run through the Oranges.
9.15 A. M., run to Eagle Rock Hill.
10.45 A. M., business meeting in Harrison Street Rink.
12.00 M., dinner.
1.50 P. M., parade, ending at race track.
3.00 P. M., races on Roseville track.

The following events will be run, and all entries will close on June 27, with Dr. F. A. Kinch, Jr., Westfield, N. J. Entrance fee, fifty cents for each event: —

One mile, bicycle, New Jersey State championship.
One mile, tricycle, " " "
Three miles, lap race.
Two miles, bicycle, New Jersey State championship.
One mile, bicycle, Union Co. Wheelmens' Club championship.
Five miles, bicycle, L. A. W. championship.
One mile, bicycle, team of three men, open to club teams.
Two miles, bicycle, handicap.
One mile, consolation.

L. A. W. rules to govern. A full attendance is desired, and we can promise a good time for all who come.

DR. J. H. COOLEY, *C. C.*

LEAGUE CLUBS.

THE following notice was published by us May 13. It has met with no response from the secretaries of the following clubs. *We still now ask any officer or member of the League to tell us if these clubs are still in existence.*

The secretary's office is still without definite information regarding the following clubs. Secretaries will please give us at once the date of organization, the date of joining the League, and a certificate that the club still remains a League club. Many of the clubs below we know to be League clubs, but we have no record of the necessary dates. We are about to number the clubs, and those who do not give us data must expect to be placed at the end of the list or stricken from the rolls: —

Ashtabula, O.
Boonville, Mo.
Chester, Penn.
Clarksville, Tenn.
Clearfield, Penn.
College Hill, O.
Crawfordsville, Ind.
Derby, Conn.
Eurota, Mo.
Fairfield, Iowa.
Findlay, O.
Ft. Wayne, Ind.
Garretsville, O.
Grand Rapids, Mich.
Homestead, Penn.
Humboldt, Iowa.
Indiana, Penn.
Indianapolis, Ind.
Knockabout, Mass.
Knoxville, Penn.
Junction City, Kan.
Laramie, Wyo.
Lebanon, Penn.
LeMars, Iowa.
Little Falls, N. Y.
Lock Haven, Penn.
Marion, O.
Mauch Chunk, Penn.
Mercer, Penn.
Morris Wanderers, N. J.
New London County, Conn.
North Side, O.
Oskaloosa, Iowa.
Schenectady, N. Y.
St. Louis Star, Mo.
Star, O.
Sylvania, Penn.
Terre Haute, Ind.
Tioga Pt., Penn.
Titusville, Penn.
Topeka, Kan.
Tuscawaras, O.
Wauoutha, N. Y.
Washington, Del.
Xenia, O.

NEW HAMPSHIRE CONSULS AND HOTELS.

Consuls.	*Hotels.*	*Rates.*
	MANCHESTER.	
Moses Sheriff.	Manchester House.	$2.00
	PORTSMOUTH.	
W. W. McIntyre.	Rockingham.	3.00
	CONCORD.	
J. C. Estes.	Phœnix.	2.50
	GREAT FALLS.	
C. E. Benson.	Gt. Falls Hotel.	1.50
	MILFORD.	
A. L. Keyes.	Union House.	1.50
	DOVER POINT.	
——	Dover Point House.	1.50
	ROCHESTER.	
——	Dodges.	2.00
	GOFFSTOWN.	
F. W. Kendall.	N. H. Central House.	1.50
	CHARLESTOWN.	
——	Eagle.	2.00
	CLAREMONT.	
	Sullivan House.	1.50
	EXETER.	
A. N. Dow.	Gorham Hall.	2.00
	KEENE.	
C. F. Gilbert.	Cheshire House.	2.00
	EPPING.	
A. M. Pearson.	Prospect House.	1.40
	WARREN VILLAGE.	
——	Mossilauke House.	1.00
	LANCASTER.	
——	Lancaster House.	2.00
	HOOKSETT.	
——	Ayer Hotel.	1.50
	BOSCAWEN.	
——	Wayside Inn.	1.50
	WINCHESTER.	
——	Winchester House.	2.00
	DOVER.	
W. D. Trickey.	Kimball House.	1.60
	RAYMOND.	
——	Shepard House.	1.50
	NASHUA.	
——	Laton House.	2.00
	NEW BOSTON.	
——	Young's Hotel.	1.50
	LAKE VILLAGE.	
——	Mt. Belknap House.	2.00
	FARMINGTON.	
——	Wilson House.	2.00
	PLAISTOW.	
H. S. Hutchinson,	——	——

CONSULS.

No. Weare, B. O. Sawyer.
So. Newmarket, J. A. Spead.
Penacook, C. H. Sanders.
No. Epping, H. M. Burly.
Greenland, W. B. Frisbee.

H. M. BENNETT, *C. C.*

ATTENTION! PENNSYLVANIA MEMBERS.

THE half mile Pennsylvania State championship will be decided at the race meeting to be held by the New Castle Bicycle Club on July 4, 1887. Twelve races, including hill climbing contest on programme. For particulars, address C. L. White, secretary, New Castle, Pa.

ILLINOIS DIVISION.

CHICAGO, June 11, 1887.

NOTICE is hereby given to Illinois Division members (those particularly who reside on the line of the Chicago, Rock Island & Pacific Railway), that those attending the Division Meet at Peoria, can secure a rate of one fare for the round trip, good from July 2 to 5 inclusive. Fare from Chicago will therefore be $4.35 for round trip. Hotel expenses will be $3.00; and sleeper returning $2.00, or about $10.00 will be the total expense for parties going from Chicago.

Chicago party will leave at 12.40 P. M., arriving at Peoria at 6.30 same evening. Those who wish to go on the night train can leave at 11 P. M., arriving at Peoria Sunday, 5.35, A. M. Returning, leave 10.45, reaching Chicago 6.25 A. M.

A NUMBER of prominent wheelmen, *who, if they would*, could assist much in making this Meet a success, are arranging to spend their holiday riding in Indiana. To those I would like to say a word: Peoria can be reached by the cars as easily, and with no longer train ride than it will take to reach the point in Indiana you expect to go to. As good roads for touring can be had at Peoria as in Indiana, to say nothing of the scenery, of which, Mr. Ayres says: "Indiana hath good roads, but she hath no scenery." — verily, 't is so. At Peoria you will find a lot of jolly good fellows, who will lay themselves out to entertain you, and above all you will attend to about the only duty the Division expects of its members. Attend the annual Meet. To those of you, particularly Messrs. Ayres and Ingalls, I say attend the Meet.

MESSRS. ROUSE, VAIL AND TRIPP, Committee of Arrangements for Peoria Meet, announce the following as an outline of what members attending the Meet can expect. The programme will be substantially as follows, though some minor changes may be made: —

SUNDAY, JULY 3.

Leave at 9 A. M. for Chillicothe, Ill., twenty miles by river road, which is a smoothly gravelled turnpike almost the entire distance, and runs amid fine scenery. Dinner at Will House, where a first-class Sunday dinner can always be had. At 2 P.M., another party will leave for Mossville, ten miles by the same road, where it will meet the Chillicothe party, and return via the Bluff and Mount Holly Road, where some of the finest and safest coasts imaginable are to be had.

Arrangements will probably be made for a moonlight excursion on the Illinois river and Peoria Lake in the evening.

MONDAY, JULY 4.

Business meeting at 9 A. M., at the New Peoria House; parade at 10.30 A. M., through the principal streets of the city and out a finely gravelled road to Prospect Hill, where a view of the Illinois River for forty miles can be had. Free picnic dinner at Prospect Hill. After dinner return to the city, where a Fourth of July celebration will be in progress. In the evening there will be a band concert of five bands in the Court House Square across the street from the club rooms, and fireworks upon Peoria Lake.

We have secured a special rate of $1.50 per day at the New Peoria House.

An invitation has been received to participate in the celebration at Morris, on July 4. This is respectfully declined on account of previous engagements.

N. H. VAN SICKLEN,
C. C., Ill.

VIRGINIA.

THE Revere House, of Harrisburg, C. E. Lupton, Manager, is hereby appointed L. A. W. Hotel from this date. Regular rates, $2.00; to League members, $1.50.

Tourmaster Wm. Lee, of Staunton, is now engaged in collecting and arranging material for a road book of the State. The fact of our having but fifty members in this State, makes it necessary that every local consul, and in fact, every member of the League should assist in this work, by at once forwarding to Mr. Lee, at Staunton thorough and reliable information in regard to the roads, distances, hotel accommodations, and other items of interest in their respective local ties. This is a matter of the highest importance to every member who desires to see our division flourish and grow as it should do.

Having been notified that our State is now entitled to a representative, Mr. N. B. Schmidt, of Woodstock, has been so highly recommended as an earnest worker in the best interests of the L. A. W., that I take pleasure in appointing him Representative of Virginia for 1887.

I shall be glad to hear from local consuls, and the members generally, as to their preference in regard to the time and place of the second annual meet of our division.

Fraternally,
J. C. CARROLL, *C. C.*

June 9, 1887.

HOTEL AT STAUNTON, VA.

PLEASE announce in BULLETIN for the benefit of the numerous tourists up the famous Shenandoah Valley pike, that the Hale House is the L. A. W. hotel in Staunton, the southern terminus of the pike, and *not* the Virginia Hotel, as erroneously stated in the Pennsylvania-Maryland road book.

F. R. WEBB,
L. C., L. A. W., 9024.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 91 — Total 145.

BOSTON, June 13, 1887.

CALIFORNIA DIVISION — 11.

Unattached.
15214 Clement, A. W., cor. 4th and Townsend Sts., room 4, San Francisco.
15276 Favor, Elbert L., 401 California St., " "
15269 Lutgen, J. C., 213 Scott St., " "
15278 Muer, R. J., 525 1-2 Geary S., " "
15277 Wadsworth, J. F., 606 Sutter St., " "
15177 Wallace, J. W., 703 Market St., " "
15102 Clift, Fred C., 1547 San Pablo Ave., Oakland.
15175 Lewelling, H. J., St. Helena.
15303 Manasse, Henry J., Napa City.
15176 Wagener, Allan C., San José.
15178 White, Ben. W., Watsonville.

CONNECTICUT DIVISION — 7.

New Britain Cycle Club.
15215 Ellis, B. J., New Britain.
15216 Thomas, C. H., "

New Haven Bi. Club.
15261 Maley, Frank, 850 Chapel St., New Haven.

Unattached.
15217 Bailey, Milton Y., Danielsville.
15187 Hatch, Frank D., 104 Trumbull St., Hartford.
15262 Olmstead, John A., Danbury.
15263 Way, Louis M., 94 Bellevue St., Hartford.

DISTRICT OF COLUMBIA DIVISION — 2.

Unattached.
15184 Clephane, Lewis P., 1225 K St., N. W. Washington.
15264 King, W. R., 1221 S St., " "

ILLINOIS DIVISION. — 3.

Unattached.
15265 Loveday, Harry E., 512 W. Congress St., Chicago.
15279 Sprague, Chas. W., 85 Exchange Building, "
15218 Schuh, H. C., Cairo.

INDIANA DIVISION — 1.

Unattached.
15280 Alling, W. R., Madison.

KANSAS DIVISION — 1.

Unattached.
15266 Pierce, Robert, Topeka.

MARYLAND DIVISION — 1.

Centaur Cycle Club.
15281 Wilkinson, G. A., 4 S. Broadway, Baltimore.

MASSACHUSETTS DIVISION — 5.

Brockton Bi. Club.
15179 Young, Geo. A., Box 311 Rockland.

Dorchester Bi. Club.
15190 Phipps, F. W., Matttapan.

Jamaica Cycle Club.
15219 Lincoln, Chas. R., 49 Holbrook St., Jamaica Plain.
15180 Wilson, J. H., Lamartine St., " "

New Bedford Cycle Club.
15282 Palmer, Wm. L., New Bedford.

MICHIGAN DIVISION — 17.

Bay City Bi. Club.
15304 Howard, Burt Estes, 921 Van Buren St., Bay City
15191 Tupper, Horace, Jr., 1009 Washington St., Bay City.
15305 Watrous, Fred O., 1000 Center Ave., " "

DETROIT BI. CLUB.
15220 Hubbell, Benj. S., 203 Selden Ave., Detroit.
15221 Lloyds, C. E., 71 E. High St., "
15222 Warner, A. F., 374 Cass Ave., "
15223 Wiles, John E., 88 Griswold St., "

East Saginaw Bi. Club.
15306 Bogue, H. D., East Saginaw.
15307 Corbyn, Ralph F., " "
15308 Eddy, Geo. M., " "
15309 McHain, W. Fred., " "
15310 Perrin, A. H., " "
15311 Yawkey, Cy. C., " "

Saginaw Bi. Club.
15225 Owen, Samuel F., 900 Willis St., E. Saginaw.

Unattached.
15283 Clement, Lew H., Ann Arbor.
15224 Cowen, Ben S., 623 2d Ave., Detroit.
15192 Spangenburg, Geo. L., Saginaw St., Flint.

MINNESOTA DIVISION — 1.

Minneapolis Bi. Club.
15181 Lundelle, Lowie, 110 3d St., South Minneapolis.

NEBRASKA DIVISION — 1.

Plum Creek Wheel Club.
15267 Rice, W. P., Plum Creek.

NEW HAMPSHIRE DIVISION — 6.

Manchester Bi. Club.
15284 Holden, James E., 30 Ray St., Manchester.

Rockingham Bi. Club.
15193 Bagley, C. W., South Newmarket.
15194 Chase, C. H., Portsmouth.
15195 Conlon, W. L., "
15196 Glass, Elmer E., Greenland.
15197 Peirce, W. E., Portsmouth.

NEW JERSEY DIVISION — 5.

Plainfield Bi. Club.
15226 Ackerman, Marion S., Plainfield.
15227 Burnet, J. M., "
15228 Morrison, George W., "

Unattached.
15285 Laing, Isaac Webster, Red Bank.
15316 Potter, S. M., Plainfield.

NEW YORK DIVISION — 41.

Le Roy Wheelmen.
15198 Karslake, Wm. J., Le Roy.

Long Island Wheelmen.
15286 Baldwin, A. S., 182 Ft. Greene Pl., Brooklyn.
15287 Benjamin, M. H., 147 Madison St., "
15288 Caswell, A. W., 9 Arlington Pl., "
15289 Clark, Wm. J., 113 Madison St., "
15290 Davies, John R., 213 Sterling Pl., "
15291 Kennedy, Samuel B., 219 Berkeley Pl., "
15292 Mathers, Jos., Jr., 231 Gates Ave., "
15293 Patterson, Chas. J., 346 Fulton St., "
15294 Richshoffer, A. L., 388 Bergen St., "
15295 Walker, W. N., Box 3408, New York. "
15296 White J., 208 Lafayette Ave., "
15297 Young, W. J., 313 Lafayette Ave., "

New York Bi. Club.
15199 Davidson, Frank E., 74th St. and 9th Ave., New York.

Niagara Wheelmen.
15312 Barber, Wm., Niagara Falls.
15313 Cannon, Walter, " "
15314 Owen, Robert, " "
15315 Young, R. J., "

Oneida Bi. Club.
15268 Aldrich, J. H., Oneida.
15269 Carr, L. H., "
15270 Hovey, H. L., "
15271 Moody, O. C., "

Trojan Wheelmen.
15182 Gardner, W. L., care J. W. & W. L. Gardner, No. 4th St, Troy.

Yonkers Bi. Club.
15200 May, Charles, 23 Main St., Yonkers.
15201 Ward, Chas. P., Main St., "

Unattached.
15229 Briggs, N. B., Clifton Springs.
15230 Gantz, H. H., " "
15231 Judd, W. A., " "
15232 Olmstead, S. C., Dunkirk.
15233 Champlin, Hervey S., "
15268 Dickinson, Henry H., "
15183 Carpenter, Howland, Johnstown.
15234 Emerson, Geo. E., 9 Clifton Pl., Brooklyn.
15202 Haworth, Thos. W., Waverly.
15235 Metcalf, E. C., Westmoreland.
15236 Osborn, A. S., 33 George St., Rochester.
15185 Saunders, A. H., 218 Court St., Binghamton.
15186 Tierce, Gustave H., Tuckahoe.
15237 Timm, Wm. C., 57 Perry St., New York.
15203 Towle, E. H., Binghampton.
15238 Warhurst, Frank, Wappinger's Falls.

OHIO DIVISION — 18.

Toledo Cycling Club.
15239 Bennett, H. W., care Woolson Spice Company, Toledo.
15240 Bigelow Reuben, care Whitaker & Co., "
15241 Brown, E. O., room 10, Produce Exchange, "
15242 Herrick, E. G., care B. F. Wade & Co., "
15243 Lelius, August, Jr., 340 St. Clair St., "
15244 Ludlow, Edgar S., 19th and Monroe Sts., "
15245 Mills, Geo. S., care Manual Training School, "
15246 Snell, A. E., care Emerson & Co., "
15247 Terry, F. S., 154 11th St., "
15248 Tillinghast, J. C., 173 11th St., "
15249 Wachter, Harry W., 583 Monroe St., "
15250 Waite, Geo. S., care Manual Training School, "
15251 Waite, Perry W., 73 Madison St., "
15252 Watt, Samuel W., 360 Jefferson St., "
15253 Wilmington, Wm., Jr., 385 Summit St., "

Unattached.
15254 Breckenridge, H. W., "
15204 Cox, Edgar F., Ravenna.
15205 Fries, G. Frank, Norwalk.

PENNSYLVANIA DIVISION — 22.

Harrisburg Wheel Club.
15255 Roberts, John B., 10 S. Market Sq., Harrisburg.

Kittanning Bi. Club.
15317 Biehl, Louis, Kittanning.
15318 Mayers, Rev. H. L., "

Lancaster Cycle Touring Club.
15188 Bausmann, J. H., Lancaster.

Pennsylvania Bi. Club.
15206 Comibert, Chas., 776 So. 15th St., Philadelphia.
15207 Dampman, S. L., 334 No. 11th St., "
15208 Mytinger, F. B., 810 No. 8th St., "
15209 Prickett, Thos. J., Pres. College of Commerce, "
15210 Reid, Chas., 4518 Rubicon Ave., "
15211 Suigle, J. M., 882 Holly St, "

Unattached.
15272 Coulston, Wm. J., Warren.
15273 Pixley, Arthur L., "
15274 Valentine, L. F., "
15256 Cliffe, Geo. W., 30 W. Johnson St., Philadelphia.
15258 Shermer, Henry S., 22 Pastorius St., "
15189 Cole, Thos. O., Mauch Chunk.
15257 Field, Wm. T., Bellefonte.
15319 Heilig, Sidney J., Catasaqua.
15209 Hunt, David, "
15275 Steckel, Fred W., Jr., McKeesport.
15300 Stoner, C. G., Lititz.
15212 White, Chas. B., Ashley.

RHODE ISLAND DIVISION — 1.

Unattached.
15301 Williams, Alonzo, 10 Cushing St., Providence.

TENNESSEE DIVISION — 1.

Unattached.
15259 Hammond, W. M., Jackson.

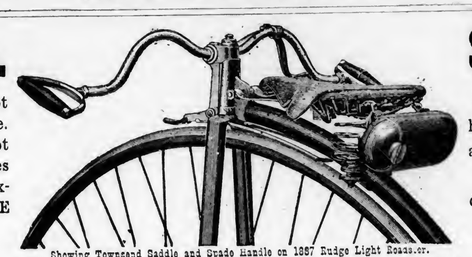
WEST VIRGINIA DIVISION — 1.

Unattached.
15213 Hutchins, W. S., M. D., Wheeling.

Townsend * Saddle.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, $6.00.



Showing Townsend Saddle and Spade Handle on 1887 Rudge Light Roads.cr.

SPADE * HANDLES.

More comfortable. Great power in hill climbing. Perfectly adjustable and detachable.

You are behind the times if you don't have them.

PRICE, $5.00.

To be happy, you must have your bicycle fitted with the TOWNSEND SADDLE and ADJUSTABLE SPADE HANDLES. To be obtained or fitted by any of our agents. ☞ See *inside of front cover*

STODDARD, LOVERING & CO., 152 Congress Street, Boston, Mass.

NOTES AND QUERIES.

[Readers are requested to contribute answers to questions propounded.]

(62) No. 12638 intends wheeling from Detroit to Belleville, Ontario, via London, Ont., and Toronto. Can any one advise

him as to the condition of the roads? Would like company on the way, if any League member desires making this trip with him. Start from Chicago for Detroit by boat, July 2. Are there any road books published covering this district?

(63) WILL some member send me the BULLETIN of Jan. 22, April 6, and April 30, 1886? 10592. S. A. Smith, 24 Exchange Place, Boston, Mass.

(64) How is the best way to get from Wilkes Barre, Pa., to Bethlehem, Pa.? From Delhi, N. Y., to Great Bend, Pa., either via Deposit, N. Y., or Binghamton, N. Y.? 3284.

(65) WILL any one tell me if riding the wheel has a tendency to reduce superfluous adipose tissue? *Ans.* In our case it has done so.

(66) IT has been stated in the press that the Committee on Revision of the Constitution and By-laws was instructed to give a larger percentage of money to the Divisions. Is this a fact? *Ans.* No.

(67) No. 7949 would like to have a companion on a tour from New York to San Francisco, for pleasure. Start next season. Would like company for part of the way if not the whole. Correspondence solicited. W. F. Kelley, 193 Meadow St., New Haven, Conn.

(68) ANSWER TO 53. — Learn to avoid grasping the handles, but hold them lightly in the hands as an experienced driver does the reins. Also, accustom yourself to using but one hand at a time when riding at the ordinary travelling pace, as this alternation is an immense relief. W. E. GILMAN.

(69) I THINK L. A. W. 13383 can obtain a route that has been run from Providence to Boston in five hours, by applying to Chief Consul of Rhode Island. M. —, L. A. W. Address Dr. J. A. Chase, Pawtucket, R. I.

(70) IN answer to L. A. W. 10507, would advise him to ride from Williamsburg to Huntingdon; from Huntingdon to Lewistown, see road book; Lewiston to Selins Grove, about forty-three miles, roads in good to fair condition, country roads. Keep near the Sunbury & Lewiston R. R. From Selins Grove to Wilkes Barre — see road book, — via Sunbury, Northumberland, Danville, Rupert, Bloomsburg, Berwick, Nanticoke, Plymouth, Kingston, cross cinder path to W. B. From Lock Haven to Williamsport to Bloomsburg. Write to Williamsport Club, they can tell road to Bloomsburg, as they have ridden it. Write to Burt Voorhis, Chairman of Reception Committee, when they expect to arrive in this city.

Respectfully, J. G. CARPENTER.

(71) ANSWER TO 54.—The best route from Boston to Providence is via West Roxbury, Dedham, Norwood, upper road to Walpole; then straight to N. Attleboro and Pawtucket; from Pawtucket take East Avenue into the city of Providence.

L. A. W. 3703.

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

Advertisements will be inserted in this column as follows: $1.00 for four lines, first insertion; 50 cts. for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FOR SALE. — 40-inch Special Facile Bicycle, suitable for 31 to 34-inch leg, $45. A. J. KOLP, Scranton, Pa.

THE CYCLE. — Bound copies of the *Cycle* are now ready and on sale. The volume contains all the numbers of the paper that were issued. By mail, $2.00: at office, $1.50. A. BASSETT, 22 School Street, Boston, Mass.

GIVEN AWAY. — Must be sold, Rudge Safety, perfect order, balls all over, $90; 57-inch Columbia Light Roadster, best offer above $75. BENNETT & HALE, 112 Orange Street, New Haven, Conn.

FOR SALE. — Rudge Cripper Tricycle, ball pedals, little used, in good condition; cost new, $140; will sell for $130. Address J. W. L., Box C, Newark, N. J.

GREAT BARGAINS IN SECOND-HAND WHEELS. — A few more left. Send for list. Closing out. SCHWALBACH & WILLDIGG, Prospect Park Plaza, Brooklyn, N. Y.

FACILE, "SPECIAL," 42-INCH; COW-HORN handles, lamp, cyclometer, luggage carrier: biggest bargain to quickest buyer, or exchange for tandem; unequalled for touring, country roads, safety, etc.; only finish marred; strong and useful as new. FACILE, 398 Madison Street, Brooklyn, N. Y.

FOR SALE. — Genuine Humber Cripper Tricycle, 1887 pattern; ridden twice; price, 145. Also, 52-inch Royal Mail Bicycle; in good condition; ball pedals, Kirkpatrick saddle, and cyclometer; price, $100. T. T. CHASE, 5 Mansion House Block, Troy, N. Y.

FOR BICYCLE SUNDRIES — Such as L. A. W. pins, Toulmin's bicycle shoe, Brook's cyclometer, Z. & S. hose supporter, Keystone bicycle saddle, spade handles, cow-horn handle bars, Hancock's enamel, cycle brush tool, tool bags, Merrill's cycle lock, etc., etc. Write to the agent and dealer for circular. WILL H. CUTTER, Chillicothe, Ohio.

48-INCH STAR (NOT SILENT RACHET); IN good condition, $45; 50-inch Standard, good as new, $40; 52-inch Expert, $60; 50-inch new Harvard, full nickelled, $60; 52-inch Standard, ball, $55, and others; L. D. saddles, $150. SPEAD, So. Newmarket, N. H.

CHEAP BICYCLE. — 56-inch Victor Bicycle, enamel and nickel style, balls all over; anti-header; machine run three hundred miles; warranted in excellent condition; will sell for $100. H. H. BROWN, Wappinger's Falls, N. Y.

WANTED. — Sociable or Tandem; any condition; must be cheap; give condition of tires, bearings, pedals, etc.; state lowest cash price all crated. 1209, K Street, Washington, D. C.

IMPORTANT. — 60-inch Rudge Light Roadster, as good as new, for sale cheap. The first reasonable offer accepted. RUDGE AGENCY, 152 Congress St., Boston.

OUR SPECIAL BARGAINS IN NEW AND second-hand machines are having an unprecedented sale, and we are going to keep it up. We are constantly receiving fresh stock in all the desirable patterns of bicycles, tricycles, and Safeties. Write to us what you want, *it will pay you.* List free. L. H. JOHNSON, Orange, N. J.

LARGE STOCK OF SECOND-HAND BICYCLES, all sizes, always on hand, at extraordinary bargains; sole Brooklyn agents for Columbia cycles; wheels sold on instalments. BROOKLYN BICYCLE COMPANY, 161 Clymer Street, Brooklyn, N. Y.

FOR SALE. — A 42-inch American Safety bicycle; has the reach of a 52-inch, for $73 cash; ball bearings all around; full nickel plated; used part of one season; in splendid order. WILMER L. DECHERT, Harrisonburg, Va.

BICYCLES FOR SALE. — Bicycles and Tricyles — all kinds, descriptions, and prices — from $35.00 upwards. Call and examine, or send for list to RUDGE AGENCY, 152 Congress St., Boston, Mass.

FOR SALE. A 52-inch Rudge Light Roadster. Ball pedals, in perfect condition. Price $90.00. Apply to Rudge Agency, 152 Congress St., Boston.

FOR SALE. Two Rudge Humber Tandems, suitable for 52 and 54-inch respectively. Ball pedals, latest pattern, in good order. For particulars, apply at the Rudge Agency, 152 Congress St., City.

SPECIAL BARGAINS in New and Second-Hand Machines, prior to removal April 1st to more central location in Orange. Bicycles, Tricycles, Tandems, and Safeties. Send for list. Write to us what you want, *it will pay you.*

L. H. JOHNSON, East Orange, N. J.

BARGAINS! Don't fail to send for our list of one hundred choice second-hand wheels. We have a full line of all sizes of Standard and Expert Columbias, Victor, Rudge, Mail, Special Stars and Safety bicycles; Two-track and Cripper, Single and Humber, and Quadrant Tandem tricycles. Correspondence solicited. NEW YORK BICYCLE CO., 38 Park Place, New York.

WANTED for cash or in exchange for new machines. Good Second-hand Bicycles, Single and Tandem Tricycles. Give full particulars and bottom price. NEW YORK BICYCLE CO., 38 Park Place, New York.

RACE MEET, JULY 4.

—OF THE—

New Jersey Division,

ROSEVILLE TRACK, at 3 o'clock.

Trains on D. L. & W. R. R. leave New York for Roseville from Barclay and Christopher Street ferries at 1.30 and 2.10.

HANDSOME PRIZES FOR ALL EVENTS.

EVENTS:

1 mile, bicycle, novice, for wheels not less than 35 pounds.
3 mile bicycle, lap race, open.
2 " " State championship.
1 " tricycle, State championship.
5 " bicycle, L.A.W. championship.
1 " " Union Co. Wheelmen, championship.
1 mile bicycle, State championship.
2 " " handicap, open.
1 " " club team race (three men to team.)
1 mile bicycle, consolation.

Entrance Fee, 50 cents for each event; open to amateurs only; L. A. W. rules to govern; the right to reject any entry is reserved; entries ACCOMPANIED BY FEES, must be made to Dr. F. A. Kinch, Jr., Westfield, New Jersey, before June 28.

Admission to Grounds - - - 35 cts.
Seats on open Stands - - 10 cts. extra.
Reserved Seat on Grand Stand, 25 cts. extra.

Tickets at the principal New York Agencies, L. H. Johnson's, Orange, and H. A. Smith & Co.'s, Newark.



RICH IN INTEREST FOR EVERY WHEELMAN.

Around the World on a Bicycle.

From San Francisco to Teheran. By THOMAS STEVENS. With a preface by THOMAS WENTWORTH HIGGINSON. With a Colored Frontispiece — Portrait of the Author in Costume — by KELLY, and over One Hundred other Illustrations - 8vo. $4.00

WASHINGTON POST. "No modern record of travel will excite wider attention, or be read with deeper interest."

CAMBRIDGE TRIBUNE. "His narrative is crowded with exciting episodes and humorous experiences. The achievement of Mr. Stevens is one that is without a parallel, and the story of it is of absorbing interest."

N.Y. JOURNAL OF COMMERCE "It is a fresh and readable book, describing the greatest bicycling feat ever yet performed."

BOSTON BEACON. "Every bicycler will read this book. The adventures of Mr. Stevens are either amusing or serious, but his boundless pluck and tact make them always entertaining."

CHARLES SCRIBNER'S SONS,
743-745 BROADWAY - - - - - - NEW YORK.

JOHNSON'S

HUMBERS.

A line of Genuine Beeston Humber Light Roadster Bicycles, with improvements for 1887. Weight, 50-inch, 33 pounds. A few 36-inch Cripper Tricycles at specially low prices.

SPARKBROOKS.

A line of the celebrated Sparkbrook Bicycles, with all improvements. Weight, 50-inch, 35 pounds.

ROVERS.

A line of Genuine Rover Safeties, greatly improved in every detail, for 1887. Weight, full roadster, 45 pounds.

SECOND-HAND WHEELS,

Bicycles, Tricycles, Tandems and Safeties. For example: —

36-inch Kangaroo, fair, B.	$50
36-inch Rudge Safety, good, B.	60
46-inch Special Columbia, good, B., N.	45
48-inch Premier, good, B. N.	60
50-inch Standard Columbia, good, B. N.	55
52-inch Humber, equal new, B.	90
54-inch Humber, first class, B.	75
54-inch Standard Columbia, fair, B.	40
55-inch Light Rudge, good, B. N.	75
56-inch Expert, good, B. N.	70
56-inch Standard Columbia, good	40
56-inch Humber, good, B.	60
57-inch Yale, plain, B.	35
58-inch Expert, good, B.	75
58-inch Expert, good, B., N.	85
59-inch Spalding, fair, B.	70
Victor Tricycle, fair, B.	50
Carrier Tricyc e, new	90
Premier Sociable, good, B.	90
Humber, Ladies', good, B.	100
Humber Tandem, new, B.	175
Cunard Tandem, good, B.	100
Meteor Tandem, good, B.	150

B, Ball Bearing. N, Full Nickel.

Sent subject to approval if desired,

DEALERS.

Will find it of special advantage to write for discounts, terms, etc.

REPAIRERS.

Can obtain parts for Humber Cycles from us without delay.

Send for Illustrated Catalogue to

L. H. JOHNSON, No. 401 Main Street, **ORANGE, N. J.**

And you will undoubtedly find what you want on our

LIST.



L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1.00.

Members who may desire the old style of outfittings can be supplied at the following low prices: *Cap* or *Helmet*, $1.50 each; *Shirt*, $2.25; *Hose*, $1.10.

L. A. W. *Seersucker Norfolk Coats*, $3.00 each, reduced from $5.00. The lightest and best summer riding coat made.

Ira Perego

128 & 130 Fulton Street and 87 Nassau Street,
NEW YORK.

Send 2-cent stamp for our new 52-page illustrated catalogue.

JOHN HARRIOTT.

MEDALS AND BADGES,

— ALSO —

Bicycle Club Pins of Every Description.

Designs on application.

3 Winter Street - - BOSTON, MASS.

STEEL BALL

OF BEST CAST-STEEL. FOR ANTI-FRICTION BEARINGS.

HARDENED, GROUND, AND BURNISHED

3-16" to 3" diam. Samples and prices on application.

SIMONDS ROLLING-MACHINE COMPANY, Fitchburg, Mass.

BROOKLYN BICYCLE CO.

161 & 163 Clymer Street,

BROOKLYN - - NEW YORK.

SOLE BROOKLYN AGENTS FOR THE

Columbia Bicycles and Tricycles

Large Riding School on premises. Purchasers Taught Free. Wheels Rented for Road Use. Bicycles sold on Instalments. Repairs of all Kinds a Specialty. See, also, our "ad." in "For Sale" column.

JERSEY-FITTING, SELF-SUPPORTING

BICYCLE STOCKING.

The attention of the Wheelmen and the trade is kindly called to our new Self Supporter Stocking, for which we have obtained Letters Patent June 14, 1887. The enclosed cut gives a correct description of this stocking and its design, and needs no argument to show that they are the best thing that has been made for holding the stocking in position. They are Ribbed, Jersey-Fitting, and very elastic, regular made, double heel and toes. The form and proportions of the foot, heel, toe, ankle, calf and leg are perfect, as represented in the cut, and there is no better made or better fitting stocking in the market. The part above the stocking for holding it in position is made of cotton or wool, thin or heavy, as may be desired, and comes up and fastens around the waist, same as tights, and holds the stockings where they belong.



Any infringement will be prosecuted to the full extent of the law. Price, $2.25; without double heel and toes, $2.00; or stockings without supporters, $1.50. Send us your order for either of these, with color, size of foot, and length from bottom of foot to waist, and post-office order for amount, and we will send same by mail or express to any part of the country; and if you do not find them satisfactory, return them, and we will return amount paid for them. Address,

HOLMES & CO.,

17 Kingston Street, BOSTON, MASS.

For Sale, Cheap!

BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. P. O. Drawer 64.

CUSTOM MADE PANTS, $3.

Vests to Match for $2.25.

Also, FULL SUITS at Popular Prices.



Send 6 cents for samples of Cloths, rules for Self-measurement, and other particulars showing how we can make to measure, a pair of

The Celebrated

Bay State Pants,

For $3,

We give excellent value for the money, incredible as it may seem. Satisfaction guaranteed.



We also Manufacture Bicycle, Base Ball, Polo, Lawn Tennis and all Fancy Garments or Uniforms required by clubs or other organizations. We should be glad to make proposals to those having such orders to fill. Address

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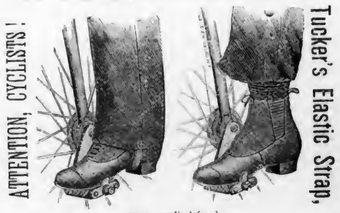
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NOTE. — One Ross Detachable Luggage Carrier free to any one sending us an order for six carriers.

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Endorsed by the leading Wheelmen and Military men.

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	NAME.	Machine Ridden.	Time.
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Second,	WM. A. RHODES	Victor	6 hours, 46 minutes, 51 seconds.
Third,	H. G. CROCKER	Columbia	6 hours, 51 minutes, 27 seconds.
Fourth,	S. P. HOLLINGSWORTH	Columbia	
Fifth,	S. G. WHITTAKER	Champion	
	C. W. ASHINGER	Champion	Dropped out at twenty miles.
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IN CONNECTION WITH THE

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EVENTS.	FIRST PRIZE.	SECOND PRIZE.
1. One Mile, Novice, open for Wheels weighing not less than 35 pounds	Gold Medal.	Silver Medal.
2. Three Miles, Lap, Open	Diamond Stud.	Enamelled Gold Buttons and Studs.
3. One Mile, Tricycle, Open	Opera Glass.	Meerschaum Pipe.
4. Two Miles, 6.45 Class	Gold Medal.	Nickel K. of R. Lantern.
5. Three Miles, Pennsylvania State Championship	Gold Medal.	
6. One Half Mile, Boys under 15 Years	Gold Medal.	Ideal Lantern.
7. One Mile, Dash, Open	Silver Stop Watch.	Silk Umbrella.
8. One Mile, Club Championship	Gold Medal.	
9. Two Miles, L. A. W. Championship	Gold Medal.	
10. One Mile, Tandem Tricycle, Open	Two Silver-Headed Canes.	
11. Two Miles, Handicap, Open	Gold Medal.	Silver Medal.
12. One Mile, Team of Three Men (open to Club Teams)	Clock for Club Room.	
13. One Mile, Pennsylvania State Championship	Gold Medal.	
14. One Mile, Consolation	Alligator Travelling Bag.	

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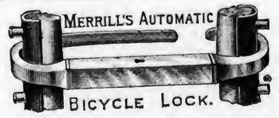
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Is made of the Finest Kangaroo or Dongola, in any size or width and warranted superior to any Bicycle Shoe made.

Price, per pair, **$3.00.**

These shoes being laced to the toe, afford comfort to the wearer, in whatever position the foot is placed; and, also, are the most durable shoe made.

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The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges,** $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.



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1887 CATALOGUES

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Balls to Both Wheels, Detachable Bar, Spade Handles. Weight of 50-inch, 40 pounds.

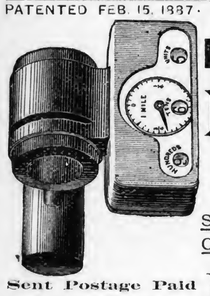
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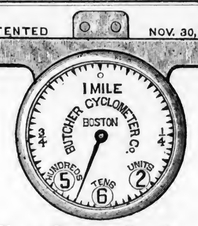
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Send description of yours with estimate.

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If their statements about themselves are untrue, why not their claims regarding the merits of the wheels they sell, or rather attempt to sell?

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THE L. A. W. BULLETIN.

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED WEEKLY.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, JUNE 24, 1887. | VOL. IV. No. 25. WHOLE NUMBER, 104.

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152 Congress Street, Boston, Mass.

THE BULLETIN

OFFICIAL ORGAN LEAGUE OF AMERICAN WHEELMEN PUBLISHED WEEKLY A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5287.

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Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

COMPARISONS may be odious, but they are always interesting. Here is a table which shows how the members came in during June of 1886 and June of 1887. It speaks well for our growth: —

1886.		1887.	
June 4	59	June 3	133
" 11	76	" 10	102
" 18	96	" 17	145
" 25	107	" 24	133
	338		513

AND now secession is threatened by the California wheelmen, for the reasons set forth in the following extract from the *Chronicle*: —

"The bitter feeling aroused by the neglect of California's request for one of the national bicycle championships has been intensified by the action of the board of officers at their St. Louis meeting, on the 20th of May last, in throwing out on a mere technicality, the proxies of three of California's representatives. This last is particularly annoying, for the reason that the State's proxies were sent as a special compliment to the chief consul of Louisiana, and when he arrived he found the majority of them worthless, because the absurd objection was made that the bodies of the proxies were not in the handwriting of the officers signing them. There has been for a long time a growing disgust with the methods of the national organization, and it is pretty certain that it will take shape at the Santa Cruz Meet in a strong and determined effort to have the State secede, and form the League of Pacific Coast Wheelmen, including all the Pacific States and Territories."

Another grievance is stated to be the action of the Uniform Committee, who failed to establish a place of free delivery in California.

In the matter of the award of a championship, the Racing Board had all the applications before them, and decided by vote to refer all but one to the Racing Board of 1887. The Board was about to go out of office and they thought it no more than right that the Board which should be in power when the races were run, should allot them. In one case only was a championship assigned. The Wilkes Barre Bi. Club asked for the two mile championship for July 4, and as that was a very early date it was given them. Nothing in the application of the California Division, as it came before the Board, went to show the date of the meeting for which it was wanted, and the members had good reason to believe that the new board would attend to the matter much better than they could. In the matter of the illegal proxies the Californians can certainly have no just ground of complaint. The new rule was published in the BULLETIN, was discussed and harped upon again and again, and it is certainly no fault of the League officials that its provisions were unknown. California alone was ignorant of the rule, the only other instance of a rejected proxy on this ground being the case of a man who thought a typewriter signature would pass.

It is very much to be regretted that California feels as she does. We think she has little cause for complaint, and the boy who "won't play" if he can't be "it," never gets sympathy. California will gain little and lose much by secession, and we are in hopes the better judgment of the leaders of the Pacific coast division will come in to prevent any hasty or ill-advised action.

THE Massachusetts Club is No. 1 on the list of League clubs. When it disbands, the Essex Club of Newark will head the list.

WE commend to the notice of Mr. Bassett and the Owl, the following, clipped from the Philadelphia *Item*, and would suggest that they take steps at once to prevent the wicked *Item* man from trespassing and usurping the prerogatives which have always clearly belonged, exclusively, to the two first-named scribes; this is the item: "Pike County is not a bad place for wheelmen who have piscatory habits."— *World*.

Why do you carp at the weaknesses of these men, Mr. World? Why not mackerel good joke yourself once in a while?

IT is very comforting to read the virtuous indignation expressed by the St. Louis papers over betting and pool selling. If there is one thing more than another that the people of St. Louis detest, it is the betting habit. They never indulge in it themselves, and when visitors practise it they are shocked and the papers come out against it. We hope that St. Louis will continue in the path of virtue.

THE *American Wheelman* has already announced a candidate for the next presidency of the L. A. W. Its candidate is to be sympathized with, for the early candidate seldom wins. It would be as well to wait a while before predicting.

"THE Classic City Wheelmen," of Athens, has an ancient flavor. The club is located in Georgia, and is about to run a tournament under A. C. U. rules. If the club officials gave more attention to modern history and less to ancient, other rules would be employed.

IT is very important that those who write for a change of address should send us the old address as well as the new. Failure to do this adds very much to our work, and those who make the omission must not complain if their requests are not immediately complied with.

THE President of the Philadelphia Club asks us to correct an impression that may gain ground from the statement of "Phœnix," that a bicycle thief recently arrested in that city "claimed to be a member of the Philadelphia Bicycle Club." We doubt if any reader will believe this to be a fact. The thief told this story in order to gain the confidence of the owner, and this and many other statements were found to be false. The good name of the Philadelphia Club has been sadly misused, but we cannot believe that the club will suffer.

IT is no easy matter to make the hundreds of changes in our mail list that are called for each week, and we cannot well do it for those who go away for two weeks during the summer season. We will suggest to all such that two one-cent stamps deposited with their postmasters will lead to the forwarding of the papers, and save us two changes.

WE are having a number of requests from applicants for the delivery of tickets at once. They wish to get a uniform, to go on some tour, or to enter some race, and to await the regular course of things, will seriously inconvenience them. We beg to say that this office has no discretion in this matter. We are bound to certain rules, which we must follow. If there are privileges connected with League membership they belong to League members, and until a man has fully qualified he is not entitled to them. We are willing to accommodate new members, but we submit that their delay in joining cannot be laid at our door.

NEW YORK BOARD SPRING MEETING AT GRAND UNION HOTEL, NEW YORK, JUNE 15, 1887.

MEETING called to order at 8.30 P. M. by Chief Consul Bidwell. Representatives F. A. Egan, C. H. Luscomb, I. R. Adriance, Joshua Reynolds, A. B. Barkman, H. Greenman, F. L. Bingham, F. W. Loucks, W. W. Share, E. A. Bradford, K. L. Clapp, W. H. De Graff, E. J. Shriver, and N. M. Beckwith present.

Chief Consul reported progress. Secretary-Treasurer had no report to make

Mr. Barkman, Chairman Road Book Committee, reported some eighteen hundred copies of the road book having been sent out.

Mr. Luscomb, of Rules and Regulation Committee, reported that the future work of the committee would cover some amendment to the constitution and bye-laws whereby some committee should be brought about to pass upon the elections, legality, count, etc., at future elections.

Mr. Egan asked for information regarding the proposed State camp.

Chief Consul Bidwell replied that he had run against several snags in his endeavors to get the camp in working order; that it had been his intention to have a camp pure and simple, but the only apparently feasible thing offering was a camp one mile from hotel at Cooperstown, with meals provided at the hotel. The question was, was it feasible?

This opened a lengthy informal discussion, participated in by all present, and the general conclusion reached was it was not feasible, and Mr. Egan moved for this year that the plan for a State camp be abandoned. Carried unanimously.

Mr. Egan moved that a committee of three be appointed to make all arrangements for the annual meeting, to be called at some watering place. Carried.

Messrs. Egan, Reynolds, and Greenman were appointed.

The sense of the meeting was that the Meet should be held in September.

Mr. Shriver moved that the matter of discriminating lamps and bells ordinance said to be imposed on bicycles and tricycles by the New York aldermen be referred to the Rights and Privileges Committee to take it under advisement as to its constitutionality for a test case if necessary. Carried.

Mr. Luscomb moved, after considerable informal

discussion of the foregoing matter, that the Rights and Privileges Committee be instructed to bring no test case until they are further instructed by this Board. Carried.

Mr. Shriver moved that an official notice be given requesting that any case of reckless driving on the part of wheelmen be reported to the Rights and Privileges Committee for their action thereon. Seconded.

Mr. Luscomb moved that it be laid on the table. Carried.

Mr. Eagan moved that bills of such amount as have already been presented, some $235, for expenses of "Wheelmen's Right's" bill at Albany be paid from the Division treasury. Carried.

Mr. Luscombe moved that the action of the Chief Consul, in engaging Mr. Potter as Counsel in the matter be endorsed by this Board. Carried.

Moved, that it is the sense of this Meeting that the Chief Consul is authorized to direct the payment of such amounts as may be necessary to pay the incidental expenses of his office. Carried.

A considerable informal discussion was held, regarding the condition of the Division finances, and possible chances of making ends meet. Some present thought that a popular subscription of $1 a member should be called. A motion to that effect was not carried. The meeting being called to order, Mr. Shriver moved: "In view of the extraordinary expense which the publication of the Road Book, and the work done on the 'Liberty' bill," has imposed upon the Division, the Chief Consul be authorized to call upon the members for a voluntary subscription, which was carried.

Chief Consul Bidwell read his Committee appointments for the year, as follows:

Rules and Regulations — C. H. Luscomb, K. L. Clapp, Dr. C. S. Butler.

Rights and Privileges—I. B. Potter, W. W. Share, Gerry Jones.

Touring — A. B. Barkman, W. S. Bull, W. H. De Graff.

Finance and Audit. — J. C. Gulick, F. W. Loucks, I. R. Adriance.

Meeting adjourned at 11.30 P. M.

Respectfully submitted,

E. K. AUSTIN,
Secretary-Treasurer.

ANNUAL MEETING OF THE CONNECTICUT DIVISION.

In complying with the rules of this Division, I am pleased to report through the medium of our Official Organ, the proceedings of a business meeting, which in number present, enthusiasm, and general good fellowship, surpassed the most sanguine hopes of those officially interested.

Hartford wheelmen were permitted to meet and welcome riders from every portion of the State.

Meeting was called to order in the parlors of the Hartford Wheel Club, at 8 P. M. June 9, Chief Consul Tracy in the chair.

Minutes of last annual meeting were read and accepted.

Chief Consul Tracy read a very interesting report from which the following extracts are made:

Little Connecticut still keeps up her good record. A small territory, and half of that practically unridable, we can yet boast of being sixth in numerical strength. The increase over a year ago, though not large, is still satisfactory. The number June 1, 1886, was 518, this year, 562. A gain of forty-four, or nine per cent. The distribution of L. A. W. members in this State, according to counties, is as follows:

Hartford County, 200; Fairfield, 111; Litchfield, 19; Tolland, 9; New Haven, 168; Middlesex, 35; Windham, 14; New London, 6.

The towns containing the greatest number, are Hartford, 136; New Haven, 55; Meriden, 55; Bridgeport, 39; Middletown, 34; Stamford, 30; New Britain, 24; Waterbury, 18; Birmingham, 16; and Greenwich, 16.

The present number of consuls is 40. Very few changes have been made, it being considered the best policy to keep a good man in office after finding him capable. The new consuls recently appointed, are for Meriden, W. H. Squire; Bridgeport, A. E. Culver; Stamford, Walter D. Daskam; Norwalk, Oliver B. Jackson; Danbury, L. L. Hubbel; Thomaston, Henry H. Teames. I would suggest that consuls display little more exertion in inducing all desirable wheelmen to join the division, and to also keep me more frequently advised of wheeling affairs in their respective districts.

The road book is something that has long been promised, and I am happy to state that it will be in a definite shape for publication by September 1.

Report of Secretary-Treasurer showing balance $294.59 on hand was read, accepted, and ordered on file.

Nominations for secretary-treasurer were then declared in order.

D. J. Post was nominated by Mr. Smith, and, upon motion, nominations were closed, and the chief consul instructed to cast the vote of the division for Mr. Post.

Mr. Post was declared elected.

Upon motion of Mr. Frisbie the Secretary-Treasurer was tendered the thanks of the division for efficient services rendered in the past.

Upon call from the Chair for report of committees, Mr. Huntington, in behalf of the Road Book Committee, spoke at some length. Barring any unfortunate delays, he thought the book would be in printer's hands by September next. He could not well estimate the cost, not knowing how the division wished it bound.

Mr. Frisbie moved that the sense of the meeting be taken as to whether it be bound in flexible leather or cloth.

The above, on motion of Mr. Davis, was amended to read as follows:— It is the sense of this meeting that the road book now in course of preparation, when ready for publication, be bound in flexible leather. Carried.

Mr. Calhoun, for Rights and Privileges Committee, spoke principally of a suit now pending in the courts, wherein the plaintiff was an L. A. W. wheelman and the defendant a doctor, the owner of a horse and dog cart, and the employer of a twelve-year-old boy. This boy, while driving said horse, ran into from behind, upset and injured both the plaintiff and his bicycle. Mr. Calhoun thought that with the united assistance of local wheelmen in securing evidence or points which would bear upon the case a victory could be won.

A resolution offering the sympathy of the division to the plaintiff in this trial, provided he was in the right and the injured one, was unanimously adopted.

Mr. Frisbie, in behalf of the New Haven Bicycle Club, invited the division to hold a fall meeting in their city.

A motion to accept the invitation was amended and carried as follows: — That the matter of holding a fall meeting be left to the Board of Officers, and in the event of their concluding so to do, it is the sense of this meeting that the same be held in New Haven.

The following resolution was then unanimously adopted: —

Whereas, At the annual election of this division, held in April last, our then chief consul, Mr. C. G. Huntington, who had served us faithfully for two years, positively declined re-election, this division fully realizing the comparative weakness of our organization at the time of his initiation into office and likewise realizing his untiring efforts in our behalf throughout his entire term, which has placed our membership beyond that of any other State of like territorial jurisdiction,

Resolved, That the appreciation by this division of the efficient services rendered it by Mr. Huntington, be recorded, and that the sincere thanks of the division be tendered him.

A vote of thanks was tendered the Hartford Wheel Club for the use of its rooms.

Adjourned.

The twenty five mile road race run in the afternoon resulted in a victory for L. A. Miller, of Meriden; Harding, De Blois, and Damery, all of Hartford, finished second, third, and fourth, respectively.

DAVID J. POST, *Sec.-Treas.*

ST. LOUIS.

The St. Louis Cycle Club, with forty eight members present, met at the Lindell Monday night, and elected C. H. Belden, vice-president; Mockler, secretary; and Hazard, treasurer; Walter Wylie, an ex-Rambler, was chosen captain; and Snyder and Gilmore will hold down the first and second lieutenantships. The club makes a flourishing start with sixty members, and Captain Wylie, who is a scorcher from away back, starts his men on the way to road fame by a run to Kirkwood to-morrow.

To-day's *Spectator* contains a two-column article, headed "A Reformed Cyclist," and signed "G. S. J." It treats of the experiences of a cycling novice, and is very readable to the general public. The gentleman writing it, Geo S. Jones, was formerly a country editor, but is now dramatic critic of the *Post-Dispatch*, and one of the best writers in the country. I doubt if he ever mounted a bicycle, however. The *Spectator* is a striking example of what "Jer. C." would call a newspaper missionary, and by means of its weekly half page of "Recreation Notes," and such articles as the above mentioned, not to mention frequent mention of the wheel in its "Town Talk," which is read by the best people of the city, has done much to swell the cycling ranks. To the *Post-Despatch* belongs the credit of pioneer work in this direction. Hicks and the *Spectator*, by the way, have parted company as far as the cycling editorship is concerned.

The recent trouble had by the St. Louis Wheel Co., is only one of a series of little "bouts" they have been having with bicycle thieves, road hogs, etc. Only a short time ago, Mr. Frohmann, employed by the company, was riding a tricycle on the granite, and in turning a corner was run into by a driver, who regarded the matter very carlessly indeed. It was only one of those wheel cranks, thought he. The company estimated the damage to their machine (Frohmann escaped), and sent the driver's employer, Anderson, a bill for $30.00, with a polite request to pay. Equally polite, he replied that he "guessed not." The company coolly prepared to haul him into court, kindly advising him from time to time how matters were progressing. This had the effect of opening the latter's eyes, and the company were not greatly surprised to see him come around like a little man and pay the bill.

I believe St. Louis and the outlying roads present a good field for the sale of the Rover type of safety. Percy Stone is doing good work on his Victor safety, and numbers try its powers on the asphalt almost every night. A couple of orders have been taken, and if Stone comes out all right from his struggle with Greenwood on the DeSoto road, that section of the country is likely to be the favorite riding ground for the safety men.

Captain Brewster makes the road department of the Missouri Club's business an interesting feature. He has three lieutenants, who alternate with the captain in taking charge of club runs, and each of them is expected to note carefully the statistics of the ride, and write as interesting an account of it as possible. These accounts are then read in club meeting.

A dozen St. Louis ladies, who ride tricycles, and in some cases own them, have a unique plan for a delightful vacation. They intend renting a cottage in Clarksville, convenient to the Mississippi river and the famous belt road, and will "play bachelor" in that cyclists' paradise from a day near at hand until the re-opening of the St. Louis schools. You may gather from this that there are school girls in the party. So there are, and pretty ones, too. They will do their own cooking and housekeeping while at Clarksville, and the young ladies, who have a wide acquaintance among St. Louis wheelmen, extend a general invitation to their male friends to spend an occasional Sabbath accompanying them and their tricycles about Pike county, and dining on the viands prepared for them by dainty fingers.

Frohmann, of the St. Louis Wheel Co., took some splendid photos of the League parade, catching at least a dozen views at different points. The Hong Kong Division, President Kirkpatrick, and others loom up in great shape.

A League pin, marked "Kerr, Cincinnati," and lost during the Meet, I understand is in the hands of a Clarksville wheelman. Ed. Clifford, at that point, will gladly answer inquiries.

An event which excited attention in athletic and general circles was yesterday's ascension of the *World Post-Despatch* balloon, which was to have landed in New England. The air-ship didn't get farther east than Illinois.

In error, Lin Gordon and Bob Lee were credited

with making a tricycle trip on the DeSoto road, mentioned in last week's Bulletin. The three-wheeler has not yet ventured into that region.

Phoenix.

LETTER FROM BROOKLYN.

This quiet City of Churches, or Clubs, whichever you please, Mr. Editor, has not been heard from for some time, but during the interim we have not been asleep, I can assure you. Everything pertaining to cycling is booming. Clubs are growing, riders increasing, and while the Liberty Bill has been pushed, to give our fellow-wheelmen across the river and up through the State, their rights, we have been accorded all the privileges we desire without the aid or necessity of Legislative enactment. I said the clubs were growing! well, yes. The Brooklyns have nearly doubled their membership during the year past, and have moved into a commodious and comfortable clubhouse. The Kings County and Long Island Wheelmen are both erecting new houses, and have materially increased their membership, the latter having passed the hundred mark; the Ilderans have taken in the Prospects, secured a desirable and pleasant clubhouse, and now rank as one of the strongest and important clubs of the city, and the Calumets are reported as progressing most favorably. The great body of unattached never was so great in this town as at present, which means a good field for club men to work on, but what is still more gratifying is the great increase in the number of our lady riders, whom we now meet frequently, often in parties of several together.

The wheelmen of New York and vicinity, are fast becoming aware that Long Island offers some of the most delightful tours and best riding to be found hereabouts, and any pleasant Sunday you may find scores of them spinning down the Jericho Pike, bound to some of the numerous watering places, that dot the sea-girt shores on either side. On Sunday last, the Brooklyns, accompanied by a party from the Harlem Wheelmen, made the trip to Cold Spring and return. This spot seems to be seldom visited by wheelmen, and it is strange, as the roads are good, and the place one of the most beautiful and picturesque of the many pretty places on the North Shore. The Glenada Hotel down at the harbor, furnishes a good dinner, and if the cycler be weary he can enjoy a sail back to the city, on the boat which leaves from the wharf near the hotel, at 3 P. M. each Sunday afternoon. On the same day, other of the Harlem boys, with a delegation from the Citizens, made the trip to Babylon, and had dinner at the Sherman House, where they were joined by a party of the Ilderans, who were wheeling home from Pachogue, whither they had ridden the afternoon previous, arriving at Pachogue shortly after midnight. Accompanying this party of the Ilderans was a tandem tricycle the riders of which wheeled the entire distance from Brooklyn to Patchogue and return, nearly 140 miles, and have the honor of being the first to push a tandem that far down Long Island.

Speaking of pleasant runs reminds me, about two weeks since, a party, of which I was one, wheeled across Staten Island. We found that the roads for almost the entire distance, had been greatly improved, and the riding as good as any party of tourists, not scorchers, might desire. The scenery is wonderfully pretty, and the ride most enjoyable. Crossing from Tottenville to the old city of Perth Amboy, we went to the Hotel Central, and were served with as fine a dinner as a hungry cycler could wish for. The whole trip, roads, riding and dinner, far exceeded our expectations, and we have marked the date as a red letter day, and are shortly to repeat the run.

I am informed that the "powers that be" are at last making a pretension of fixing up the Eastern Parkway from Bedford Avenue to its end, and wheelmen may expect to find it in at least tolerable riding shape in a couple of weeks. The most direct route to Jamaica is *via* this road, and those who do go this way in preference to the Flatbush route will, I am sure, feel grateful for even a slight improvement.

The Board of Officers of the New York State Division, held a meeting at the Grand Union Hotel last evening, the Chief Consul and fifteen members being present. The members from up the State were conspicuous by their absence. Messrs. Adriance of Poughkeepsie, and Reynolds of Stockport, being the only out-of-towners present. Considerable business of importance was transacted. Among other things, it was decided not to hold a State Encampment during the summer, but in its stead, a committee consisting of Messrs. Eagan, Reynolds, and Greenman was appointed, to arrange for a three days' meet, at some desirable watering place or summer resort. The great expense to which the Division has been put, through the issuing and free distribution of the road book, and the expenses incidental to the passage of the "Liberty Bill" has nearly exhausted the treasury, and it was decided to ask for voluntary contributions from the members of the Division, to meet coming obligations. The amount required at once is about five hundred dollars, and I am sure the members will respond heartily and promptly when the call is made. The recent action of the New York Board of Aldermen, in passing restrictive ordinances on wheelmen was discussed, and the matter referred to the Committee on Rights and Privileges, for their investigation and decision as to its constitutionality. The Chief Consul then appointed the Standing Committees for the coming year, and the meeting adjourned.

The Liberty Bill, although it passed both the Senate and Assembly without any opposition, seems to have a hard struggle before the Governor. The opposition comes entirely from the city of New York, and was instigated solely by the Park Commission. At the hearing which took place on Tuesday last, a representative body of wheelmen was present, and their appearance must have impressed the Governor or any one else most favorably, as to the manner of men we are who now ask for what legally and rightfully is ours. Messrs. Potter and Pratt made a grand fight, and the Governor conceded all points except the wisdom of allowing wheelmen the free use of all the drives in Central Park, and on this little obstruction the fate of the measure is hanging. The Governor gave no evidence of which way he would decide, and while many think he is not inclined to favor the measure, some think there is an even chance either way, and others, and among them many of the knowing ones, are of the opinion that the Governor is too good a lawyer, and also too shrewd a politician, to antagonize such an organized body of workers as the New York State Division, L. A. W., by vetoing the measure. It took less than two thousand votes in this State to elect the last President. Can we control that few? Well I guess! and if this bill *is* vetoed, our friend D. B. H. will find in this Division the liveliest set of wire pullers he ever came across in his political career.

Box.

June 18, 1887.

NEW ORLEANS.

The appointment of Chief Consul Hodgson of this State, on one of the important committees, was a fortunate stroke on the part of President Kirkpatrick, and this slight recognition of the South will not be without its results. It will (or should) spur the boys on to renewed interest and effort in League works. Aside from this, Hodgson is a valuable man in any position; thoroughly competent, and full of energy of the proper sort.

President Kirkpatrick also started off on the right tack by his early advocacy of better highways, and if he does not (and judging from the last Bulletin he will not) allow it to end in mere talk, then indeed, he is the right man in the right place, and the sooner the rank and file learn to properly support the move, and thoroughly understand that the betterment of our public roads is one of the chief and perhaps the grandest aims of the League, the sooner will the desired end be attained. The suggestion that one man be employed, who, single-handed, is to create an agitation on the subject throughout these whole United States would hardly work, as a little thought on the subject will show. One volunteer, who is heart and soul in the work in each neighborhood, will do far more good. Let one man be employed to direct their efforts, but for one man to arouse the whole country — oh, no! As I write, the thought occurs to me, that an organization modelled somewhat on the lines of the United States Signal Service would about fill the bill, — but this is not news. News, did I say? Well, well! let me see. Ah, yes!

Hello there! Tennessee and Georgia, sorry that any scribbling of mine should rouse your ire, for there was not the slightest desire on my part to pluck even a red bug from the laurels of your century riders, — but say — hello! keep out of there, exchange — I'll tell you confidentially the difference between your rides and the one we *were* to take. You got there. We didn't. Sh! not a word.

Now having quieted Georgy and Tenny, perhaps it would not be amiss to show the world that because one ride failed, we are not behind in the matter of century runs. Hill, Fairchild, and Fairfax, are three New Orleans-to-Boston tourists, each scored over a hundred miles inside of a day while on their memorable ride, and on the 14th inst., Bob Abbott, a member of the New Orleans Bicycle Club, rolled up an even hundred on the roads around this city. He started early in the morning and rode until nine o'clock, then went to his office and finishing his work about 2 P. M again took to his wheel and completed the first century run in Louisiana, in a trifle over fourteen hours, actual riding time. Abbott and Fairchild leave by train on Sunday 19th inst. for Baton Rouge, and starting Monday A. M. will wheel to this place, expecting to reach here the same evening, thus accomplishing another century.

Geo. Guerry is putting in some tremendous licks for the annual races, the date of which has not yet even been fixed. The early bird catches the worm; perhaps the early scorcher will scoop the medals; perhaps not.

Chief Consul Hodgson is still in the North, and will not return until July. He has forwarded a set of L. A. W. stencils and Abbott and Fairchild will resolve themselves into a committee of two and proceed to ornament convenient trees and telegraph poles with League emblems.

I dropped in to look on the lovely features of the *Wheelmen's Record's* festive bird, a few days since, and found the poor creature perched on a revolving chair gazing reflectively at its claws, which looked very much as if they had been dipped in scalding water. The whys and wherefores brought out the fact that Pelican had been riding in a short-sleeved shirt and the hot sun had burned and blistered his shapely (how's that Charlie?) arms from the elbow down, and to such an extent that the wearing of a boiled shirt was out of question, so as a compromise the bird strutted around the office in his jersey with its abbreviated sleeves. Notwithstanding this, Pelican has been actively at work, and has developed into quite an adept in the drawing of road maps. He showed me one of an almost circular eight miles stretch of tough roadway, locally known as simply the Shrewsbury roads; he, however, had improved it *à la* Clarksville, by labelling it "*Shrewsbury Belt Road.*"

"Belt is good, Charlie," says I, "where'd you get it from?"

"Bet'cher life it is" says he, "Don't it *belt* your insides out in going over it?"

Bi.

QUAKERTOWN QUILLINGS.

The proposed Inter-Club team race is the absorbing topic of conversation with most of the riders of Philadelphia, and the composition of the teams is already being conjectured. Richwine, Wells, Fuller, and Hill are spoken of for Pennsylvania; Osborne, Bush, Kelly, and, if he is home in time, Lewis, for the Philadelphia; Howell, Wright, Craven and Roberts for the Germantowns; Van Deusen, Dallett, Gideon, and Wright for the Tioga; Bailey, Fleming, Schaeffer, and Brown for the Century. Kolb, the track flier, is a member both of the University and South End, and may ride with either club. Geary, Keene, and Whittaker are also university men, and good ones, too. These are the conjectured teams which have the greatest semblance of probability, but of course no definite action has yet been taken. The greatest trouble will be in the selection of a road, as it is more than probable that the Lancaster Pike Company will refuse permission for any such race.

The *Press* strikes the key-note in last Sunday's issue, saying: —

"The movement which is said to be making to induce the League as a body to take an active interest in politics is likely to prove of great benefit to wheelmen generally. The word 'politics' in this association, however, has a different significance to that ordinarily suggested. It is intended that it should go into the field upon the plainly understood platform of 'better roads and paving,' and in order to be

effective in this regard its efforts must be confined to local affairs, particularly in the matter of the election of members of councilmanic bodies and supervisors, or inspectors of roads. Their course will be to support no candidate for supervisor, or any one having jurisdiction over the highways who is not pledged to improve their condition.

"Small as might be the vote and influence, it is, particularly in close districts, not to be despised, and upon such a platform there could be drawn to its support many to whom good roads are as much of a desideratum as they are to wheelmen.

"It is only by some such concerted action as this that the efforts of the League for the improvement of the roadways will ever receive satisfactory recognition. The politicians who control the machinery of government in all its ramifications, recognize no claim that is not strong enough to assert itself at the ballot box, and will favor any class or organization that is influential in that respect."

So, with a membership now of over ten thousand, the League is worthy of the consideration of even the boodle politicians.

The track at Millville, N. J., has again resolved itself into its native oblivion, and will no more be the scene of wheeling victory or defeat. It has been entirely abandoned, and there is now but a beat of red gravel where once the fliers from Philadelphia and other villages scraped up the track surface and carefully deposited it under their respective cuticles.

PHACTOTUM.

FROM A FEMININE POINT OF VIEW.

HARRIET MARTINEAU in her novel "Deer brook," — a book too little read, and undervalued even by the clever writer of it, — makes her plot turn upon the persistent efforts of Mr. Philip Enderby to marry Miss Ibbotson in spite of his mother's persistent efforts to prevent him. The tactics of the elder lady are bold and original. When she hears from her gossips the rumor that her son is in love with Miss Ibbotson, she pooh-poohs the statement with the utmost assurance, though she knows it to be true. When her son comes to her, and tells her he is engaged, she laughs in his face, and assures him he is mistaken. When he announces that he is going to be married, she tells him she knows better. When he writes a letter to Miss Ibbotson assuring her of his devotion, and begging her to pay no heed to the stories his mother has set going, the strenuous old lady gets hold of the letter on its way to the postoffice and burns it up! By this bold stroke she nearly wins the day, and makes her vaunting true. However, she is finally defeated, and the lovers are happily married in spite of her.

I AM reminded of this story in reading a letter from a young lady who has given me her experiences in combatting Mrs. Grundy.

THE old lady had obtained complete control over a maiden aunt of the young lady, and the greatest opposition to the plans for riding came from this relative. The aunt was a leader in the social life of the village, and society never drew the lines of etiquette tighter than it did in this locality. That a young lady of family should ride one of these affairs on the street was a thing too shocking to be believed. Mrs. Grundy went to the aunt, and the aunt denied the report. The young lady went to the aunt and confirmed it. The aunt laughed. The machine came home. The aunt was still an unbeliever. The young lady rode upon it. The aunt insisted that it was not to be permanent. To make a long story short, the young lady persisted, and now she rides with the full approval of those who once scoffed at the idea.

HER success is to be accounted for by the fact that she rode in a very becoming and ladylike way, and there was nothing in what she did to give rise to unfavorable comment. Everything depends upon the pioneers. I have had reports from two cities, at least, where I am told that the ladies do not ride, simply because contempt has been brought upon the sport by the unbecoming dress, the poor machines or the unladylike conduct of those ladies who first took it up.

SUCH a state of things is to be very much regretted. It comes like a shower bath to cool the ardor of would-be riders, and make them pause. There is no good reason why a lady should forget her sex in this amusement. There are very many lady-riders in Massachusetts and elsewhere who bring to wheel all the natural grace and beauty that woman is endowed with, and to see whom on the wheel is a positive pleasure and a source of great temptation to those of our sex who are hesitating between to ride or not to ride.

IN the issue of the *Daughters of America* for May, appears a very interesting illustrated article on "Tricycling for Women" by Charles Richards Dodge. I have read this with no little pleasure. It is one of many articles on this subject, which have seen the light in the lay press during the last six months. Can it be that what the world calls a "boom" has come down upon us at last?

SEVERAL years ago, when the roller skating was at its height, a select company of ladies in a suburban place made an arrangement with a rink manager by which they were allowed to use the rink during the forenoon. They were enabled thus to enjoy their sport in privacy, and many a pleasant forenoon did they spend together. I have thought that it would pay some shrewd agent to employ some such plan as this in a rink or on a track, where ladies could take their first lessons in riding.

WORD comes across the water regarding a ladies' tour in Ireland, from Dublin to the Lakes of Killarney. Mr. and Mrs. A. J. Wilson (Faed) and Mr. and Mrs. George Moore, will be with the party. It is announced that the daily journeys will be short, and will be determined according to the wishes of the riders. Good luck be with the party, may the clouds withhold their moisture, and none but favoring breezes attend.

DAISIE.

THE OWL.

MANY times have I heard a certain class of wheelmen inquire, "Of what use to me is a wheel paper?" To argue or comment on the questions of such people is, of course, useless, yet the cycling journal is a necessity with all wheelmen who would keep abreast of the sport, and profit and learn by the experience of others. But what is a wheel paper? It is, or should be, the chronicle of all wheel affairs of a public nature. The news, as well as the reading matter, should be condensed. It is the business of the editor to edit everything going into the paper, so as to take out the trash, and the surplusage, leaving only the facts. It is better that the editor take time and cut down the articles, than that his readers shall each consume time reading more than is necessary to get at the facts. This is a business age, and wheelmen, as a rule, don't care about reading just to be reading. What they want is the facts, and in as few words as they can be intelligently put. This is the plan now pursued in the issues of the BULLETIN, and readers should look upon its condensation as an improvement, and not a retrogression. It becomes the old question of quality *versus* quantity. Every wheelman, then, who is interested in the L. A. W. or cycling, should read and support the journals devoted to the cause, and the result will be, better papers, and more enlightened and increased enjoyment of the pleasures of cycling, by those who read.

WILLIAM WOODSIDE is no porker, if he does eat corn. When he picks up a hot potato he instantly drops it without waiting to be told to let go. When he has no umbrella, he gets out of the wet; hence, when Howell has beaten him in each of three races, he has "Senator" Morgan announce that he is in the doctor's hands, under treatment for enlargement of the gall, or some other equally prominent professional complaint. It won't do, Woody! Too much gall, and a superfluity of wind, have always been two of your most prominent possessions, and if they could in any way affect your winning, you never would have won a race, my boy.

A PROMINENT wheel manufacturer, being one evening at a spiritualistic seance, embraced the opportunity to endeavor to get an endorsement of his latest production, a safety, from residents of the spirit land. Handing the medium the request, and a five dollar bill, the latter "simply as an evidence of good faith, and not for publication," as we of the press put it, the medium, under the combined influence of the spirit of a departed wheelman, and the five dollar bill, wrote the following:

My dear Sir, — I had ridden your Safety for a short time prior to my taking up my residence here; in fact, I may say that a header taken from it was the prime cause of my present elevated residence; such being the case, I feel no hesitancy in saying that I will never use any other make.

Respectfully, A. G. HOST.

Now the manufacturer is trying to discover whether this is much of an endorsement, after all.

DESPITE all of the reports to the contrary, by my well-informed brethren of the cycling press, the only reason I was not at St. Louis was owing to a severe illness on my part, an acute attack of pecuniary pneumonia, alone prevented me from enjoying the hospitality of St. Louis, which has gone into history as unequalled, as far as the L. A. W. is concerned. Since the League has been in existence, few annual Meets have found me absent, and as souvenirs of these pleasant gatherings, I possess a complete set of menus of the banquet, from the beginning of the organization, discovering I could not be present in St. Louis, I stated the case to Dr. H. H. Keith, Chairman of Banquet Committee, and to-day, finds me, through his kindness, the owner of the finest and most appropriate menu of my collection, for which my sincere thanks are tendered the Doctor.

I AM not wont to twang upon the tuneful lyre, but did my ability tend in that direction, I should consider life a dreary waste until I had mastered the tuneful measures of the Scranton Club's Bicycles waltzes, a copy of which, with the compliments of the author, Mr. George N. Rockwell, now occupies a place of honor upon the music rack in my den.

HORACE SNODDERLY, of the Capital Club, as a trick rider, is in many of his most difficult feats unequalled by any of the professional fancy riders I have ever seen. I saw him the other day allow his hands to be tied behind his back, and while in that condition, mount and ride a single wheel, with everything but the pedals removed from it. There may be more difficult feats possible, but I cannot conceive of them.

SOME cities are generous to cyclists. Knoxville Tenn., is one of them. A year ago the Knoxville Bicycle Club was organized, and to day its fifty-nine members are completing a four-lap clay track, upon land set apart for that purpose by the city. What a lesson is there here for the New York Park Commissioners!

"How that stocking does remind me of the death of Jepthah's daughter," remarked the old member as he ran his fist through a hole in one of his riding stockings. "How so?" queried the "gay member." "Because it is a sock orifice," brazenly answered the "old member."

THE *American Wheelman* predicts that Chief Consul George R. Bidwell will be the next president of the L. A. W. This goes to show that the *A. W.* knows a good thing when it sees it, but to print such a prediction as news, would only be equalled by its making the equally startling one that the sun would rise to-morrow. Both are sure.

THE petition presented by the New York delegation on Tuesday, at their hearing before Governor Hill, contained twenty-five thousand names, and was two hundred and thirty feet long. The petition was thus proportionately as long as the grievances of the wheelmen, which the petitioners asked the Governor to remedy by signing the bill, thus making it a law.

A WESTERN wheel paper has an article headed "A talk about gas wells." The title is deceptive, seeing it in a wheel paper one naturally expects it to be a chat about professional racing men, but it isn't.

THE OWL.

HEARING AT ALBANY.

TUESDAY, June 14, was the day set down for a hearing by Governor Hill of New York, to those interested for and against the Liberty Bill. Thirty minutes time was given to wheelmen in which they were required to present their case, and I. B. Potter, of Brooklyn; Chas. E. Pratt, of Boston; and Chas. H. Luscomb, of New York, were selected to do the talking.

A large party of wheelmen was in attendance: Messrs Geo. R. Bidwell, E. J. Shriver, Dr. Rasbeck, W. H. P. Veysey, C. K. Alley, Elliott Mason, and George M. Nisbett went up from New York; Joshua Reynolds went from Stockport, and many Albany wheelmen were present.

Assistant Corporation Counsel Scott opened fire on the bill by saying that while affecting all the roads, highways, and public thoroughfares in the State, its main object was to deprive the Park Commissioners of New York of power to regulate the use of bicycles and tricycles in Central Park. It would compel them to admit bicycles in the Park just as carriages are admitted, and would be a serious attack upon the power of local officials. Mr. Scott in a facetious strain spoke of the danger an inexperienced wheelman would create in a crowded Park drive. The safety of other patrons of the Park demanded, he said, that the use of bicycles be regulated, and it was wrong to take away from the Commissioners all power to do so. The bill was crudely drawn. Under it no restraint could be put upon the use of junk carts, wheelbarrows and baby carriages, even in the streets

"Can't baby carriages go in the street now?" asked the bachelor Governor in surprise.

"It is very doubtful," replied Mr. Scott, with a smile.

Park Commissioner Crimmins objected to the bill in a moderate way. He said the Board had given wheelmen extra privileges, and was willing to oblige them in every way consistent with public safety, but he did not propose that it should be made compulsory to do so without protest. Mr. Crimmins presented a petition against the bill containing the signatures of over seven thousand prominent citizens of New York. Among the signers were Chauncey M. Depew, Roscoe Conkling, August Belmont, Leonard Jerome, Lawrence Jerome, Addison Commack, D. F. Appleton, Cornelius N. Bliss, Sidney Dillon, B. H. Bristow, Jordan L. Mott, and D. B. St. John Roosa.

Mr. I. B. Potter, of New York denied that the main object of the bill was to capture Central Park. It was to protect cyclists from the insults and assaults of brutal drivers, who often force them to the gutter and strike them with their whips. Under the present law the wheelman has no redress. The bicycle has no right on a public thoroughfare, there having been passed years ago a statute forbidding the use of velocipedes on public thoroughfares. The present bill says that bicycles and tricycles shall be regarded as vehicles, and gives their riders the same rights and privileges and no more than are enjoyed by men sitting in vehicles drawn by horses. This act of justice was demanded by a hundred thousand young men. No accident has ever occurred through a bicycle in Central Park nor on Fifth Avenue, where they are used a great deal. The commissioners of many other cities did not object to their free use in the parks.

"But the Central Park Commissioners have the right to keep out grocery carts and four-in-hands," said the Governor. "The simple question is, would you deprive them of that right?"

"Yes," was the answer, "if the people through its Legislature said it should be done."

Mr. Charles E. Pratt also made an eloquent plea for the bill, and cited ancient history to show what difficulties were encountered two hundred and fifty years ago by owners of carriages in securing recognition and rights on the highway of Bonnie England. Both he and Mr. C. H. Luscomb laid great stress on the point that the park is paid for by the people and is not for the sole enjoyment of the rich or of those who can afford to ride in carriages.

Senator Parker, of Albany, presented a petition for the bill signed by thirty thousand citizens. Then Deputy Secretary of State Willers protested in the name of the patrons of husbandry of Seneca county and the hearing was closed.

THE PRESS AND HALF HOLIDAYS.

SATURDAY, from twelve o'clock noon, all the year around, is a legal half holiday within the State of New York. No other State has as yet framed a similar law, yet the majority of business houses in every large city throughout the country voluntarily close their doors Saturday afternoons during the summer months, and many of them during a part of the spring and autumn, and some throughout the entire year, and a very large proportion close an hour or so before six o'clock on the first five week days. To the progressive press of America is due in very large measure the establishment of the unquestionable benefit to business, professional and working men and women. For years back the press has continually pounded at this subject, until it became generally admitted that the granting of such a privilege does no injury to trade, but rather, by its beneficial effect upon the general business and labor health, tends to clear-headedness and renewed working vigor, which more than pays for the loss of time. To a Boston business house, as well as to the press, is undoubtedly due, in a measure, the present general adoption of a half holiday. Last autumn the Pope Manufacturing Co., of that city, foresaw the coming movement in this direction, and before the winter's frost was out of the ground, was using such opportunity as an honorable means of advertising its bicycles and tricycles by flooding the country with a beautiful lithograph for display in door, window, and office, announcing that "this store closes" Saturdays and other days at stated hours, which undoubtedly did very considerable towards agitating this popular movement. The company has announced, through the press of America, that it will send one of these cards free to any early closing store on receipt of a two-cent stamp to pay postage. This is, perhaps, the first instance of philanthropic advertising on record. — *Journalist.*

MICHIGAN.

EAST Saginaw Bicycle Club's neat invitation to their race meet on Fourth of July has just come to hand. A hearty welcome and glorious time awaits all those accepting.

THERE is a laudable rivalry between Ann Arbor and Detroit as to which shall do most for the wheelmen on July 8 and 9.

THE programme of the Michigan division meet is to be as follows: — At Ann Arbor, July 8: In morning, business meeting of division members. In afternoon, road race and hill-climbing contest. Banquet in evening. At Detroit, July 9: Wheel from Ann Arbor in morning, arriving at Detroit at noon. Dinner at Brunswick Hotel. Parade at 2.15 P. M. At 4 P. M., races under auspices Detroit Bicycle Club at Bicycle Park. In evening, moonlight ride on river, when lady friends of the Detroit wheelmen will assist in entertaining the visitors.

A GOOD joke is now going the rounds among Detroit wheelmen. A prominent member of the Star Club offered a medal for a road race from Grand Circus Park to Grosse Pointe, a distance of eight miles, two miles of which is over rough cedar block pavement. "We will beat them (referring to ordinary riders) over the pavement, and have a good start ahead on the gravel," remarked one of the intending Star racers. The route was thought to be particularly suited to the Star wheel, and that the medal was a sure prize for a Star club member. A challenge also appeared in one of the cycling papers that no member of the Detroit Bicycle Club could make the time over this route that the Star riders had, and that no "ordinary" rider had ever done so. The defeat now turns out to be threefold. First. The ordinary riders reached the gravel stretch first. Second. Mr. George Lane on a Rudge made the run in thirty-four minutes, beating all Star competitors. Third. Mr. Lane is a member of Detroit Bicycle Club.

MICH.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

MASSACHUSETTS ROAD BOOK.

EDITOR BULLETIN: May I suggest, through the columns of the BULLETIN, to the division officers that the publication of the division road book be postponed until next spring, so as to include all the necessary changes, that the book may not only be complete, but also published in time for the touring season.

The riding season is now so far advanced that the book will not be much missed by those who have been riding for several months, and who have already made preparations for touring without its aid.

J. E. TIPPETT.

L. A. W., No. 13,875.

THE BOOK "ON APPROVAL" TO LEAGUE MEN.

EDITOR BULLETIN: — The statement of my indebtedness for the manufacture of "X. M. Miles," which was this day handed to me by the treasurer of the Springfield Printing Company so much exceeded the estimate I hoped for, that it raised the total of my advance cash outlay for the book to $6,138. Thus, even with the usually large edition of 6,200 to "reduce the average," the actual first cost to me of the volume will equal the subscription price, — and the cost of delivering the copies at that price will put me out of pocket for every volume delivered!

Hence, as shown by my statement in your advertising columns, I ask any one who wants his pledged-for copy sent to a town where I have no distributing agency, to add twenty cents for postage and packing when he remits me the promised dollar. Preferably to this, however, I should be glad to send with each sub. copy an extra one for possible sale at the full rate of $2, since I can forward two books nearly as cheaply as one. In non-depository towns reached by the Adams and American expresses, I will send two books "on approval" to any two League members who wish to examine. If they fail to purchase, the cost of a week's use of the book will only be fifteen cents.

I now expect to get my Boston and Philadelphia boxes delivered in those cities on the morning of June 25, — a month from the day the last page of book was printed. During the present week, I've sent out 966 volumes, making a total of 2,414 now distributed. I hope to start back for New York by wheel on Saturday next, and really begin *work*.

KARL KRON.

WEST SPRINGFIELD, MASS., June 18, 1887.

LEAGUE FARMS.

EDITOR BULLETIN: — I wish to bring to the notice of all members of the L. A. W. that I am now prepared to furnish all League members with a genuine Minnesota farm. These farms are all of the celebrated deep black soil, of the Minnesota prairies, all arable land, free from stones and hills, all bearing the symbol of the L. A. W. raised in the earth in the centre of each farm.

This will be the chance of a lifetime for all poor cyclers to secure a spot of ground they can call their own, and which they can settle down upon at any time they choose to leave the toil and care of city life, and give themselves up to the quiet contentments of a life of husbandry.

These farms will be sold to League members only at the extremely low price of $1.50, and sent to any part of the country securely packed in a tin box suitable for carrying in the pocket.

I have also on hand a few Minneapolis corner lots, securely put up in air-tight cans, and also bearing the L. A. W. symbol. This gives League members a chance to speculate in real estate at no risk, and without leaving their homes. Sent to any part of the world by mail or express at $2 per lot.

In addition to the above, I expect, in the near future, to start the manufacture of an L. A. W. dish towel, which all female cyclers should immediately possess. We are also endeavoring to arrange for the manufacture of an L. A. W. liver pad, and several other articles equally indispensable to all League members, and we trust that the army of wheelmen who enrol under the banner of the League will nobly come to the rescue, and allow us to reap the benefit from their noble devotion to the cause; and hope that this endeavor to use the League as a means of individual profit will not be misconstrued, but will be set down to our interest in League affairs, and an earnest wish on our part to help the members of this organization to permanent benefits.

F. E. R., 5756.

AN important suit has been brought in the New Jersey Court of Chancery by Benjamin B. Peale, a Camden lawyer, on behalf of George W. Pressy of Hammonton, Atlantic county, against Senator H. B. Smith of Smithville, Burlington county. Mr. Pressy, who claims to be the inventor and patentee of the American Star bicycle, sues for a royalty on every machine now in use. Senator Smith is the manufacturer of the Star bicycle, and his extensive works at Smithville furnish employment to several hundred hands. The result of the suit is of interest to every owner of a Star bicycle. — *Ex.*

JERSEY.

THE house-warming reception and pow-wow of the Elizabeth Wheelmen, on last Tuesday night, was a success of the biggest kind. The little house was tastefully decorated, and was filled to over-flowing with the beauty and *élite* of the city, and all that sort of thing, of course. The Amphion Instrumental Society scraped beautiful melody out of their fiddles and banged it out of the piano, while the Schubert Vocal Quartette warbled its sweetest notes in honor of the occasion.

THE speeches, however, were the features of the programme. Rev. C. E. Cunningham, one of the Clerical Wheelmen tourists, pictured appetizingly the delights of the wheel, and argued for it as an agent for good, both moral and physical.

TOM STEVENS, the around-the-world man, was the honored guest and lion of the evening. His impromptu chat bristled with telling points both humorous and sarcastic, that convulsed the audience, while the unaffected modesty of his demeanor won the hearts of all. His greeting both before and after his talk was most cordial.

CHIEF CONSUL J. H. COOLEY had something to say about the extent of the League, and its work in the State for wheelmen, also some few St. Louis incidents that were decidedly personal, and made Ex-Chief Consul Brown wince not a little.

DR. BROWN, after he had been soothed by music, recovered his composure sufficiently to defend himself gracefully and humorously and at the expense of the Chief Consul.

AFTER the speeches, the guests were corporeally refreshed, and lingered for an hour or more admiring the pretty pictures and fittings, while the boys sowed the good seed on much ground that may not prove barren. Later in the evening President Clapp entertained Tom Stevens and a number of the boys at his residence. The whole affair reflected great credit on the club, and accomplished some good missionary work.

REPRESENTATIVE WRIGHT, of the Committee on the Fourth of July State Division Meet at Orange, and races at Roseville, sends me some information as to what is being done. The committee consists of A. J. Wright, Montclair Wheelmen; L. H. Porter, Orange Wanderers; and F. A. Kinch, Union County Wheelmen. Captain Porter, on behalf of his club and the executive committee, has charge of the arrangements for the Meet, run, dinner, etc., in the morning. Have not heard from him of his plans yet, though he writes me that clubs desiring to secure seats together at the races, can do so by addressing him, care of Henry Holt & Co., publishers, New York Chief Consul, J. H. Cooley, will be referee; and ex-Chief Consuls E. W. Johnson and G. C. Brown, and Representative Sanger, the judges. In addition to the programme published, the races will include a one-mile championship of the Plainfield Bicycle Club. It is expected that the entry list will be a very big one, as the racing enthusiasm hereabouts has been so long bottled up that it is seeking a vent. As to the attendance at the Meet, it should be large, as there is the dual advantage of the races, and the day being a holiday.

THE Plainfield Bicycle Club expect to have a big turnout of members at Orange, as a club run has been called. The club is to be no longer unknown in road racing, as it will have a sixteen-mile contest of this class over the New Brunswick road on July 25.

THE new club house of the Union County Wheelmen, is completed, and the work of interior decorating and furnishing is being pushed forward rapidly. The formal house warming will not occur until fall.

THE lantern parade of the Passaic County Wheelmen was, artistically, a great success, and was witnessed by a large crowd of enthusiastic spectators. Forty wheels were in line, embracing representatives from the Orange, Newark, Brooklyn, Rutherford, and New York Clubs. Representative W. B. Banker won admiring plaudits by displaying an illuminated star (the heavenly body, not the machine this time), while Captain Pugh led the line with a skeleton umbrella above his head, from the ribs of which hung lanterns.

THE Elizabeth Wheelmen now have eleven lady members, with another candidate to be voted on at the next meeting. There are fully twenty tricyclinennes in the city, and the boys have hopes of, before long, bringing them all within the fold, and by "fold" I, of course, mean "flock," and not the active runs, much as the gallant and affectionate boys might desire it. JER. C.

June 21, 1887.

A DOGGED RIDE.

A PARTY of bicyclists, consisting of Messrs. Alex. Lewis, Klipstein, "Shark" Andrews, Hawkins, and a *Post-Dispatch* reporter, had an unusual experience Sunday. They started in the hot sun about ten o'clock for Florissant, seventeen miles away. As they swung into the Olive street road, just west of Grand Avenue, a large, muscular greyhound, belonging to S. Plant of 3,647 Washington Avenue, came in from a side street. The wheelmen were moving along slowly and the dog eyed them a moment, as if thinking, "Now, I wonder if those fellows can make the trip interesting for me. If they can I guess I'll join 'em." The observation evidently satisfied him, for he came tearing along, caught the leader and loped along ahead. Several of the boys spurted with him, but the long legs ate up the road, and at the top of the first long hill the greyhound stopped and looked back as if to ridicule the speed of the wheels. Klipstein, after a vicious dash, in which he hung close to the dog, puffed out the belief that he could beat him to Kirkwood — twelve miles distant — but he was laughed at by the rest of the party. The events of the day proved Klip was right. When Rinkle's, eight miles out, was reached, the dog had quit running ahead and was content to trail the front wheel. When the halt was made at Normandy, half way, the canine had fallen to the rear and was panting hard. He was dosed with water and sponged off there, and the pace was moderated the rest of the way to give him a show, but about two miles from Florissant he gave up and sank down in the shade of a tree. He was so exhausted he could not stand up, and it was some time before he could get up straight enough to walk to the well, fifty feet away. Considerable back pedaling allowed him to keep with the party till the arrival at Florissant. A good dinner and a two hours' rest restored him, and, as the wheelmen had settled the fact that neither horse nor dog can stay with the wheel, he was led back at a slow pace which, however, fagged him ont before he reached home. — *Post-Dispatch*.

MUSCULAR INJURIES.

Sprains are the violent stretching of a muscle which occurs when some unexpected or violent action is required.

Symptoms. — Pains, stiffness, and loss of power are felt in the muscle. These pass off in a few days, but sometimes they remain for a long time, and the muscle may waste, causing permanent loss of power.

Treatment. — Rest, rubbing with some irritating liniment, and the hot and cold douche used two or three times a day.

Rupture. — This takes place when a greater degree of violence is present.

Symptoms. — Pain, loss of power to move the part upon which the muscle acts, and a depression can be felt between the retracted ends. The part soon swells and becomes discolored. These symptoms gradually pass off, the ruptured muscle unites, and if by position the torn ends have been brought as near together as possible, no loss of power results.

Treatment. — Place the injured limb in such a position as to relax the injured muscle, and thus bring its ends near to each other. This we do by splints and bandages.

When the tendon achilles in the heel is ruptured, place a collar around the leg above the knee, fasten a string from this to the heel of the shoe, and tighten until the patient walks on his toes.

If the muscles of the pivot of the thigh are torn from the knee cap, place the patient on his back, and raise the heel by placing a long splint under the back of the limb.

JOINT INJURIES.

Contusions. — These accidents are usually unimportant, but even when slight they may be followed by serious consequences.

Symptoms. — The joint becomes swollen, discolored, and painful. These usually pass off in a few days; but pain and stiffness may remain for weeks, and sometimes it is followed by chronic inflammation.

Treatment. — Complete rest in a splint, and the application of cold for the first few days, followed by rubbing with some stimulating liniment, the hot and cold douche, and passive motion.

Sprains. — A sprain consists in the stretching and partial rupture of the ligaments, and occurs when the movements of a joint are forced beyond their normal range.

Symptoms. — Pain on motion occurs at once upon receipt of the injury; this is followed by swelling, and often by discoloration. These pass off in a few days, leaving the joint stiff and painful on motion for some time; but in some cases the joint remains swollen, stiff, and painful, and becomes the seat of a chronic inflammation.

Treatment. — Perfect rest in a splint for the first few days, joined with cold applications, is the most important part of the treatment. Lately the placing the injured joint in hot water for some time has come much into use. This, by relaxing the tissues, relieves the pain, and subdues the inflammation which follows the injury more quickly than cold. After the acute symptoms have subsided, we may employ the hot and cold douche, rubbing with stimulating liniment and passive motion.

Sprains of the wrist and ankle are always tedious accidents, on account of the complicated nature of these joints.

SURGEON,
Brooklyn Bicycle Club.

CYCLETS.

BY CHANCE.

They met by chance: a wayward Fate
Till then had kept them wide apart.
He had no thought of love or hate;
She hardly knew she had a heart.

They met by chance: the sinking sun
Cast lengthening shadows on the ground.
The long June day was nearly done —
The twilight dim was gathering 'round.

They met by chance: a fateful chance,
That brought them nearer — nearer still;
Each gave the other a startled glance —
Each felt a momentary thrill.

They met by chance: a swift, sharp pain
Unnerves them when they think of that:
They trust they'll never meet again —
The 'cyclist and the brindle cat.

— *Somerville Journal.*

THE *Cornhill Magazine* for June contains a cyclo-burgling story.

A. KENNEDY CHILD has just returned from a business trip West.

THERE will be a hill-climbing contest at Manchester, N. H., next Saturday afternoon.

THE R. I. Division will hold a road race next Saturday. Distance, twenty-five miles.

ONE hundred and thirty three applications this week and a total membership of 10,135.

NEW YORK will have no camp this year. Why not join Massachusetts at Cottage City?

DUCKER will locate in Buffalo. Will he make Buffalo a racing centre? Let's wait and see.

THE special edition of the *Wheelmen's Record* took the cake. — *Exchange*. Yes, plum (b) cake.

NOW send $1.50 with applications. If you send any more it will put us to the trouble of returning cash.

FRED WOOD has captured a world's grass record in Australia, by riding a mile in 2.45 2-5, retiring Hillier's 2.51.

FRED WOOD has been doing some fast work in Australia. At Adelaide, on April 16, Wood rode one mile in 2.40¼.

IN recognition of past services, the Springfield Bicycle Club has made Henry E. Ducker a life member of its organization.

ENGLISH wheelmen are calling back the side handles for tricycles, but they want them just where the bar handles come.

IT is reported that Crocker received a sunstroke in the Crawfordsville race, and was therefore easily beaten by Rhodes.

THE protest against W. S. Doane, on the charge of being a professional, made at the Eastern road club race, was not allowed by the officials.

BURT O. SQUIER, of Ohio, has been bicycling into the interior of Japan, and he writes a very interesting account of it to the Belleville *Star*.

WILSON and Alden, the bicycle trick riders, have just returned from Europe after a very successful trip through England, Scotland, and France.

DR. N. M. BECKWITH has begun a libel suit against D. H. Renton for $10,000 damages. The suit is the result of Renton's arrest of Beckwith last year.

SECRETARY W. M. FARRINGTON, of the Massachusetts Club, was last week presented with an elegant diamond pin on the occasion of his twenty-first birthday.

W. A. ILSTON won the N. C. U. one mile championship at Birmingham, May 30, beating Gatehouse in the first heat. In the final he beat Osmond and Synyer in 2.45 3-5.

A GREAT many wheelmen in Hartford want to see a tournament in that city this fall, but the Connecticut Club says it has had enough of racing, and declines to grasp the idea.

THE Maryland Division issued a beautiful programme of its Meet on June 20 and 21 at Baltimore. The announcements were embellished with designs that were pertinent and humorous.

A VERY pretty programme of the New Hampshire Meet comes to us. The Meet is to be at Manchester, July 4, and a programme of pleasant runs, dinner, and business meeting is laid out.

THE New York aldermen have adopted a resolution requiring bicycle riders to carry at night a light which can be seen two hundred feet, and also a bell to warn pedestrians of their approach.

THE field day of the State Division, L. A. W., is set for July 6, at Rhodes-on-the-Pawtuxet. A lunch of fish chowder and adjuncts on arrival, between one and two o'clock, and a dinner at five is the programme.

THE Chelsea Cycle Club dined its captain on Friday evening last, in recognition of his victory in the Dorchester Road Race. It was an informal affair, though every one made a speech, and the president read a poem.

MR. ROBT. D. MEAD, of Newark, N. J., has published a very fine map of the Orange Riding District, showing all the macadam roads in detail, giving hills, grades etc. It is the best cycling map we have yet seen.

HENRY E. DUCKER has secured a situation as superintendent of the book and job printing department of Gies & Co.'s printing, lithographing, and engraving establishment at Buffalo, N. Y., and will begin his duties next Monday.

JOHN S. ROGERS, of St. Louis, has been in Boston the past week, and on Saturday last he was dined at Young's by the Boston boys who went to the Meet. There are more dinners for St. Louis if the boys who entertained Boston will but come and eat them.

G. P. MILLS, the English racing crack, never pulls at his handles. Whether on path or road, uphill and on the level, he works entirely with his legs; and on the machines he at present rides, his handle bar is of excessively thin tube, and yet he never bends it.

GREAT interest is felt in St. Louis over the coming road race to De Soto and back, between Hal Greenwood and Percy Stone. Greenwood will ride his Star, and Stone will ride a Rover type Safety. There will be no fear of headers, and the hills can be coasted at speed.

CONSUL E. W. REYNOLDS and Geo. A. Slater will sail on the Anchor Line steamer, "City of Rome," Capt. Monroe, on July 20, for a tour a-wheel, through England, France and Belgium, returning in September. They are representatives of the Greenwich Wheel Club, Connecticut.

A SHORT time since F. W. Burditt made a circuit of a mile and an eighth course around Chestnut Hill reservoir in three minutes and one second. His pacemakers were George B. Graves at the start, and Walter East on the home stretch. Burditt ran away from his pacemakers fifty yards from the finish.

NASHVILLE bicyclists will start on a tour to Niagara Falls, July 4, going *via* Louisville, Cincinnati, Columbus, Cleveland, and Buffalo, stopping a day or two in each of those cities. They will return through Canada to Detroit, where they will take the cars for home.

WHILE it it true that there is proportionally a smaller number of nickelled wheels in use to-day than a few years ago, nickel-plate has by no means lost its grip among experienced wheelmen. The Pope Manufacturing Company reports that during the month of May, it sold as many full-nickelled 52-inch Experts as of enamel finish.

PREVIOUS to the game of ball at the Glenmere grounds, Lynn, Friday forenoon, W. A. Rowe took a spin on the bicycle track, doing one mile in 2.45; two miles, 5.40; and five miles in 14.24, and with a strong northerly breeze blowing down the back stretch. Before the game of ball opened in the afternoon, he made two miles in 5.30, ten seconds faster than his two miles in the morning.

JACK KEEN, the veteran English rider won a twenty-mile race against three horses, which were ridden by Mr. Bellew, who had to negotiate thirty hurdles at the Crystal Palace, near London, May 30. About 25,000 persons witnessed the contest, which was won by Jack by fifteen yards in 1.5.43 2-5.

THE Rover's Cycling Club, of Charlestown, kept open house June 17 at the club rooms in Hancock Square. Upwards of a hundred wheelmen visited them and registered their names. In the evening the ladies were received and entertained with a view of the fireworks, light refreshment and music.

THE New England Telephone Company has equipped its force of some eighteen linemen with bicycles, and they use them in travelling from place to place repairing wires. The company was led to the use of bicycles from motives of economy, as the travelling expenses of the linemen before they mounted the cycles was from two to three dollars a day each, so that the saving is considerable.

THE Boston Club members will on Sunday enjoy a picnic at Riverside. Both active and associate members will participate, the former riding on their wheels and the latter going by train. At Riverside boats will be taken for a row about a mile down the river to the picnic grounds, where a few hours will be passed, and justice done a lunch prepared by the club's steward,

GEO. H. HILL, of Boston, entered the Crawfordsville race on an Apollo safety. He rode to get a record merely, and he succeeded in establishing one for fifty miles His time was 4.1.40. He was tended by Plumb of the *Wheelmen's Record*, who sustained a singular accident. He took a bottle of ginger ale out to meet Hill, and tied it on his handle-bars. The jolting started the acids working and away went the cork, covering Plumb with ginger ale, and knocking him off his wheel.

At Grimbsby, Eng., June 4, Lees at scratch rode a dead heat with R. Temple, of Chicago, 130 yards, in a 5-mile handicap. Time, 16.21 1-5. Woodside, scratch, third and English fourth. In a mile handicap Temple had 30 yards, had a clear lead on the homestretch over Battensby, 15 yards, but was beaten by six inches Time, 3.1-5. In a ten-mile scratch race Lees won in 33 59 1-5, English second, Woodside fourth, Morgan sixth.

R. Howell won a five-mile bicycle championship at the Molineux grounds, Wolverhampton, in the tournament of May 31, June 1, defeating Lees by five in 15.41 4-5. He also won a mile championship by three-quarters of a length from Lees in 2.54 2-5.

At Paignton, Eng., June 7, Fenlon attempted to cover 21 miles within the hour on a wheel, and after covering 15 miles in 45.46, had to stop, as his tire came off. W. F. Ball acted as pacemaker, and kept on, covering 20 miles in 59.59 2-5. He made 10 miles in 29.54, 15 miles in 45.11.

ON the night of the 20th there will be a Fancy-Costume Lantern Parade. For this event, under an iron-clad contract, Luna has positively agreed to don her brightest raiment, and, appearing in the character of the American Eagle, so diffuse her wondrous light that it will give a silvery tinge to the whole dome above, which, further heightened by the appropriate grouping of Heaven's stars, will make all the more realistic the effort to imitate the American standard dollar. — *Maryland Programme*.

THE Somerville Cycle Club members enjoyed their second annual "Tally-ho" run on June 17. The route was from their club rooms in Winter Hill, through Somerville, Cambridge, Brighton, and the Newtons, to the Woodland Park Hotel in Auburndale, where an excellent dinner was served. There were fifty-one at the table, including lady friends of the club members. During the day the party enjoyed themselves with various games and dancing. The run out and return was without anything to mar the pleasure of the party, with the exception of one header by Mr. Billings. Captain W. R. Maxwell was in command.

ALTHOUGH this maiden (Maryland Division) has but attained the tender age of three years, we have no uneasiness regarding her ability to acquit herself to the satisfaction of all her guests; for, though her existence has been so limited, yet in that short time, she, — incredible as it may seem — has quintupled her growth, and this year holds the proud position of Banner Division — in point of loyalty to the parental organization, through renewing a greater percentage of members than any in the League. — *Maryland Programme*. They might add that they went ahead of all the Divisions in the percentage of votes cast at the annual election.

GEORGE NASH, the fancy rider, has been riding down the steps at City Hall, Providence, on a single wheel. There were eighteen steps taken, leading from under the arch to the sidewalk, and the feat was witnessed by a wondering crowd. The big wheel was stripped of everything but the pedals, handle-bars and forks being discarded, so that, except the revolving pedals and cranks, the wheel had nothing more to it than a carriage wheel. The fearless rider came down with arms outstretched in the air. It did not take long to reach the bottom of the lofty flight, and the unicycle bounded across the sidewalk, jumped over the curb-stone, and spun handsomely across Exchange Place.

A LOCAL cycler has come into possession of a bicycle chain and lock. In relating its use to his wife, who is interested in the wheel and is bidding for a tricycle, the wheelman remarked that a bit of cloth about the chain would prevent it from scratching the enamel of the wheel. What was his surprise, not to say horror, a few days later, to find the chain nicely interwined and completely covered with silk of the daintiest lavender color; and now the cycler don't dare to use the chain when the boys are around. — *Providence Journal*.

IN the war in the cycling journals on the "tough" in cycling, another equally obnoxious genus has been overlooked. The "freshy" on the wheel is as obnoxious and more dangerous. He it is who, to show off, rides as close to you as possible, rides behind, slaps you on the back, and gives you a bad fall. All these things are immensely entertaining to a "freshy," who always selects a time and place when the public is looking on. There is very little hope, too. A "tough" can be pounded into an intelligent condition, but no sledge hammer ever made can hammer any sense into a "freshy." — *Post-Dispatch*.

BEDDO, of Louisville, at the Meet, suggested a good plan for keeping cool, and riding more easily on long, hot jaunts. He advises that pants be unbuttoned at the knee and rolled up, leaving the knee free in its play, giving access for the wind to cool the leg, and doing away with the galled feeling that is sometimes experienced about the knees, especially if the pants fit tight. — *Post Dispatch*.

EASTERN wheelmen no longer carry the pants below the knees. Vice-President Hayes wore the correct thing at the Meet.

TRYON & Co., of Philadelphia have written to the secretary of each of the principal clubs in Philadelphia conveying the following information: They propose to offer for competition a valuable silver cup, to be raced for some time between the 1st and 20th of September next, race to be open to all organized clubs within a radius of thirty miles of Philadelphia. Teams of four men each on bicycles

only, entrance fee fifty cents per man. Distance to be about twenty miles, from Bryn Mawr to new toll gate, back to foot of Devon Hill, and return to Bryn Mawr. The money taken for entrance fees to be expended for one or more medals, to be given to the men making best time for whole distance. All questions of timing, starting, actual date of race, etc., is to be left to a committee composed of one member each from the following clubs: University, Century, Philadelphia, Germantown, Pennsylvania, and South End.

DR. H. I. BOWDITCH said at a late meeting of the Massachusetts Medical Society: "Massachusetts stands in a ridiculous and improper position in regard to physical exercises. Hardly a day passes that some young woman or young man does not come to me who has a mind overstimulated and is dying of consumption. Schoolmasters are constantly stimulating the minds of these young people and neglecting their bodies. It is arrant nonsense — gross stupidity — to go on in this way. How can you have a sound mind if there is no sound body to keep it in? We ought to have some physical exercises in our schools. The children and young people ought to be exercised physically every morning and afternoon, and the exercise ought to be practical gymnastic training such as would prevent this degeneration of their bodies."

MEMBERS of clubs often wonder why the "great unattached" do not give more attention to their wheel costumes. For a conglomeration of hues in wheelmen's attire attend a meeting and notice the "symphony of colors." Wheel clubs are usually well uniformed, but the League wheelmen I am writing of. They belong to an organization that has a beautiful uniform, yet a large proportion do not avail themselves of the privilege of being nicely dressed on their wheels. At meetings you will see no two wheelmen dressed alike. The different portions of their dress do not harmonize in color. This year's League uniform is a beauty, and all wheelmen unprovided for should order a uniform and discard the outlandish and ungraceful garments they usually appear in. Nothing adds more to the appearance of a wheelman than a neat fitting uniform. — *Kansas City Journal.*

A CLERGYMAN who lives in a Boston suburb, is a very enthusiastic tricycle rider. Going over the Milldam the other day he rode close up to a street sprinkler that was not at that moment engaged in squirting. He got there too quick, for just at that moment the boy pulled the string, and our friend got wet. He was not sprinkled. He was immersed. Our friend was mad, but he kept his temper, and scorched home for dry clothes and afterwards interviewed the police. We are sorry that the baptism came upon one whose calling would not allow a little bit of rough and tumble play with the presiding genius of the watering cart. We wish it had been Stall, for then the fellow would have gotten a thrashing. The moral of this is: Put not your trust in the inactivity of a watering cart.

SEVEN tandems, seven ladies, and seven gentlemen went to Newport yesterday and enjoyed a ride over the good roads of the city by the sea. The party was engineered by Dr. Bogman and wife, out of compliment to some Boston friends who are visiting them, and who are "tandem fiends"; Providence cyclers made up the rest of the party. The ten-mile drive was taken, a run to the beaches made, and dinner, *al fresco*, was enjoyed on the rocks of Bateman's beach. Altogether, the day was a highly enjoyable one, quite a model of a day's pleasure a-wheel; and it was the opinion of the party that the only cycle worth riding was a tandem. The machines, by the way, are said to have been the first ever seen in Newport city. — *Providence Journal.*

CHIEF CONSUL HAYES has been sending out reminders of the Guide Board Bill to town and city authorities. Here is one response that he got:

"Your circular of June 6 at hand. Would say that our guide boards are up, except, I think, in two cases, and as no one wishes to travel on the two roads we have never put up the boards; but, as your League of Wheelmen have seen fit to insist on the law being enforced, we will have them put up, although I do not think they will be of any use, as they lead to what is called Satan's Kingdom and Hell's Kitchen, not very pretty names to have on a guideboard. But we will have them up to accommodate you."

ALBERT FRANKE, a St. Louis rider, is a well-built young fellow, but the muscular development of his legs did not prevent him from being made the object of a strange attack a few nights ago. He had ridden his wheel from St. Louis down to the Carondelet car stables on a collecting tour, and finishing his business inside pushed his machine into the street to mount. He was just going to put his foot on the step when a trampish-looking fellow accosted him and asked for a nickel. Al refused him, whereupon the villain grabbed him by the throat, and struck at him with a knife. Franke tore himself loose, and, assistance coming, the tramp took to his heels. Franke then found his jacket and vest had been cut through by a knife thrust, but the flesh had not been touched. The police were given a description of the murderous beggar.

THE wheelmen have for years had the use of a part of the West Side Drive in the Park, and Riverside Drive along the Hudson, and no accidents have occurred. The same is true as regards their use in the parks of other cities in this country and in Europe. Nor can this theory be made consistent with the fact that no accidents have ever occurred on any of the streets and avenues above 110th Street, where teams are speeded, reckless driving indulged in, and where the horses daily encounter hundreds of bicycles and their riders. There does not seem to be any basis for real opposition to the approval of the law outside of a sort of semi-sentimentalism which should not be allowed to stand in the face of the rights of the wheelmen of the State, and if Central Park had been exempted from the provisions of the bill recently passed at Albany, it would have been a most unjust discrimination against the wheelmen of the city. — *Graphic.*

THE cardinal virtue of most bar-steered cycles is that they put the rider in a better position for economizing his power. Years ago, we persistently advocated the placing of tricycle handles more forward than was always the case when spade handles and rack-and-pinion steering were used. In our own vile body we experimented with handles in various positions, and invariably found that the more forward the handles were placed, the better and more comfortable we could go. The success of the "Humble" tricycle was not due to its steering without rack and pinion so much as its having its handles placed well forward of the rider; and on one of the first forms of tandem ever successfully ridden we found it advantageous to put the spade handles more and more forward. Then the "Cripper" tricycle gave an impetus to bar steering, and the improvement was erroneously set down to the abolition of the spade handle with rack and pinion, whereas the real reason lay mainly in the position of the handles. For two years past we have been riding a tricycle with rack-and-pinion steering and spade handles placed exactly where the handle grips of a bar-steered tricycle would be, with the most gratifying results. — *Cycling Journal.*

A BICYCLE tournament is advertised to come off at Ottawa, Ohio, on July 4, and the prizes are cash. Wheelmen who have a regard for their status should be careful how they touch this thing.

THE *News* thus describes R. E. Phillips's electric timing apparatus: — "The watch — which in Mr. Phillips's case, consists of a split seconds and minute chronograph, which obtained the A certificate at Kew with 73-7 marks — is placed in a soft iron case, thus to protect it from the influence of the magnetic field, fixed on the top of a small box containing two electro-magnets operating levers acting on the buttons or push pieces of the watch. These magnets are connected by suitable switches with a battery, and come into operation when the circuit is closed, either by firing the pistol or by pressure on the winning tape, both the pistol and the winning tape being coupled up in circuit by suitable lead wires. In the stock of the pistol is a 'circuit maker and breaker,' which closes the circuit automatically when the hammer falls on firing the pistol. This starts the chronograph hands, one or both of which are stopped by pressure on the winning tape, which closes the circuit, and thus operates the button or buttons of the watch, as we before described.

"One of the most remarkable features about Mr. Phillips's apparatus is its proof against fraud, even on the part of the person using it, for, although the second and split-second hand of the watch can be started by firing the pistol, and stopped by pressure on the winning tape, yet, after this has once been done, the respective parts are automatically cut out of circuit, so that no further manipulation of the trigger of the pistol or of the winning tape will affect the watch. In case of bicycle and tricycle races this serves a double purpose so far as relates to the winning tape, as it prevents the trailing wheel or wheels of a machine from operating the watch, which would obviously send the hand or hands back to zero before the time could be read off.

"Furthermore, in a certain part of the circuit there is an electric bell, which automatically rings when any part of the apparatus is not in working order or is being tampered with, and also when the operator manipulates the mechanism to bring the hands back to zero after taking a time. The apparatus we saw in use has been specially designed for portability and adaptation to any track, and it is all contained in two small boxes of a convenient size to be easily carried by one person. We understand from Mr. Phillips that he does not think anything more perfect is required for races of over a minute duration, but if finer fractions of seconds are required for sprint races, they can be obtained by the use of a short time chronograph beating, say, twentieths of a second, instead of fifths."

PERCY FURNIVALL is lecturing on "Training."

WISCONSIN DIVISION MEET.

THE Wisconsin Division of the League of American Wheelmen held their first annual Meet at Oshkosh, June 7 and 8. Among those in attendance were W. E. Lindquist, Marinette; Phil. Pfiffer, Neenah; W. J. Geer, Menasha; W. F. Lamb and A. H. Adams, Fond du Lac; E. H. Keller and J. H. Bloedel, Sheboygan; C. H. Sieg, Chicago; H. Molton and F. Bissel, Neenah; C. H. Bean, Waukau; F. R. Bloodgood, Jr., A. A. Hathaway, Frank A. Hall, F. Mayer, Jr., W. L. Simonds, B. Kloptack, Leo Dorsch, W. C. Wegner, F. J. Morawetz, H. R. Miller, H. B. Andrae, and F. J. Schroeder, Milwaukee, and the clubs of Oshkosh and Fond du Lac. At Fond du Lac the wheelmen were met at the depot by the local club, and escorted around the principal streets of the city, headed by the Fond du Lac Band. In the evening there was a grand ball, given by the club to the visitors, at the armory, at which the fair daughters of Fond du Lac entertained the cyclists until late in the morning. Tuesday morning the wheelmen took the train for Oshkosh, and were met at the depot by the Oshkosh Club and Arion Band and escorted around town, and finally to the Revere House, which was the headquarters of the wheelmen during the stay. At the business meeting, held in the Y. M. C. A. Hall, Mr. Bloodgood presided. Jay A. Hinman, of Oshkosh was elected secretary and treasurer of the Division, and Messrs. J. H. Bloedel, Sheboygan, H. P. Andrae, Milwaukee, and J. M. Hurn, of Oshkosh, were elected as nominating committee for the year. The banquet and ball were held at the Revere House, Tuesday evening. Mayor Dale, of Oshkosh, welcomed the visitors to the city. Speeches were made by Mr. Richardson, of the Y. M. C. A., C. C. Chase, F. Bloodgood, Jr., A. A. Hathaway, and J. A. Hinman. At the ball the young ladies of Oshkosh entertained the wheelmen splendidly. Every visitor was full of praise of the hospitality of Oshkosh.

On the following day a tour along the Lake Shore road to Neenah was enjoyed by as many as could stay.

THE CLUB.

MANHATTAN BICYCLE CLUB, New York City. — Organized, June 16. Officers elected: President, Dr. J. I. Metzger; Vice-pres., S. B. Toplitz; secretary, C. A. Sheehan; treasurer, C. Hirshhorn; captain, M. Metzger.

THE PATH.

HAGERSTOWN, Md., June 13. — Annual races by Hagerstown Bi. Club: —

One mile. — W. E. Crist (1), 2.54 2-5.
One mile, novice. — H. S. Rittenhouse (1), 3.9 1-2.
Half mile. — Harry Schwartz (1), two heats, 1.37, 1.24.
One mile, club championship. — E. M. Emmert (1) 3.20.
Two miles, lap. — H. L. Kingsland (1).
Slow race, 100 yards. — Harry Dayhoff (1).
Two miles. — W. K. Crenshaw (1), 6.41 1-2.
Team race. — Washington Club (1).
One mile, consolation. — E. L. Sufferlee (1).

WAKEFIELD, MASS., June 17. — The members of the Wakefield Bicycle Club held their annual twenty-five-mile road race this afternoon. The first prize, a gold medal, was won by F. H. Burrill, in 1h. 44m. The second, a toilet set, was won by Charles Nott, in 1h. 49m.; E. Coombes took the third prize, a handsome medal.

LYNN, MASS., June 18. — The Lynn Cycle Club had a fifteen-mile road race this morning, leaving Highland Square in Lynn shortly after eight o'clock. The course was through Salem and Beverly and return to Lynn. Charles Witten was first, in 57m. 22s. A. A. McCurdy second, in 58m. F. M. Barnett was third, in 59m. 45s. This race was down for June 17, but Lynn postponed its celebration until the 18th, and the factories were not closed on the 17th.

HARTFORD CONN., June 4. — Races under the auspices of the Hartford Bicycle Club.

Half mile handicap. — G. L. Lewis (70 yards) (1), 1.23 2-5.
Three mile, open handicap. — C. H. Thomas (1) (20 yards), 10.14.
Two mile novice, open. — G. L. Lewis (1), 6.57 4-5.
One mile, 3.20 class. — C. H. Thomas (1), 3 20.
One mile, open. — H. E. Bidwell (1), 3.29 2-5.
Two mile lap. — C. F. Richmond (1) 6.51.
One mile, club handicap. — W. K. Ackley (120 yards), 3.14 4-5.

THE Avondale Club, of Cincinnati, will hold a race meeting at Carthage on Saturday, June 25.

AT the tournament of the Chester Cricket Club, Chester, Pa., July 4, the following cycle events will be on the programme: —

One mile. — Handicap.
Two miles. — Handicap.
Half mile. — Without hands.
One mile race.
Two mile race.

THERE will be no professional bicycle races on Boston Common, July 4. The appropriation, $275, will be distributed as follows: One mile, novice race; two miles, amateur; one mile, tricycle; two miles, lap; three miles.

THE Springfield Bicycle Club has adopted the following programme for the 4th of July Meet on Hampden Park. Entries may be addressed to Howard P. Merrill, secretary, and will close Saturday, July 2: —

One mile, novice race, for roadsters.
One mile, race for boys under fifteen years of age, on roadsters.
First heat of team race (one mile).
One mile, 3.20 class.
Directors' race, half mile (go as you please).
Second heat, team race (one mile).
One mile, open.
Final heat, team race (one mile).
One mile, handicap.
Consolation race.

THE following races will be contested at the 4th of July celebration at Hornellsville, N. Y: Half mile, two miles, one mile club, one mile run and ride, slow race, one mile handicap, three miles, one mile consolation. Entries to G. E. Newsom.

THE following programme of events will be given at the race meeting of the New Castle (Penn.) Club to be held at Wheelmen's Park, July 4: Hill climbing contest, New Castle Wheelmen barred; one mile, novice; one half mile, open; one mile, 3.10 class; one mile, open; half mile, hands off; two miles, open; one half mile, for boys under sixteen; one mile, 3.00 class; one mile, team race, — each team to consist of two riders from the same club; one half mile, L. A. W. Pennsylvania State championship; three miles, lap race. Entries close July 1, to C. L. White, New Castle, Penn.

LONDON, June 20, 1887. — A quarter of a mile bicycle contest between Howell and Temple at Wolverhampton to-day resulted in a dead heat. Time, 39s., equal to the best record. Temple led at the start, but alternate spurts resulted in each contestant securing the lead at times. Temple won the run-off, having the advantage of the inside track. He afterward defeated Howell in a half mile race.

LONDON, June 21. — Howell, the bicyclist, beat Temple, of Philadelphia, to-day by four yards in a mile race. Howell's time was 2.52. Temple led half the way.

OFFICIAL ANNOUNCEMENTS.

LOCATION OF CHAMPIONSHIPS FOR 1887.

BY a unanimous vote of the Racing Board, the ten-mile national championship (bicycle) has been located with the California Division, and will be contested at their annual meet July 2, 3 and 4.

The five-mile national championship (bicycle) has been located with the New Jersey Division, and will be contested at their annual meet to be held at Orange, N. J., July 4.

The three-mile national championship (bicycle) has been located with the Detroit Bicycle Club, and it will be contested at the annual meet of the Michigan Division to be held at Detroit, July 8 or 9.

J. H. COOLEY, *Chairman.*

VIRGINIA MEMBERS, L. A. W.

MR. P. S. THOMAS, of Harrisonburg, is hereby appointed Local Consul from this date.

The Agricultural Society, of Woodstock, holds its summer meeting July 4th. The townspeople are very anxious for a bicycle race, and offer two medals, well worth having. L. A. W. members will obtain all necessary information by addressing Representative N. B. Schmidt, and those who do attend are assured of a cordial welcome, and a jolly good time.

I would urge upon the members of our Division the importance of attending such gatherings whenever possible; it helps the cause wonderfully, and enables many of the country folk to see what a bicycle really is.

There must be many places in the State where we should now have local Consuls and L. A. W. Hotels, and I shall be glad to be advised by any member of the Division in regard to this matter immediately.

Fraternally, etc.,

June 16, 1887. J. C. CARROLL, C. C.

TO IOWA WHEELMEN.

ALL Iowa wheelmen who desire to take part in a State tour this fall will please notify me at once; so that should a sufficient number decide to go, we can commence arrangements at once; and if a sufficient number is not heard from inside of three weeks there will no State tour this year; but Fall Meet will be in Ottumwa. Fraternally yours,

FRED A. SPIELMAN,
Chairman Tour Board.

FAIRFIELD, IOWA, June 18, 1887.

HEADQUARTERS NEW JERSEY WHEELMEN.

AT a special meeting of this club, held last evening, it was decided that the New Jersey Clubs be notified through the medium of the cycling press that committees will be in waiting at the various depots or other points, to receive and escort them to whatever place they may designate as their headquarters during their attendance at the State Meet, July 4.

Members of the club will be at the service of visiting wheelmen, on Sunday, 3d inst., to escort them through the Oranges and introduce them to the points of interest in and around Newark. The dinner will be served in the upper Music Hall by Davis, and ample preparation made for all Division members who may attend. It will, therefore, not be necessary for any clubs to notify Davis to prepare for them. The committee, however, would like to have clubs notify their secretary about how many they will probably send.

Club secretaries are requested to address the Secretary of the N. J. W., C. Dennison, 880 Broad Street, as regards the route and time when they will arrive in Newark.

ORATION HALL, NEWARK, N. J., June 21, 1887.

TO NEW JERSEY MEMBERS.

Editor L. A. W. BULLETIN:

PLEASE permit the reception committee appointed by the Orange Wanderers to prepare for the reception of the State Division on July 4, to say a few words.

The Wanderers extend a cordial invitation to all members of the Division to take this opportunity to visit Orange, in order to join in the Meet, to try our roads, and to have a pleasant day generally.

The headquarters of the Meet will be the Wanderers club rooms, directly opposite the Brick Church station of the D. L. and W. R. R., and in the centre of good roads. The undersigned committee will be at the rooms on July 4, after 7.30 A. M., to receive visiting wheelmen.

Those wheelmen who come either on Saturday or Sunday should notify *in advance* the hotel at which they wish to stop. They will find the Mansion House, Orange; the Mansion House of Montclair; the American Hotel of Bloomfield, or the Continental Hotel of Newark, within pleasant riding distance. Any further information can be had by addressing the secretary of this committee. The programme for the day is: —

8.30 A. M., run to Short Hills.
9.00 A. M., run through the Oranges.
9.15 A. M., run to Eagle Rock.
10.45 A. M., business meeting.
12.00 M., dinner.
1.30 P. M., parade.
3.30 P. M., races.

L. H. PORTER, *Chairman.*
W. A. BELCHER, *Secretary.*
H. B. THOMAS,
C. W. BALDWIN,
H. W. SMITH,
Orange Wanderers Reception Committee.

MISSOURI APPOINTMENT.

COMPLYING with the wishes of the Kansas City Wheelmen as expressed at a general meeting of wheelmen, held in that city, June 15, I have appointed Mr. H. G. Stuart, representative of the Missouri division. W. M. BREWSTER, *C. C.*

ST. LOUIS, MO., June 18, 1887.

INDIANA.

I AM informed that one Wall Welliver, of Lafayette, has been and still is wearing an L. A. W. pin, and has been obtaining reduced rates at hotels, and other privileges, by exhibiting said pin. He is not an L. A. W. member, and not entitled to said privileges, which prompts me to ask the local consuls to call on the hotel men of their respective places, and notify them that they are not expected by the L. A. W. to grant reduced rates, except on presentation of an L. A. W. ticket, in the name of the party claiming the reduction. A. B. IRVIN, *C. C.*

ANNUAL TOUR, ILLINOIS DIVISION L. A. W.

CHICAGO TO PEORIA, to attend annual meet of the division to be held there, July 4. Leave Chicago on C. B. & Q. train from Union depot, 12.30 Saturday noon, July 2. Get off at Aurora, after taking dinner on dining car en route. Train arrives at 1.50 P. M. Start out immediately on wheels, passing following towns: Bristol, Plano, Sandwich, Somonauk, Mendota; forty-five miles from Aurora, stop here for night. Next day, wheel from Mendota, passing through following towns: Princeton, Bureau Junction, Senachwine Lake, Chillicothe. Dinner. Here meet tourists coming up from Peoria, after dinner wheel down in company with Peoria tourists through Mossville, Peoria, sixty miles from Mendota. Next day, regular meet program. Total expense, $9.25; which includes fare, Chicago to Aurora, dinner in dining car, hotel bill en route, hotel bill in Peoria on Monday, and fare back to Chicago.

N. H. VAN SICKLEN, *C. C.*

NOTICE. ILLINOIS DIVISION.

MEMBERS desiring to ride a wheel to Peoria, can correspond with Mr. Ayres, who has kindly consented to conduct the Illinois Division Annual Tour, from Chicago to Peoria, July 2-3. Program is about as follows: Leave Chicago, July 2, at 12.30 on C. B. & Q. from Union depot (dinner on dining car), for Aurora. Start out immediately on wheels, passing through the following towns, viz.: Bristol, Plano, Sandwich, Somonauk, Mendota, forty-five miles from Aurora; stop here for night. Sunday, July 3, leave Mendota early, passing through Princeton, Bureau Junction, Senachwine Lake, Chillicothe (dinner). Here meet tourists coming up from Peoria, after dinner, wheel to Peoria, via Mossville — forty miles, morning ride; twenty, afternoon. Total expense, $9.25; including fare, Chicago to Aurora, dinner in dining car, hotel bills en route and at Peoria, and fare returning to Chicago. Wheelmen desiring to participate please notify Mr. Ayres, 212 Clark St., Chicago.

N. H. VAN SICKLEN, *C. C.*

JUNE 18, 1887.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 92 — Total 133.

BOSTON, June 20, 1887.

CALIFORNIA DIVISION — 2.

Unattached.

15177 Brewster, Chas. U., 432 Montgomery St., San Francisco.
15178 Vahlberg, Wm. T., Santa Cruz.

CONNECTICUT DIVISION — 6.

E. Hartford Wheel Club.

15145 Brasch, Louis F., E. Hartford.

Unattached.

15139 Barnum, Clark, Westport.
15150 Ebner, Jos. O., Parkville.
15151 Forster, Ludwig, Elmwood.
15120 Seltsam, Wm., Bridgeport.
15121 Taylor, W. L., Westport.

ILLINOIS DIVISION. — 17.

Canton Bi. Club.

15179 Bolton, J. H., Canton.
15180 Orendorff, W. G., "

Evanston Bi. Club.

15122 Baird, Robert, Evanston.

Illinois Cycling Club.

15113 Bauer, C. C., 571 Polk St., Chicago.
15114 Blackman, F. F., 20 So. Ada St., "
15115 Collins, J. J., 146 Flournoy St., "
15116 Dadie, Jno, 573 Polk St., "
15117 Kelley, W. L., 10 Market St., "
15118 Moxley, W. J., 445 Congress St., "
15119 Street, C. A., 705 Jackson St., "

Joliet Cycle Club.

15381 Smith, H. B., 707 Collins St., Joliet.

Qui Vive Bi. Club.

15120 Sproul, Alex. B., Sparta.

Rock Island Bi. Club.

15123 Thompson, W. H., Box 1127 Rock Island.

Unattached.

15152 Cagwin, H. F., Joliet.
15182 Drysdale, K. P., Box 515, Peoria.
15121 Hansen, Charles, 3239 Michigan Ave., Chicago.
15122 Lutz, Hugh P., C. and N. W. R. R., "

INDIANA DIVISION — 6.

Ann Arbor (Mich.) Bi. Club.

15123 Inwood, R. G., South Bend.
15124 Paxon, Ed. E., "

Unattached.

15154 Culbertson, Edward H., Knightstown.
15155 Galloway, W. H., Pendleton.
15125 Mills, John A., No. Manchester.
15126 Overshiner, E. B., Elwood.

Townsend * Saddle.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, $6.00.



Showing Townsend Saddle and Spade Handle on 1887 Rudge Light Roadster.

SPADE * HANDLES.

More comfortable. Great power in hill climbing. Perfectly adjustable and detachable.

You are behind the times if you don't have them.

PRICE, $5.00.

To be happy, you must have your bicycle fitted with the TOWNSEND SADDLE and ADJUSTABLE SPADE HANDLES. To be obtained or fitted by any of our agents. ☞ See *inside* of *front cover*

STODDARD, LOVERING & CO., 152 Congress Street, Boston, Mass.

KANSAS DIVISION — 7.

Salina Cycle Club.

15427 Blackburn, Oscar, Salina.
15428 Campbell, Wm. P., "
15429 Conrad, Ed., "
15430 Conrad, Will, "
15431 Ferlen, Nels, "
15432 Norvell, F., "
15433 Sturman, J. B., "

KENTUCKY DIVISION — 1.

Unattached.

15383 Edmonds, Cleland J., Lebanon.

MARYLAND DIVISION — 5.

Baltimore Cycle Club.

15434 Hengst, J. Edwin, cor, Gay and Monument Sts., Baltimore.

Ramblers Cycle Club.

15384 Armstrong, E. G., care E. Levering & Co., "
15385 Knatz, Edward G., 1514 Hollins St., "
15386 Macculbin, Geo. H., 343 E. Townsend St., "
15387 Todd, Chas. DeM., 68 W. Fayette St., "

MASSACHUSETTS DIVISION — 8.

Cambridge Bi. Club.

15435 Cloyes, W. G., 25 Wallace St., Cambridge.
15436 Jewett, Henry M, Winchester.

Dorchester Bi. Club.

15324 Badger, Walter, Wollaston.
15325 Barker, Gardiner H., Box 14, Jamaica Plain.
15326 Holden, Walter B., Quincy.

Pentucket Wheel Club.

15437 Vickery, H. C., 33 Pecker St., Haverhill.

Unattached.

15327 Conley, John R., 208 High St., Newburyport.
15335 Reed, E. E., So. Framingham.

MICHIGAN DIVISION — 4.

Bay City Bi. Club.

15388 Moore, Thos., care National Bank, Bay City.
15389 Zagelmeyer, Frank, care Young Bros., "

Tecumseh Bi. Club.

15456 Stewart, L. B., Tecumseh.

Unattached.

15157 Ware, Ezra J., Ann Arbor.

MISSOURI DIVISION — 3.

Outing Cyclists.

15438 Ebert, J. W., 47 Wales Building, Kansas City.
15439 Kent, P. H., 924 Cherry St., "

St. Louis Cycle Club.

15390 Kuhn, Jas. S., 1608 Chouteau Ave., St. Louis.

MONTANA — 1.

Unattached.

15388 Marbury, John B., Ft. Maginnis.

NEW HAMPSHIRE DIVISION — 2.

Rockingham Bi. Club.

15391 Bickford, Clarence, Portsmouth.
15392 Frank, Wm. P., Greenland.

NEW JERSEY DIVISION — 8.

Camden Wheelmen.

15328 Northrop, W., 421 Penn St., Camden.

Essex Bi. Club.

15329 Alling, Madison, 974 Broad St., Newark.

Monmouth Bi. Club.

15359 Throckmorton, J. D., Red Bank.

Trenton Bi. Club.

15393 Murphy, C. G., 125 E. State St., Trenton.

Unattached.

15336 Calkins, Frederick H., Summit.
15337 White, T. F., "
15394 Diemer, John F., 667 Madison Ave., Elizabeth.
15440 Hutchings, C. A., Montclair.

NEW YORK DIVISION — 29.

Amsterdam Bi. Club.

15360 Blood, David, Amsterdam.

Lockport Wheelmen.

15395 Jenney, W., Jr., Lockport.

Manhattan Bi. Club.

15441 Blondheim, Phil., care Palais Royal, 14th St., 5th Ave., New York.
15442 Guttenburg, M. J., 707 Lexington Ave., "
15443 Metzger, Dr. J. S., 240 E. 58th St., "
15444 Newgass, Wm., 23 E. 76th St., "
15445 Oppenheimer, Zach. S., 246 E. 58th St., "

Mercury Wheel Club.

15338 Doncourt, Leon, Flushing.
15339 Graham, Malcolm, "
15340 Newhall, C. A., "

Unattached.

15365 Blake, Wm. F., 461 Gold St., Brooklyn.
15363 Barlow, Fred. W., Sing Sing.
15364 Hart, Glen B., "
15396 Crutchfield, Edwin, Mottville.
15397 Stuart, M. J., "
15361 Delatour, Henry B., M. D., 257 W. 45th St., New York.
15341 Duryea, M. H., 72 William St., "
15366 Everett, W. F., 101 Prince St., "
15330 Gabel, Geo., 319 E. 34th St., "
15342 Losee, Lewis B., 693 9th Ave., "
15400 Stoney, H. P., 345 Broadway, "
15367 Knight, Jas., Glen's Falls.
15368 Smith, Mel, "
15398 Halstead, H. J., New Berlin.
15391 McLean, Frank H., Arena.
15372 Sloat, L. G., Patterson, Putnam Co.
15369 Stiles, Jas. F., Mamaroneck.
15446 Traphagen, J. I., Suffern.
15401 Wolffsohn, Sam. S., 8 Arlington Pl., Buffalo.

OHIO DIVISION — 5.

Canton Bi. Club.

15447 Stauffer, H. A., Box 202, Canton.
15448 Stauffer, I. W., Box 202, "

North Side Wheelmen.

15343 Streng, Edward A., 53 W. Pearl St., Cincinnati.

Unattached.

15344 Eberhardt, Jno C., 319 Superior St., Dayton.
15345 Potter, W. A., Geneva.

PENNSYLVANIA DIVISION — 16.

Echo Wheelmen.

15370 Snyder, Clarence H., Avoca.

Honesdale Bi. Club.

15402 Dolmetsch, H. T., Honesdale, Wayne Co.
15403 Gardner, W. M., " "
15404 Lane, Grant W., " "
15405 Spencer, Fred M., " "

Philadelphia Bi. Club.

15371 Martin, James, 1300 Arch St., Philadelphia.

Pottstown Bi. Club.

15449 Aegolf Willis, Spring City.

Williamsport Wheel Club.

15406 Elliott, John, Williamsport.
15407 Fine, H. M., "
15408 Forsman, F. C., "

Unattached.

15346 Boyd, R. H., 2042 Wallace St., Philadelphia.
15373 Laurent, Emil, 621 Marshall St., "
15347 Darling Thos., Wilkes Barre.
15450 Dippold, J. H., Box 855, Pittsburg.
15372 Eccles, Samuel, 66 5th Ave., "
15451 McDonald, Allen L., Avoca.

RHODE ISLAND DIVISION. — 6.

Unattached.

15409 Copeland, Warren B., 37 Carpenter St., Providence.
15374 Hale, C. Eugene, 392 Fountain St., "
15410 Hudson, Willard W., 37 Carpenter St., "
15452 Merithew, E. S., 21 High St., Pawtucket.
15453 Smith, L. C., 21 High St., "
15411 Seymour, Clarence H., Warren.

TENNESSEE DIVISION — 1.

Unattached.

15375 Kleeman, Arthur, Clarksville.

VERMONT DIVISION — 2.

Unattached.

15331 Brewer, F. H., Montpelier.
15376 DeWitt, DeW. P., Newfane.

WEST VIRGINIA DIVISION — 1.

West Va. Wheelmen.

15412 Martin, A. L., Martinsburg.

WISCONSIN DIVISION — 3.

Racine Bi. Club.

15332 Baker, L. B., Racine.
15333 Clifford, F. L., "
15334 Gorton, Chas., "

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

Advertisements will be inserted in this column as follows: $1.00 for four lines, first insertion; 50 cts. for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FOR SALE. - 50-inch Standard Columbia Bicycle, enamelled, in perfect condition, 1887 pattern; has been rode less than one hundred miles; too small for owner; price, $90; cost $100. C. W. BRYAN, Prairie City, Iowa.

FOR SALE.—One Humber Tandem, 1886 pattern, enamelled, tires and finish slightly worn, in first class condition otherwise; price, $175. Also, one 51-inch Invincible Bicycle, ball bearings all around, dropped bars; in excellent condition, and ridden but one year; price, $75. Address 718 Arch Street, Philadelphia.

FOR SALE.—Two-Track Columbia Tricycle, new, but shopworn, $115; Victor Tricycle, $90. These machines are a bargain. Address, SEYFFARDT & WALZ, East Saginaw, Mich.

DOES ANY ONE WANT TO SELL A 50-INCH or 52-inch Victor Bicycle, 1887 pattern? If so, address stating lowest cash price, "J. D. M.," 1918, Bainbridge Street, Philadelphia, Pa. Would like to hear of other makes also.

FOR SALE. — 58-inch Expert Columbia, full nickelled, and in good order, dropped handle bars, lantern, and all the extras complete, $75. J. A. DOOLITTLE, 22 Valentine Street, Mount Vernon, N. Y.

FOR SALE OR EXCHANGE. — One 51-inch Special Star, bought last summer, full nickel, silent ratchets, low head, and in first-class condition, cost $122.50. One 50-inch Challenge, nickel and enamel, ball bearings to both wheels, in excellent condition. Will sell the wheels cheap, or exchange the Star for 54 Star, and the Crank for 52 Crank. E. S. BOWMAN, Bainbridge, Chc. Co., New York.

STARS. We have a number of Special Stars, sizes 42 to 51 inches, silent ratchets, all improvements, very cheap for cash or in exchange. NEW YORK BICYCLE CO., 38 PARK PLACE, N. Y.

54-INCH ROYAL MAIL FOR SALE. — Has ball head, spade handles, Victor pedals, and Tangent spokes; in perfect order; a great bargain for $100. F. P. JEWETT, Box 8, Buck Church, N. J.

FACILE, "SPECIAL." 42-INCH; COW-HORN handles, lamp, cyclometer, luggage carrier; biggest bargain to quickest buyer, or exchange for tandem; unequalled for touring, country roads, safety, etc.; only finish marred; strong and useful as new. FACILE, 398 Madison Street, Brooklyn, N.

THE CYCLE. — Bound copies of the *Cycle* are now ready and on sale. The volume contains all the numbers of the paper that were issued. By mail, $2.00: at office, $1.50. A. BASSETT, 22 School Street, Boston, Mass.

GIVEN AWAY. — Must be sold, Rudge Safety, perfect order, balls all over, $90; 57-inch Columbia Light Roadster, best offer above $75. BENNETT & HALE, 112 Orange Street, New Haven, Conn.

FOR SALE. — Rudge Cripper Tricycle, ball pedals, little used, in good condition; cost new, $130; will sell for $130. Address J. W. L., Box C, Newark, N. J.

FOR BICYCLE SUNDRIES — Such as L. A. W. pins, Toulmin's bicycle shoe, Brook's cyclometer, Z & S. hose supporter, Keystone bicycle saddle, spade handles, cow-horn handle bars, Hancock's enamel, cycle brush tool, tool bags, Merrill's cycle lock, etc., etc. Write to the agent and dealer for circular. WILL. H. CUTTER, Chillicothe, Ohio.

48-INCH STAR (NOT SILENT RACHET); IN good condition, $45; 50-inch Standard, good as new, $40; 52-inch Expert, $60; 50-inch new Harvard, full nickelled, $60; 52-inch Standard, ball, $55, and others; L. D. saddles, $150. SPEAD, 50. Newmarket, N. H.

CHEAP BICYCLE. — 56-inch Victor Bicycle, enamel and nickel style, balls all over; anti-header; machine run three hundred miles; warranted in excellent condition; will sell for $100. H. H. BROWN, Wappinger's Falls, N. Y.

WANTED. — Sociable or Tandem; any condition; must be cheap; give condition of tires, bearings, pedals, etc.; state lowest cash price all cated. 1209, K Street, Washington, D. C.

IMPORTANT. — 60-inch Rudge Light Roadster, as good as new, for sale cheap. The first reasonable offer accepted. RUDGE AGENCY, 152 Congress St., Boston.

OUR SPECIAL BARGAINS IN NEW AND second-hand machines are having an unprecedented sale, and we are going to keep it up. We are constantly receiving fresh stock in all the desirable patterns of bicycles, tricycles, and safeties. Write to us what you want, *it will pay you.* List free. L. H. JOHNSON, Orange, N. J.

LARGE STOCK OF SECOND-HAND BICYCLES, all sizes, always on hand, at extraordinary bargains; sole Brooklyn agents for Columbia cycles; wheels sold on instalments. BROOKLYN BICYCLE COMPANY, 161 Clymer Street, Brooklyn, N. Y.

BICYCLES FOR SALE. — Bicycles and Tricles — all kinds, descriptions, and prices — from $35.00 upwards. Call and examine, or send for list to RUDGE AGENCY, 152 Congress St., Boston, Mass.

FOR SALE. A 52-inch Rudge Light Roadster. Ball pedals, in perfect condition. Price $90.00. Apply to Rudge Agency, 152 Congress St., Boston.

FOR SALE. Two Rudge Humber Tandems, suitable for 52 and 54-inch respectively. Ball pedals, latest pattern, in good order. For particulars, apply at the Rudge Agency, 152 Congress St., City.

SPECIAL BARGAINS in New and Second-Hand Machines, prior to removal April 1st to more central location in Orange. Bicycles, Tricycles, Tandems, and Safeties. Send for list. Write to us what you want, *it will pay you.* L. H. JOHNSON, East Orange, N. J.

BARGAINS! Don't fail to send for our list of one hundred choice second-hand wheels. We have a full line of all sizes of Standard and Expert Columbias, Victor, Rudge, Mail, Special Stars and Safety bicycles; Two-track and Crypper, Single and Humber, and Quadrant Tandem tricycles. Correspondence solicited. NEW YORK BICYCLE CO., 38 Park Place, New York.

WANTED for cash or in exchange for new machines. Good Second-hand Bicycles, Single and Tandem Tricycles. Give full particulars and bottom price. NEW YORK BICYCLE CO., 38 Park Place, New York.

"TEN THOUS. MILES ON A BI." — *Published at the University Building, New York City, D., by the author,* KARL KRON, who will send two copies of it, pre-paid (to any office of the Adams, American, and many connecting expresses which carry 4 lbs. of printed matter for 25c.) on receiving a notice from any two League members that they will either remit at $2.00 a copy, or will return the books to certain designated addresses, pre-paying postage at 17c. each. Subscribers in Boston region can get their books at the half-price promised, if they make payment at 79 Franklin St., before Aug. 1. Copies may be bought there at $2.00; also at 509 Tremont St., at 107 Washington St., and at agencies in 160 other towns, whereof a list will be sent on application. Subscribers beyond the reach of these agencies should send $1.20 to the publisher; or, better, should send him a request for the despatch of two books, — the second one to be returned, if no buyer is found at $2.00. Pamphlets of 48 pp., giving specimens of the text and indexes may be had at any depository, or will be mailed free by K. K. The book contains 268 pp.; 675,000 words; 22,856 index references; and is mailed for $2.00 by the SPRINGFIELD PRINTING CO., SPRINGFIELD, MASS.

RACE MEET, JULY 4.

— OF THE —

New Jersey Division,

ROSEVILLE TRACK, at 3 o'clock.

Trains on D. L. & W. R. R. leave New York for Roseville from Barclay and Christopher Street ferries at 1.30 and 2.10.

HANDSOME PRIZES FOR ALL EVENTS.

EVENTS:

1 mile, bicycle, novice, for wheels not less than 35 pounds.
3 mile bicycle, lap race, open.
2 " " State championship.
1 " tricycle, State championship.
5 " bicycle, L.A.W. championship.
1 " " Union Co. Wheelmen, championship.
1 mile bicycle, State championship.
2 " " handicap, open.
1 " " club team race (three men to team.)
1 mile bicycle, consolation.

Entrance Fee, 50 cents for each event; open to amateurs only; L. A. W. rules to govern; the right to reject any entry is reserved; entries ACCOMPANIED BY FEES, must be made to Dr. F. A. Kinch, Jr., Westfield, New Jersey, before June 28.

Admission to Grounds - - - 35 cts.
Seats on open Stands - - 10 cts. extra.
Reserved Seat on Grand Stand, 25 cts. extra.

Tickets at the principal New York Agencies, L. H. Johnson's, Orange, and H. A. Smith & Co.'s, Newark.



BROOKLYN BICYCLE CO.

161 & 163 Clymer Street,

BROOKLYN - - NEW YORK.

SOLE BROOKLYN AGENTS FOR THE

Columbia Bicycles and Tricycles

Large Riding School on premises. Purchasers Taught Free. Wheels Rented for Road Use. Bicycles sold on Instalments. Repairs of all kinds a specialty. See, also, our "ad." in "For Sale" column.

JERSEY-FITTING, SELF-SUPPORTING

BICYCLE STOCKING.

The attention of the Wheelmen and the trade is kindly called to our new Self Supporter Stocking, for which we have obtained Letters Patent June 14, 1887. The enclosed cut gives a correct description of this stocking and its design, and needs no argument to show that they are the best thing that has been made for holding the stocking in position. They are Ribbed, Jersey-Fitting, and very elastic, regular made, double heel and toes. The form and proportions of the foot, heel, toe, ankle, calf and leg are perfect, as represented in the cut, and there is no better made or better fitting stocking in the market. The part above the stocking for holding it in position is made Cotton or wool, thin or heavy, as may be desired, and comes up and fastens around the waist, same as tights, and holds the stockings where they belong.



Any infringement will be prosecuted to the full extent of the law. Price, $2.25; without double heel and toes, $2.00; or stockings without supporters, $1.50. Send us your order for either of these, with color, size of foot, and length from bottom of foot to waist, and post office order for amount, and we will send same by mail or express to any part of the country; and if you do not find them satisfactory, return them, and we will return amount paid for them. Address,

HOLMES & CO.,

17 Kingston Street, BOSTON, MASS.

For Sale, Cheap!

BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. P. O. Drawer 64.

"It is a most entertaining book. We admire the pluck and manliness of the author, his intelligence and resources. His descriptions of people and places are fresh and vivid. The world as seen from a bicycle is a different world from that which the traveller sees from a railway train, or from the ordinary conveyances of the road. The "wheel" draws to itself a crowd in every village. It introduces its owner to men and women whom another tourist would never meet, and it makes him welcome and at home in the greatest variety of company. It has its own peculiar accidents and adventures, and demands from its rider special qualities of mind and disposition. But Mr. Stevens is more than a "wheelman." He has given us in this book instructive and useful information in geography, bits of history aptly introduced, and lively descriptions of manners, customs and habits of many peoples of the globe which he girdled," says the New York *Observer* of

THOMAS STEVENS'S GREAT WORK,

AROUND THE WORLD ON A BICYCLE

From San Francisco to Teheran. With a preface by THOMAS WENTWORTH HIGGINSON. With a Colored Frontispiece — Portrait of the Author in Costume — by KELLY, and over One Hundred other Illustrations - - - - - - - - - - - - 8VO. $4.00

CHARLES SCRIBNER'S SONS,

743-745 BROADWAY - - - - - - NEW YORK.

Clarksville One-Hundred-Mile Road Race, the Greatest Bicycling Race ever run since Cycling began.

THE RECORD.

	NAME.	Machine Ridden.	Time.
First,	ROB'T A. NEILSON	Victor	6 hours, 46 minutes, 27 seconds.
Second,	WM. A. RHODES	Victor	6 hours, 46 minutes, 51 seconds.
Third,	H. G. CROCKER	Columbia	6 hours, 51 minutes, 27 seconds.
Fourth,	S. P. HOLLINGSWORTH	Columbia	
Fifth,	S. G. WHITTAKER	Champion	
	C. W. ASHINGER	Champion	Dropped out at twenty miles.
	CHAS. FRAZIER	Star	Dropped out at twenty miles.
	JOHN BROOKS	Star	Dropped out at forty miles.
	A. A. McCURDY	Star	Dropped out at forty miles.

TWO VICTORS entered, taking 1st and 2d PLACE. Send for our Catalog of Fast Road Machines.

OVERMAN WHEEL CO. - - - - - - BOSTON, MASS.

Makers of High-Grade BICYCLES, TRICYCLES, SAFETIES.

We make a specialty in

SECOND-HAND BI TRI CYCLES.

Have large stock, many as good as new. Enclose stamp for List.

PRICES LOW.

JOHNSON'S

HUMBERS.

A line of Genuine Beeston Humber Light Roadster Bicycles, with improvements for 1887. Weight, 50-inch, 33 pounds. A few 36-inch Cripper Tricycles at specially low prices.

SPARKBROOKS.

A line of the celebrated Sparkbrook Bicycles, with all improvements. Weight, 50-inch, 35 pounds.

ROVERS.

A line of Genuine Rover Safeties, greatly improved in every detail, for 1887. Weight, full roadster, 45 pounds.

SECOND-HAND WHEELS,

Bicycles, Tricycles, Tandems and Safeties. For example:—

36-inch Kangaroo, fair, B.	$50
36-inch Rudge Safety, good, B.	60
46-inch Special Columbia, good, B., N.	45
48-inch Premier, good, B. N.	60
50-inch Standard Columbia, good, B. N.	55
52-inch Humber, equal new, B.	90
54-inch Humber, first class, B.	75
54-inch Standard Columbia, fair, B.	40
55-inch Light Rudge, good, B. N.	75
56-inch Expert, good, B. N.	70
56-inch Standard Columbia, good	40
56-inch Humber, good, B.	60
57-inch Yale, plain, B.	35
58-inch Expert, good, B.	75
58-inch Expert, good, B., N.	85
59-inch Spalding, fair, B.	70
Victor Tricycle, fair, B.	50
Carrier Tricycle, new	90
Premier Sociable, good, B.	90
Humber, Ladies', good, B.	100
Humber Tandem, new, B.	175
Cunard Tandem, good, B.	100
Meteor Tandem, good, B.	150

B, Ball Bearing. N, Full Nickel.

Sent subject to approval if desired,

DEALERS.

Will find it of special advantage to write for discounts, terms, etc.

REPAIRERS.

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Bicycle Club Pins of Every Description.

Designs on application.

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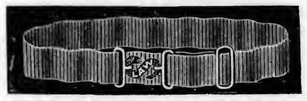
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L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1.00.

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Above cut represents bundle in position for coasting only (at right angle with handle bars). In ordinary riding bundle is turned parallel with handle bars.

Yes, we do say so. That this, the Ross Improved Detachable Luggage Carrier, for Crank and Star Bicycles, is the only practical and convenient carrier ever offered to wheelmen. **JUST LOOK.** You can coast without getting your heels above your head. You can roll your bundle up small and neat, and strap to carrier before putting it on your wheel at all. You can turn it in any position. Detach it without unstrapping. You should have one if you ever want to carry a bundle. Attached easily by means of a clip under set-nut on head of machine. Handsomely made. Price only $1.00; by mail, $1.10. A liberal discount to dealers. **C. H. ROSS & CO., Sole Mfrs., 46 Columbia St., Albany, N. Y.**

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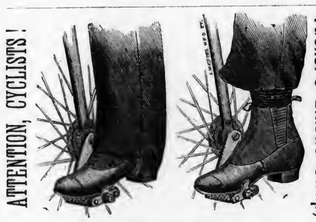
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For Cyclists, Military Men and Equestrians.

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It holds the pants close to the **Ankle** and **free** from the **Wheel**, with nothing **visible** from the outside of the pants.

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Also, FULL SUITS at Popular Prices.



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For $3,

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FIFTH ANNUAL RACE MEET of the PENNA. DIV. L. A. W.

IN CONNECTION WITH THE

THIRD ANNUAL RACE MEET

OF THE

WILKES BARRE BICYCLE CLUB,

AT LEE PARK, WILKES BARRE, PA., MONDAY, JULY 4, 1887.

EVENTS.	FIRST PRIZE.	SECOND PRIZE.
1. One Mile, Novice, open for Wheels weighing not less than 35 pounds	Gold Medal.	Silver Medal.
2. Three Miles, Lap, Open	Diamond Stud.	Enamelled Gold Buttons and Studs.
3. One Mile, Tricycle, Open	Opera Glass.	Meerschaum Pipe.
4. Two Miles, 6.45 Class	Gold Medal.	Nickel K. of R. Lantern.
5. Three Miles, Pennsylvania State Championship	Gold Medal.	
6. One Half Mile, Boys under 15 Years	Gold Medal.	Ideal Lantern.
7. One Mile, Dash, Open	Silver Stop Watch.	Silk Umbrella.
8. One Mile, Club Championship	Gold Medal.	
9. Two Miles, L. A. W. Championship	Gold Medal.	
10. One Mile, Tandem Tricycle, Open	Two Silver-Headed Canes.	
11. Two Miles, Handicap, Open	Gold Medal.	Silver Medal.
12. One Mile, Team of Three Men (open to Club Teams)	Clock for Club Room.	
13. One Mile, Pennsylvania State Championship	Gold Medal.	
14. One Mile, Consolation	Alligator Travelling Bag.	
Finest Appearing Club in Parade, Rogers' Group.	Club with Largest Number of Men in Line, Pair of Pastels.	

Our track is a one half mile clay, in fine condition. The committee reserve the right to reject or refuse any entry. The Tandem, Team, or Consolation Races will not be contested unless there are two or more entries. Rules of the L. A. W. Racing Board to govern. Entrance fee, 50 cents for each event, closing June 27 for the L. A. W. Championship and Handicaps, and July 1 for all other events. Address W. R. BOWMAN, Chairman Track Committee. Special Rates on all Railroad Lines will be furnished on application, by W. E. SHUPP, Chairman of Transportation Committee. Address all communications to

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John Wanamaker, Philadelphia,

OFFICIAL CONTRACTOR.

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All orders must be accompanied by League Number.

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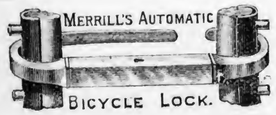
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For locking Bicycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neat, compact and cheap. Weighs only 2¼ ounces, and length only 4 inches.

Dr. W. D. Ball, of Boston, writes: "I bought one of your locks the first of the season, and can say it is really the only lock on the market good for anything. I leave my bicycle anywhere and have never had it tampered with, and yet two bicycles have been stolen within a stone's throw of my office."

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Enamelling, Nickelling, Etc. at Lowest Prices
LARGEST STOCK OF SECOND-HAND BICYCLES
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TOULMIN'S BUFFALO BICYCLE SHOE

Is made of the Finest Kangaroo or Dongola, in any size or width and warranted superior to any Bicycle Shoe made.

Price, per pair, **$3.00.**

These shoes being laced to the toe, afford comfort to the wearer, in whatever position the foot is placed; and, also, are the most durable shoe made.

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The Keystone Bicycle Saddle!

Improved for '87; fits any Bicycle. Price, $5.00.

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The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges,** $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.



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Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.



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Made same as full tights, to three inches below the knee.



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Buttoned in Front, same as Pantaloons, without Certain Objections.

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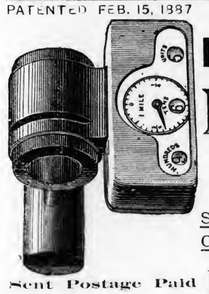
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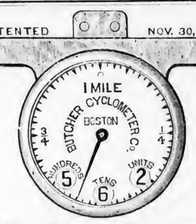
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DETACHABLE HANDLE BARS, LACED SPOKES, ETC

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Send name, address, and league number, legibly written, together *with stamp for return postage*, or no notice will be taken of the communication. Address all inquiries to A. B. Barkman, chairman, No. 688 4th Avenue, Brooklyn, N. Y.

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L. A. W. HAND AND ROAD BOOK OF NEW YORK (Official): — Two hundred pages, numerous maps, lists of Consuls, hotels, and repair shops, general information about the L. A. W. and N. Y. Division, etc., with complete indexes. Tabulated reports of 14,000 miles of roadway, extending east to Mt. Desert, Maine; west to Cleveland, Ohio; north to Quebec, P. Q., and south to the Natural Bridge, Virginia, and Washington, D. C. General description of local riding districts, and much other information of value to cyclers, bound in flexible leather. Free to members of the Division joining in the first quarter, charge 13 cents to those joining in the second quarter, charge 25 cents to those joining in the third quarter, charge 38 cents to those joining in the fourth quarter. Price to League members of other States $1.50 per copy. Ready for delivery in April, 1887. Address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

L. A. W. ROAD AND HAND-BOOK OF PA., N. J., AND MD (Official): — Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, bound in flexible leather. A copy of the revised and enlarged 1886 edition was furnished *free* last year to every League member in Pennsylvania, New Jersey, and Maryland, who joined before April 1st. [This book is now out of print.]

RECORD BOOK OF SHELL ROADS IN VICINITY OF NORFOLK. — As its title indicates, a description of the beautiful shell roads around the ancient city of Norfolk. Contains in addition several pages for records of rides. Bound in paper: 10 cents. By V. Paul Ellis, Norfolk, Va.

L. A. W. HAND-BOOK OF OHIO (Official): — Complete official lists of officers, Consuls, hotels, etc. General description of riding districts, fine large folding road-map of the State. Price, $1.00. Address F. C. Meyer, 37 N. Market Street, Canton, Ohio.

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ROAD-MAP OF NEW JERSEY (L. A. W. Official): — Three parts, Northern, Central, and Southern, folded in stiff covers. Price, 50 cents each, or $1.50 for the set. Address E. W. Johnson, 212 Broadway, New York City.

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Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

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ABBOT BASSETT,

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P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training, or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, roller, and ice skating."

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$1.50*** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *Residence,* .....

City and State, ... *Date,* .....

REFERENCES: .....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

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A Perfectly Made Light Roadster.

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Perfection Strengthened Backbone and Forks.

BACKBONE. — Warwick's pattern, new this year. It is well known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is handsomer and stiffer than the round.

FORKS. — Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives a very strong rigid fork.

A SUPERB LIGHT ROADSTER.

At least, Examine one before purchasing your mount, or get a Circular!



With Our Specialty, Trigwell's Ball Head.

Extract from a London letter to the L. A. W. Bulletin January 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it, — but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that is a vast improvement over the Stanley head, with cone or hemispherical centres, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

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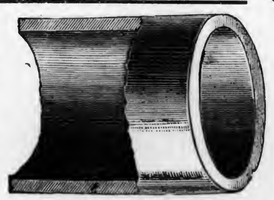
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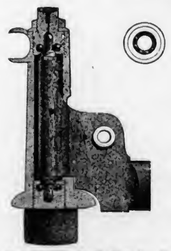
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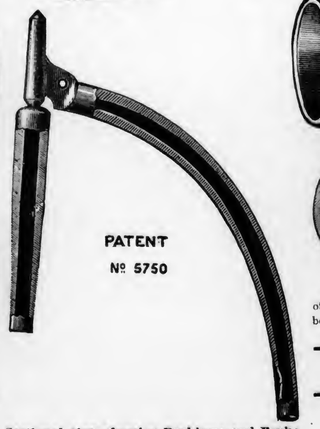




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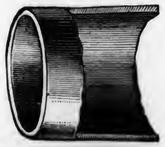


Sectional and end view showing strengthened neck end of Backbone.



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Sectional view showing Backbone and Forks when made up. A Splendid Improvement.





Sectional and end view of back fork end of Backbone.

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Why be deceived by middle-men who call themselves manufacturers and are not?

If their statements about themselves are untrue, why not their claims regarding the merits of the wheels they sell, or rather attempt to sell?

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Is not the effort to associate the performance of one wheel with another, because only it is sold by the same middle-men, an effort to deceive?

Is it not reasonable to suppose that the buyer can get a better value for his money from the agent of the manufacturer than from the agent of the manufacturer's agent?

Is it not logical and wise to conclude upon a mount from the arguments and testimony of road riders who hold all the more important world's road and long-distance records, obtained too on American champion roadsters, rather than from the testimony of riders using 22-pound machines on specially prepared surfaces?

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THE L. A. W. BULLETIN.

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, JULY 1, 1887. | VOL. IV. No. 26. WHOLE NUMBER, 105.

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The Columbias have been subjected to the practical tests of ten years upon road and path; there are machines upon the market of limited age and claimed to be as good or superior to the old reliable Columbias; perhaps they are; it is n't for us to say. If the wheelman can afford to try the experiment, it's good for his education, and of eventual benefit to the Columbias.

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It costs considerable to make first-class machines; Columbias are first-class machines, and are sold at respectable prices; perhaps as good machines can be sold for much less than our prices. "Let others try the experiment."

It may be a paying investment for a wheelman to purchase a so-called first-class machine for a seemingly low price, and then again it may not be. The wheelman can try the experiment.

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THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

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Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

10,266

BEATS the record, and lands the League ahead of the enrollment of any previous year. With the victory in New York before them, wheelmen should come forward and join the League, if only to show their appreciation of effective work.

THE Governor of New York has signed the Liberty Bill, and now the incubus that has been upon wheeling interests in New York has been removed. New York wheelmen have won a grand victory, and they deserve the congratulations of all their wheel kindred. Keep the wheel a "moverin'." We can now celebrate July 4 with a double interest.

THE *World* publishes a letter from a man who wants to ride on the sidewalk. There are some ideas put forth by people who have aspirations in this direction which are their own best answer. To attempt to controvert what is put forth by these individuals is a waste of good paper and ink. The *World* should not have answered its correspondent.

WE have always believed that the League should hold its Meet and pay its own bills. We are grateful to those cities where we have been entertained, and we do not doubt the boys enjoyed treating us, but we have a deal of sympathy with the sentiments expressed in this paragraph from the Baltimore *Argus*: —

"A committee was appointed to interview the merchants relative to raising funds for the national meet, in case it is to be held in this city next May, it depending on the result of the committee's labors if the division invites it. If it requires $5,000 to entertain them, we don't believe it can be raised, though we could not have a better committee to try it. As to individually taxing cyclers fifty dollars each, that is simply out of the question If the national organization is becoming a please-entertain-us-dead beat association, the membership will rapidly decline. If the local clubs are expected to pay the fiddler, then it's about time to abolish meets. If the national organization cannot defray its own expenses every year, and individual members will not, then let us let up on meets, and have them every five or ten years, during which the League Treasurer may save up enough to pay for it."

Maryland wants to entertain the League, and will do so if $5,000 can be raised. Such a sum is not needed. No city has spent as much as that, and there is no call for such an expenditure. There is a lot of work about a League Meet, but there is no necessity for large expenditures; $2,000 will do it up brown, Mrs. Maryland.

THE English army officers have become convinced by recent experiments that the cycle can be used to advantage by the army, for scouting, carrying despatches, etc., and they are taking active measures to secure cyclists among the volunteers. If the establishment of permanent cycling scouts attached to the volunteer corps proves thoroughly satisfactory, the Government will doubtless be encouraged to adopt the same in connection with the regular army, and in that case would naturally have to provide the men with machines for the purpose. If this were so the cycling trade would receive a wonderful impetus, not only through the actual orders received from the Government for military cycles, but also by the fact that the official recognition would materially help to improve the standing of cyclists in general.

THE "Big Five" are making large figures. They number in League memberships as follows: New York, 2,025; Pennsylvania, 1,532; Massachusetts, 1,201; New Jersey, 798; Ohio, 752.

WHAT shall be the policy of the League regarding road racing? This is a question of no little importance, in view of the growth of this feature of our sport, and it is well that it should be carefully considered. Last year by vote of the Racing Board all jurisdiction over road racing was disavowed, and since then the League, through its officers, has had nothing to do with it.

AT a meeting of the Executive Committee, held at St. Louis, the position of the Racing Board was indorsed, and that committee placed itself on record in favor of the policy which has heretofore been pursued. That a more decided position may be taken on this much-vexed question the President has sent a circular letter to members of the "Cabinet" asking for an expression of views upon the attitude which the League should assume regarding racing upon the highway. We do not doubt the verdict. We believe the officers will continue the policy of old, and let road racing severely alone.

AS a result of the League's position on the road-racing question, the official eyes are closed to anything and everything that occurs in contests of this kind. Amateurs and professionals may race together and amateurs may race for money prizes if they are so disposed. It is curious to note that the papers which advocate the repeal of the amateur law are just the ones that condemn the policy of the League in this matter, although it gives them on the road just the condition of things they would like to see on the racing path.

THE *World* is out with an editorial in which it deprecates races against time, and calls upon the associations to accept no record not made in open competition. The *World* should know that the L. A. W. has accepted no other for more than a year.

RACING interests are at a standstill just now. We mean the larger interests, those in which the "flyers" are engaged. Amateur race meetings are flourishing in different parts of the country, but there is no "boom" in the professional circles. Some man or some association must come forward and take up this sport for what it is worth, and run it on business principles. Till this is done we need not expect to see such race meetings as Springfield used to give us. A tournament calls for a very large amount of work, and wheelmen have become weary of doing this for the fun of the thing. We must have paid service and organized workers before we can have the best kind of race meetings by professionals. Meantime, amateur racing has its adherents, who are content to have no other kind.

THE undergoing of present hardship for the sake of future gain, is one of the most encouraging features connected with athletic sports and games, asserts Dr. Sargent in the July *Scribner*. That the participants may be in the best physical condition at the day of the contest, they are obliged to undergo a long and arduous course of training, denying themselves luxuries, foregoing pleasures, and holding themselves down to a rigid system of mechanical exercises for an ultimate object — the winning of a foot race, boat race, or a ball game. If one man in a hundred will practice self-denial, and undergo hardship, in order to win a prize in a fleeting pastime, is it not an insult to the remaining ninety-nine to assume that they have not sufficient *morale* to make a similar effort in preparing to win the higher prize of life?

JERSEY.

ALL the preparations for the annual Meet of the New Jersey State Division at Orange on the Fourth are now complete, and with good weather a programme of day's fun, such as is seldom offered to the wheelmen of this vicinity, will be carried out. The division committees, ably assisted by those of the Orange Wanderers, have done their work well, and left no stone unturned to make the affair a success.

THOSE who intend to come on Saturday or Sunday, so as to be on hand bright and early for the runs in the morning, should engage rooms ahead at the Mansion House, Orange; Mansion House, Montclair; American Hotel, Bloomfield; or Continental Hotel, Newark, all of which are within fifteen minutes' ride of the Orange Wanderers' clubhouse, at Brick Church station, on the D. L. & W. R. R., which is the headquarters of the Meet. Those who wish to take a more extending outing by coming Saturday should notify W. A. Belcher, of the Orange Wanderers, who will show them the sights, and make himself generally entertaining.

THERE are three runs appointed, all of which will return in time for the business meeting. At 8.30 o'clock, to Short Hills, at 9 o'clock, through the Oranges, and at 9.15 to Eagle Rock, where those who wish to show the local cyclers how to climb will have an opportunity. It may be well to state, for the benefit of those who "want the earth," that it will be impossible to take in more than one of the runs

THE business meeting will take place at the Harrison Street rink at 10.45, and at noon there will be a chance for recuperation at Music Hall, where Davis, the famous caterer, has made arrangements to feed two hundred and fifty wheelmen at one dollar each. Those who were present at the dinner furnished by him two years ago on the occasion of the great Decoration Day run of the New Jersey wheelmen and their guests need to be told nothing of the quantity, quality, and service.

At 1.30 o'clock, immediately after the gastronomic labors, chances for a rest will be afforded by the grand parade. It is expected that fully five hundred cyclers will be in line, as the clubs of New York and Brooklyn will vie with those of Jersey in a contest as to which shall turn out the largest number. The parade will move through the principal streets, and will end at the Roseville track.

The races, a long and inviting programme of which has been prepared, will begin at three o'clock. The racers have seized the opportunity for a spin over the magnificent track, and all the flyers and novices in this vicinity have entered, thus insuring large fields and exciting sport. The trains on the Morris and Essex Division of the D. L. & W. R. R., from New York and Newark, will stop at the entrance to the track.

An enormous attendance is expected, as the day is a holiday, and the tickets have been placed at a very low figure, — general admission, 25 cents, and including reserved seats, 60 cents. For the convenience of New Yorkers and Brooklynites, admission tickets and some choice reserved seats in the front row have been placed on sale at the Manhattan Wheel Exchange, 49 Cortlandt Street, at the regular rates.

If Brother Bassett can take copy as late as Wednesday morning, I will give the Bulletin a full story of the events of the day without the delay of a week.

There is great rejoicing in New York, Brooklyn, and hereabouts at the news of Governor Hill's having signed the Liberty Bill, a sort of New York cycling Magna Charter, and, as usual, His Excellency is being praised for doing nothing more than he ought to have done. In no case in its history has the L. A. W. so demonstrated its power, and shown what it could accomplish when it once set in motion its mighty machinery, as it most effectively did in this. To Chief Consul Bidwell and his earnest co workers and exhorters, the greatest credit is due, and the blessings and thanks of all wheeldom should be showered on their heads. There is no telling the extent of the boom cycling will receive in New York from this simple act of justice, and with an augmented army of cyclers no legislature will dare take away that which has been given. It behooves all wheelmen, now that their rights have been given, to scrupulously respect the rights of the horsemen, and see that no hoggish violation of them shall go without punishment. He who does anything to make the legislature or the governor repent their acts is the enemy of all of us. I understand that the New York clubs have appointed committees to confer with the Park Commissioners, and draw up a code of regulations just to both horsemen and wheelmen. Jer. C.

June 28, 1887.

QUAKERTOWN QUILLINGS.

There is some little talk going the rounds of having the next L. A. W. Annual Meet in Philadelphia. There is no reason apparent for *not* having it, as all the other big towns have been indulged, and Philadelphia is proverbial for getting all things last. The main question is the desirability of the matter to "we uns." We have nothing to gain by parading around the streets — on which no one but a native could ever keep a bicycle erect — and would have to limit the Meet to the confines of the Park and the Lancaster Pike. Even the Park drives are nothing extra in the way of good riding, and Bostonians never did seem to go into ecstacies over the Pike surface. However, we have plenty of room, and the entire League might come here and get lost, and no one would no where to look for it, so if the National organization elects to favor us with their presence next year, we can try to make the visitors happy.

The Chester races, set down for July 4, have been indefinitely postponed on account of the Division Meet and races at Wilkes Barre occurring on the same day. The Century and Pennsylvania Clubs each have delegations preparing for the occasion. The Century has already twenty odd men down for the trip, and if they scratch around a little, may perhaps take the prize for numbers, for visiting clubs in line. The Pennsylvania will have a number present, but it is doubtful if so many of them as usual will turn out to this year's meeting. The Tiogas will have one or two men, and also probably, the South End, but the old Germantown will not have a solitary representative present. The Philadelphia, of course, will have her quiet contingent. This is very different from the old days, when Philadelphia and Germantown, in healthy, vigorous competition, vied with each other in getting the biggest turn out for a trip to Washington or Baltimore, or a local Meet in the Park. Germantown is evidently falling off and needs some pruning.

Why cannot Americans — more particularly Philadelphians - turn out to a race meeting the way they do in England? At Preston Park, Brighton, on Whit Monday, the grounds were packed full, exceeded by one-hundred per cent that attracted by a cricket match on the other side of the town. And while on the subject, why do not some of the more energetic of the Pennsylvania boys, take hold of Chris Wheeler's project, to get up monthly race meetings at the West Philadelphia track, in order to popularize the sport? Plenty of sport would be forthcoming at an asking, and while no great amount of glory might be looked for, certainly the fun to be had would be ample recompense for the work. In time, even the population of Philadelphia, might perhaps be educated up to an appreciation of bicycle and tricycle racing. Phactotum.

LETTER FROM BROOKLYN.

The touring season is at its height, and various excursions are being organized in the clubs, lasting from two or three days to as many weeks. Perhaps the most extensive is that of the Ilderan Bicycle Club through Canada, which starts from this city on the 9th of July. Up to June 20, fifteen names had been enrolled as participants, and this number will doubtless be increased to twenty or more before the start is made. Should it not be so, the managers will have no cause for regret, as experience will show them that the fewer they have over a dozen or so, the more will be the individual enjoyment and comfort of each person present, especially in the matter of hotel accommodations.

The Brooklyns have two parties on the road; one wheeling to Buffalo via Albany and the northern route, and the other going up the beautiful Ramapo Valley to Middletown, crossing the Shawangunk Mountains to Port Jervis, and down the Delaware to the Water Gap, whence train will be taken to Binghamton, and the saddle resumed up the valley to Watkins Glen, thence striking south to Hornellsville, and west to Buffalo and Cleveland, — the entire trip consuming about three weeks.

The abandonment of the State camp idea, and the rather late announcement of a three days' meet at some prominent summer resort will, it is feared, make the attendance much smaller than was anticipated. The large majority of wheelmen have, at this late date, perfected their plans for their summer outing, and, much as they would like to, will find it impossible to avail themselves of the gala time promised by the Division. This is much to be regretted, as the one grand idea of the meet was to get together as large an assemblage as possible for the mutual interchange of ideas, and the more firmly cementing together the bonds of fraternal feeling among the League members of this State. The meet will be a success, and all who are present will have a good time. There is no question about that; but I fear, in point of numbers, it will not be such as the Banner Division should look forward to or hope for.

The lantern parade of the Kings County Wheelmen, which was to have occurred on Thursday evening last, was indefinitely postponed on account of the rain. The annual races will occur on Saturday afternoon, at the grounds of the Brooklyn Athletic Association, and promise to eclipse their former efforts in this direction. Many of the noted flyers will be present, and much interest has been manifested in some of the events, particularly in those in which Rich and Crist and Hall and Valentine come together. It seems remarkable that this is the first and only race meet that has been held anywhere around these parts this year. Interest in good cycle racing is on the increase, and from the expressions heard everywhere, it would seem that a cycling tournament on a large scale, at Roseville, would not only draw a big crowd, but would prove to be a money-making undertaking. It only remains for some one to take the initiative, and the support will be hearty and general.

The eighth anniversary of the Brooklyn Bicycle Club was duly celebrated on the 21st inst. in the usual manner, by having a dinner at the Clarendon. At the conclusion of the feast, speeches were made by the officers and others, and a programme of entertainment, arranged by the committee, was enjoyed by the guests. The affair was voted a grand success, and after resolutions of regret at the absence of the president and secretary from sickness had been passed, the party adjourned.

One of the events in cycledom during the past week, was the marriage of Mr Howard Greenman, president of the Ilderan Club, to Miss Elizabeth Collins, on Wednesday afternoon, June 22. Greenman is a sterling fellow, a true gentleman, and a good friend; popular among his fellow clubmen, and respected by all others. We therefore extend to him our sincere congratulations and best wishes.

The Ilderans certainly should be proud of the performance of their man Bradley in the Inter State road race. This young man, unbeknown to his club mates, quietly went into training in his own way, and worked hard to prepare himself for the great struggle. How he succeeded is well known. Dogging Valentine's wheel from post to finish he landed fourth man in that great field of flyers, beating Greeman, much to the surprise of his club men and every one else. There is an opinion abroad that Bradley is inclined to be a little snobbish and feel his oats too much since his recent achievement. This I think is a mistake. He is slightly deaf, and this infirmity would perhaps make him appear diffident, on account of his inability to hear all that is said. He has always appeared to me to be unassuming, quiet, and gentlemanly: and this, I think, you will find him.

The finish of the novice races of the Brooklyn Club was quite as much a surprise. Nobody looked upon Kellum as a winner, even with everything favorable. Considering his fall, and the great lead thus gained by the field, his riding was very plucky and deserving of much praise. Mead was the favorite. He is certainly the best man, and would undoubtedly have "got there" had he kept his head and ridden his race properly. But it is the old, old story of the untrained novice; he must learn by experience to use his head more and his legs less, allowing others to make pace for him, and not making pace for the crowd in such a race. Kenmore deserves a word of praise, and will make a dangerous man with a little more practice, and Snedcker and Bancroft, who had had no practice, were so close up at the finish that the five-mile event which is soon to take place may be said to be anybody's race, and it is looked forward to with considerable interest.

Hewlett's Hotel at Hempstead has changed hands, and is being renovated and improved. In the mean time there are no League headquarters at that place. A few wheelmen have been patronizing Whaley again, and say he is inclined to do better by us than formerly in the matter of food. As to sleeping accommodations I am uninformed, but when I recall the nights of sleepless agony spent at this establishment, I feel that he will be compelled to improve everything vastly before he can expect to regain his old-time patronage. The road book says Long Island is noted for the quality of its side paths. It ought to say that it is also noted for the poorness of its dinners, for unless you know where to go you can get as poor a meal on Long Island, for the money, as any place I have found in all my touring experience. Pettit's, at Jamaica; the Sherman House, at Babylon; Stillingwerf's, at Islip; and Roe's, at Patchogue, are noted exceptions. It is a hard rule that has no exceptions, but this has very few.

The Mercury Wheel Club, of Flushing, have invited the Brooklyn Club to visit their town on the evening of July 2, partake of a clam bake, and have a good time generally. It is needless to say that the Brooklyn boys have accepted the invitation, and will do their best to help the Flushing boys out. On the following day a run will be taken to Babylon for dinner, and the afternoon spent sailing on the Great South Bay. On Monday, the Fourth, the party will return to Jamaica for dinner, visiting the races at Queens in the afternoon.

Potter has returned from Albany, and the Liberty Bill is still languishing before the Governor. To-day must decide its fate, and whatever that fate may be, wheelmen should remember it at the next election, and act accordingly. We must stand up for our rights, and it is time we began to show our teeth.

June 25, 1887. Bon.

CHICAGO.

W. A. Davis and Frank Riggs started from Chicago early Sunday morning for Elgin, arriving there a few minutes after nine o'clock, and proceeded to Aurora for dinner. After enjoying a good meal at Hotel Evans they returned home, making the total distance of one hundred and five miles in fifteen and a half hours. We were all at the club-room to congratulate them on their return, for the Illinois Club has the honor of being the first to make the trip within a day. Notwithstanding the fact that this club was only organized on the 10th of August of last year, it now boasts of seventy-three active members, twenty-two being admitted within the past month.

George Mason is anxious to arrange a trip to Mammoth Cave, to start about July 16 Several have signified their intention of going. If there are any wheelmen along the road who would like to join the party I can assure them that they will be entirely welcome. I believe the idea is to take the train to Louisville, wheel from there to the Cave, and return *via* Frankfort, Cincinnati, and Indianapolis.

A few more days and we are off for Peoria to attend the Illinois Division Meet to be held there on the glorious Fourth. The Owls will go as a club, and, doubtless, the Illinois will do the same.

Who will be the next secretary-treasurer? That is the question that is being talked over at the present time.

The Peoria Bicycle Club is going to reform the Illinois Division — at least, that seems to be their intention. You will see from their programme that they have made arrangements for a tour on Sunday, and will wind up by attending a special wheelmen's service at the First Congregational Church in the evening. Doubtless, this will be the maiden effort of many of the boys to attend church in knee breeches; but if you will allow me to speak for Chicago, I will guarantee that they "will all be there."

The Illinois Club is making arrangements for a series of club races to be contested on the road. The first prize will be a handsome silver cup, and any member winning it three times in one season claims it as his own property. The race will occur about once every four weeks, and continue until the winner has been decided.

Rumor has it that the *L. A. W. Pointer*, of Oshkosh, Wisconsin, will soon be published in Chicago. I hope it is true, for Chicago has been without a cycling paper for some time. And then, perhaps some arrangement could be made to have an official organ published inside the State. The Illinois Division has been in sore need of a paper ever since the *Sporting Journal* gave us the go by.

Magill, of the Owl Club, and Wilbur, of the Illinois, have been looking at a Columbia tandem. The former is to be married soon; but, if I am correctly informed, the latter will not need one until late in the fall. Perhaps by that time another road race will be arranged, and Wilbur will then be able to trade his prize (if he wins one) for a tandem.

Spectator.

THE OWL.

The New Castle Bicycle Club offers some very handsome art pieces for prizes in their forthcoming race Meet, but I think they made a serious error in offering for a half-mile, hands off, a prize with so suggestive a title as "Slaying of Innocents." Undoubtedly, the event will prove more or less this way before it is terminated, but what's the good of scaring the "innocent" off with such a prize before you get the chance to slay him?

Bystander, to the club surgeon, who has just dismounted to examine the victim of a runaway accident: "Doctor, what do you think of his injuries?" Doctor: "Humph! Two of them are undoubtedly fatal, but, as for the rest of them, time alone can tell." Mounts his wheel, and leaves the bystander much impressed with the medical usefulness and skill of the club surgeon.

The races of the King's County Wheelmen on Saturday, brought forth a combination of fair weather, fair women, and fair racing, a combination superlatively the property of the K. C. W.'s, who seem to have the knack of always getting these desirable adjuncts to any out door affair they attempt.

What an imposing result would be attained, should a cycling military corps obey literally, the order to "brake ranks," just at the time they were riding at about a four-minute gait?

"How much individuality in dress Mr. Chappie shows," remarked Miss Cripper to Smart Aleck, as Chappie wobbled up the Riverside drive, dressed in black racing tights and an abreviated coat. "Yes, indeed," replied her escort, "very much individual, and very little dress."

Now Henry Ducker has become a citizen of Buffalo, I shall be much surprised if it is not shortly discovered that that city is an exceptionally good one for the purpose of holding a mammoth race meet; and, joking aside, I think its central location between east and west, could, with a tournament run by Mr. Ducker, secure a larger gate than even Springfield has.

The New York Bicycle Club start early on the morning of July 2, for a four day's tour, Albany being their objective point, following the banks of the Hudson for the entire journey.

Governor Hill's vetoes have become historical, and I am afraid that the Liberty Bill will be but another example of his ability in this direction. About the only bill he is safe not to veto is a ten dollar bill, but unfortunately for us, ours is not of that kind.

An English paper speaks of a tricycle rider dying at the green old age of 78 years. A man who is green at the age of 78 years ought to die, tricycle or no tricycle.

Sound travels at the rate of 1,145 feet in a second of time, and yet I know club buglers who blow as though it took a week for it to reach only ten feet away. Buglers will please note this.

An old gentleman while travelling on the D. L. & W. road committed suicide by cutting his throat There was a couple of wheelmen in the next seat arguing on the question of the merits of Star v. Crank wheels. No other cause for the old man's act is known. The coroner's jury think that this was sufficient, though.

The Capital Club, of Washington, intends to take its summer outing in a six weeks' trip through Europe. Some way or another those Capital boys always manage to set the mark very high in anything in the cycling line that they attempt.

Frank White, of Spaulding's, is looking into the tournament business, and may shortly burst upon the wheel world with a race meet scheme at Roseville of great magnitude. If there is any man who can take Ducker's place in this direction, White is undoubtedly the one.

Fame awards her laurels in unexpected places in cycling. The latest in this direction, are the items going the rounds of the wheeling press, about Mr. Growler, and the number and titles of the beginners he has taught to ride this season. I can see no reason for this extraordinary waste of space and printers' ink. Cycling journalism is already weak enough, without any further dilution by the means of such trash as this.

That our English brethren may not be without some Bill to worry about, we have kindly sent them our Buffalo Bill, while we retain for home amusement the Bicycle one now before Governor Hill. If the home one prove only half as successful as the one now in England has, we will be more than satisfied, but I am afraid it won't.

The boom in cycling in New York, is showing itself in every possible way. The roads are filled with new riders, and new clubs are forming, or about to be formed, to the number of a score or more, if rumor is to be believed, while the list of applicants to all the established clubs, daily grows larger, until very soon most of them will have to cry with McDuff, "hold! enough."

Mr. W. C. Herring has written his friends letters graphically describing his touring exploits in Europe. It is rumored that he is not an unlikely starter in a matrimonial race, the prize to be won in which is a bride. The rumor is not, however, credited here by his many friends.

An inter-club race between the Citizens, Harlems, and New Yorks, if properly managed, would be a close and exciting contest, and it is not altogether an impossibility before the close of the season.

The Owl.

ST. LOUIS.

Quincy is the first to respond to my news call, The Quincy Club last week took a little excursion into Missouri, going to Palmyra over one of the most variable and prettiest roads to be found — corduroy swamp, sand, gravel, hills, and shady coasts successively. The club, which is growing steadily, has been requested to participate in a general parade on July 4, and will do so for the wheel's sake.

They say that deaf mutes have peculiar ways of expressing themselves. The following laughable copy of a postal card proves it. The card, which is one of many congratulations received, was sent to a St. Louis wheelman by the mute Star fancy rider who attracted attention here during the Meet: —

Ripley, Ill., June 20, '87.

——— ———, Esq.

Dear Sir, — I never receive *my pants* from St. Louis with you. *Where is it?* Please send me it by express to Mt. Sterling *via* Ripley. I have great deal of nice time last May 20 and 21, and enjoy myself, and shall remember them in future. St. Louis L. A. W. are *very first class*, and fun time.

Yours truly, wheelmen,

———.

(*Thanks*, St. Louis L. A. W., many times).

Our new L. A. W. treasurer, W. M. Brewster, tells me that he has gotten well into the harness and intricacies of his work, and highly compliments the system of his predecessor, Sanford Lawton. Brewster was born for hard work, and will make a well-liked officer. Anent the treasurership, it was pleasing to note the manner in which Chief Consul Irvin, who came to St. Louis fully expecting to be elected to the position, received the surprise and accepted the result. He showed no chagrin, and became well liked for it.

If there is one thing a cycler likes better than another, it is a combination of refinement and informality. This delicious article was discovered last Tuesday evening at the home of Chief Consul Brewster, by the officers of the division, who came at his call to a board meeting. Representatives Stewart, Pratt and Sells, and a bird were there. Some tall work was gotten under way. Missouri was divided into five representative districts, and each officer will at once set to work, with the aid of a circular of appeals, and endeavor to advance the interests of the L. A. W., the division and road-book. A report from the touring committee revealed enough material for a good description of through routes, and if Brewster's idea prevails, minor reports will be blended into county descriptions, and the book issued by September. His idea is to renew the hand-book, which was found of more general use than a road book exclusively. The book is to be generous in size, and a probable donation to the division treasury indicates that the style will be generous also.

Brewster, as every wheelman in town knows spends what most wives would consider an unfair proportion of his time away from home, in the interest of cycling. Why Mrs. B. doesn't object was discovered Tuesday evening. The man of many titles had scarcely left the supper table, and settled down to work, when the inner man gave vigorous voice to his wants, and in less time than it takes to tell it, a fine large map of Missouri was doing service as a table-cloth. Missouri division representatives, if their districts seem distorted in shape, must charge it to

the tortuous windings of a pencil between sundry bottles, decanters and cake holders.

THE City Fathers of Carthage, a flourishing manufacturing town in Jasper County, are up in arms and are about to introduce in council an ordinance prohibiting our form of cycling on the streets. There are but a few L. A. W. members in the place, but these few appealed to President Kirkpatrick, who has placed the matter in the hands of A. C. Stewart, at this point. St. Joseph, Kansas City, and Boonville wheelmen succeeded in bursting these bubbles, and the Hannibal Pike rule was not enforced. It remains to be seen how interesting the Carthage case will be. It is in able hands.

PRESIDENT KIRKPATRICK, by the way, is following the law of the land by establishing a cabinet. This cabinet consists of the chairman of the national committees, and our president's intention, as expressed in a recent communication, is to submit for suggestion and assistance all matters of importance to the League.

THE constitution of the Missouri Division, provides that the Chief Consul shall call the annual meeting when it seems expedient to him; and that office-holders shall hold over until their successors are elected. Missouri men, then, may expect a long term, as C. C. Brewster believes that by delaying the annual meeting until September, a larger attendance and pleasanter times will result than by having the meeting follow on the heels of the national event.

"KARL KRON" has expressed to me sixty-five copies of "X M Miles," and I have consented to dispose of them. I don't know whether I have undertaken an easy task or not, but hope every wheelman, who is a tourist at heart, won't hesitate to pay to "Karl Kron" the small tribute his four years' of hard labor so richly deserves. There are difficulties in the way of minutely describing ten thousand miles of road which can only be appreciated by those who have tried the experiment themselves. 1,991 Oregon Avenue, St. Louis, is my address. St. Louis wheelmen can secure the book at the "Bakery," 11th and Olive Streets. State wheelmen should apply to the Springfield Printing Co, Springfield, Mass.

PERCY STONE has placed his deposit of $50 on his race against Greenwood over the De Soto road, and has set July 2 as the date. Greenwood is at present afflicted with a cold, but says he will race. The event has created a lively interest, especially as Stone has decided to abandon the safety machine and trust to his own wheel in the race. Greenwood, with two others, started from the city at 4 A. M. last Sunday, and returned at 8 P. M., Belden with him. Jordan was knocked out by a header on the down trip. PHŒNIX.

ARIEL A-WHEEL.

THE THIRD ANNUAL MEET OF THE MARYLAND DIVISION.

THE Ariel Wheel Club, of Reading, Penn., started on its annual tour on Saturday morning, June 18, and in response to "Miss Maryland's" very cordial invitation, bent their steps to the city of the yellow and black. We determined to take the opportunity of visiting Washington at the same time, and so we took the Saturday afternoon steamer of the Ericsson line, which leaves Philadelphia at 4 P. M. daily, reaching Baltimore at about seven the next morning. Right here let me recommend to all wheelmen who are touring between Baltimore or Washington and Philadelphia, to take this water route. The relief from a hot, dusty railway journey is most grateful, while the trip is most delightful on the steamer, to say nothing of its cheapness. Two dollars for a round trip ticket, with bicycles carried free, and the most uniform courtesy from the officials of the boats. At the Baltimore wharf, on Sunday morning, three members of the reception committee, Messrs. Boyd, Mitchell, and Bailey, were on hand to meet us, and only those who have reached a strange place as strangers, entirely ignorant of trains and all else, can appreciate the pleasure with which we hailed the sight of wheelmen waiting to pilot us to our railroad station. They met us with open hands, and after seeing that we had breakfast, started us off on the proper train for Washington, where we were met by Captain Crampton of the Capital Bicycle Club, and conducted to the club house. This club house is one of the finest in the country, and its location is unsurpassed, fronting directly on the Mall. We were tendered the hospitality of the Capital Club House, and, after ablutions, were taken out to the Soldiers' Home by the members. And how shall that run be described? Language fails, utterly and entirely fails. The concrete streets, the stop at Helphenstine's Pharmacy for soda, where the array of legs reflected in the mirrors caused the office cat a fit; the long, smooth coasts on the asphalt, under bordering lines of shade trees — all were so many realizations of the fact that we were at last in the wheelmen's paradise, and that, alas! we were to leave it on the morrow. Fellow wheelmen, whoever and wherever you may be, pack up your traps, and quietly but steadfastly resolve to make a trip to Washington ere another year has wheeled its flight. For, believe me, you do not know what the perfection of cycling is until your wheel has rolled its flight over Washington's streets. And yet they tell me they tire of them.

Washington was done that afternoon and Monday morning pretty thoroughly, and we trained to Baltimore for the Meet. The indefatigable Boyd and Mitchell met us at the B. & O. depot, and escorted us to the Maryland Club, where the freedom of the club house was tendered us. After a wash, the run to the Shell Road was made with a decidedly small contingent, only four Baltimore wheelmen showing up, Messrs. W. A. Eisenbrandt (who was in charge), Leonard, Schaeffer, and Stallings. The Shell road, after it is once reached, is very fine, and the view along the Bay superb, but it is necessary to do some tough riding to reach it from the West End of town. We lunched at Baldwin's, a noted resort, and returned to the club house under a sweltering sun. In fact, the weather all through the Meet was very hot, the thermometer ranging up in the nineties with a persistence worthy a better cause. The run to the Arlington races on Tuesday was simply dreadful, the Baltimoreans themselves acknowledging that they had never struck such weather for years.

The illuminated parade on Monday evening scored a great and instantaneous success. It was a pleasing combination of picturesque effects and brilliant colors, and the novelty of the affair drew thousands upon thousands of spectators. The parade formed in Druid Hill Park on the east and south sides of Druid Lake, and the park drives were crowded with spectators in carriages and afoot, while all along Eutaw Place, at the Monument, and on Charles Street the people were massed in solid ranks so deep in some places that it was with difficulty that a passage way was kept open for the single file of cycles. There was a very general illumination of the residences along the route, many houses being decorated with lanterns and burning Greek fire, etc., while all along the line came frequent applause betokening the appreciation of the people.

From the park gate the procession moved down Eutaw Place, and then countermarched on the east side, the spinning wheels forming a continuous trail of flashing lights and colors all around the squares. It was at this point that the parade showed to the best advantage, for not long afterwards the jolting caused by the cobblestones of some short stretches, which it was necessary to cross to reach the Belgian blocks, extinguished a number of the lanterns, and some tumbles were taken, in which, fortunately, no one was hurt. After leaving Eutaw Place the route lay to Madison Avenue, to Madison, to Charles, to Monument, around the Washington Monument, out Charles Street, to North Avenue, thence to the Mt. Royal entrance to the park, and disband.

Some of the costumes were novel and brilliant; but it is a question whether the plain club uniforms would not have given a more business-like appearance to the affair in contrast to the fanciful aspect it assumed. However, this is altogether a matter of taste, and it is certain that the spectators would not have enjoyed it as much.

Chief Consul J. Kemp Bartlett, Jr., was the Grand Marshal, and he was ably assisted by aids selected from each of the various clubs of the Maryland Division present. The clubs in line were the Maryland Bicycle Club, Baltimore Cycle Club, Rambler Cycle Club, Centaur Club, Alert Club, Hagerstown Bicycle Club, Ariel Wheel Club, of Reading, Pa., Capital Bicycle Club, and Washington Cycle Club of Washington, and delegates from several others. Between two and three hundred wheels were in line.

Tuesday morning, several runs were taken prior to the annual meeting of the Division, which was held at Halstead's Hotel, Arlington, Baltimore Co. One of the principal things done was the appointment of an official organ for the division. Mr. R. M. Lockwood was re-elected secretary-treasurer, and his official report of the minutes, which appears elsewhere, gives the business transacted in detail.

The races at Arlington in the afternoon attracted a large number of people. The grand stand was crowded, and the in-field was filled with drags and turn outs. The track, which is a half mile one, was in fine condition, perfectly level, and rolled hard and smooth. Crist's time of 2.45 1-2 would have been reduced had he had any one to push him, and the absence of Schwartz, of Reading, was much regretted. The grand procession was a pleasing spectacle from the grand stand The cycles came in single file on the first round, then by twos, and afterwards shifting to columns of fours and eights. The various evolutions were made without a fault, and drew much applause from fair hands.

The half-mile dash for resident Maryland riders was won by Warrington as he pleased in 1.27 3-4; Hoover second, and Boyd, third.

One Mile Open.— Ward, Baltimore; and Crist, Brown, and McKenzie, of Washington, were the starters. They got off well together, but Crist took the lead, followed by Brown. At the quarter, MacKenzie made a strong effort, and caught Brown. He then drew away, coming in second. Crist won in 2.45 1-2.

Three-mile Lap Race.—Hall, Kingsland, and Pope. The latter led at the start, but Kingsland pulled up at the three-quarters, and he won easily in 9.25. Hall dropped out at two and a half miles, and Pope took second prize.

One-mile Tricycle.— Brown and Crist took it easy until they turned into the stretch, when Crist took the lead and won by a length in 3.4 1 1-5.

One-mile Dash — Won by Mackenzie, of Washington, in 2.59, with Warrington second.

Three-mile Handicap, Open.— This was a pretty exhibition of plucky riding on Crist's part. He was scratch, with Ward, Brown, Church, Mackenzie and Clotworthy, strung out at from fifteen to seventy-five seconds. Crist caught all with more or less ease except Mackenzie, whose fifty seconds were too much to be overcome. He won in 9.49 1-2, Crist second, having made up forty-four of the fifty seconds. Mr. Harry Park, of Washington, gave a very pretty exhibition of fancy riding at the conclusion of this race.

Two-mile Safety. Bicycle, Handicap.— This was the prettiest race of the day. Crist, scratch. Brown, ten seconds. Eisenbbrandt, fifty seconds. Just as Crist got the word, something snapped, and he almost stopped, but as it seemed to work he put on steam and laid himself down to hard work. He had a long lead to overcome, however, and it was not until the head of the stretch was reached that he passed Eisenbrandt. Then came a magnificent struggle down the home-stretch with Brown. At the distance pole, nearly a length separated them, but Crist here made his final effort, and with a tremenous burst of speed drew up even, and ten yards from the finish forged ahead, winning by a quarter of a length amid a scene of excitement that beggars description. Time, 6.44.

One and a half-mile Team Race.— The Baltimore Cycle Club won after a pretty struggle, although Kingsland, of the Ramblers, came in an easy first.

One-mile Consolation.— Church won in 3.06 2-5, with Wood second.

This ended a very successful race-meet, and the Management are to be congratulated not only on the large and enthusiastic attendance, but also on the very commendable promptness with which the races were run off.

Baltimore hospitality showed itself again in the evening, by the presentation to each visitor of a reserved seat at the Academy of music, to witness McCaull's Opera Company in the "Black Hussar." The principal *new* feature in this particular performance, was the question by Digby Bell as "Tifkow" of "What's the matter with Kemp Bartlett?" The answer, "He's all right!" fairly shook the house, and no one looked more astonished than the witty Digby who was far from expecting such an explosion, a note having been sent around merely requesting him to bring in the simple question some way. Then a naughty wheelman in the Circle yelled "What's the matter with Digby Bell?" Again the shout, "He's all right!" and for a few minutes that performance was suspended.

Farewell, Baltimore! and lingering regrets go with you, oh fellow wheelmen of Maryland and the Capital City! For truest, warmest hospitality and kindness ye never were surpassed; and some day, perchance, our merry wheels may again roll south of Mason and Dixon's line.

Let Baltimore have the League Meet next year, now that she has made a bid for it, and give her a chance to show what she is made of.

Where all were so kind, any distinction seems unfair, and yet we cannot help acknowledging, particularly, the kindness of Captain Crompton, of the Capitals, and Messrs. Boyd, Mitchell, Eisenbrandt, (W. A.), Lockwood, Canfield, Lord, Stran, and last, but not least, the C. C. himself, Mr. Bartlett. We are much indebted to him for courtesies and information furnished, while the Chairman of the Reception Committee, Mr. S. R. Boyd, devoted himself to our welfare and comfort in the most disinterested manner. He was with us day and night, even taking up his sleeping quarters at the clubhouse, where, with kind forethought, comfortable cots had been provided to avoid the necessity of our going to the hotels.

Once more, Baltimore and Washington friends farewell until we meet again! ARIEL.

READING, PA., June 24, 1887.

MARYLAND DIVISION, L. A. W.

THE Third Annual Meeting of the Maryland Division L. A. W. was held at "Halstead's" Hotel Arlington, Baltimore County, on Tuesday June 21, at 10 A. M. Chief Consul Bartlett occupied the chair, and about one hundred members were present. The minutes of the previous meeting were read, and approved. Chief Consul Bartlett read a very interesting report; among other things it stated that the division had increased in membership since the last annual meeting over 150 per cent.

The number June 21, last, was 99, while this year it is 232. He predicted an increase to 500 before the next annual meeting. The report of the Secretary-treasurer showing balance on hand $42.50 was read and accepted.

The question of appointing an official organ for the Maryland Division coming up for consideration. Mr. S. T. Clark moved that "Whereas, the *Every Saturday* has been printing two columns of cycling news every week, and promises to publish all official notices sent them, and will furnish the paper to the League members for half price ($1.00) per annum: That the *Every Saturday* be appointed the Official Organ of the Maryland Division L. A. W." The motion was put and carried.

The election of a Secretary-Treasurer being next in order, Mr. R. M. Lockwood (the present incumbent) was re-elected by acclamation.

On motion of W. H. Barrington, a committee of three (3) was appointed to revise the Constitution. The Chair named the following as the committee:

Messrs. R. M. Lockwood, of Baltimore, Chairman; W. L. Seabrook, of Westminster, and A. E. Mealy, of Baltimore.

Mr. R. M. Lockwood moved that a committee of five be appointed to post signs of warning along the roads throughout the State. Carried.

The Chair appointed the following gentlemen to act on the committee:

Messrs Scott Bomberger, of Hagerstown, Chairman; Edward Loane, of Baltimore, Chas. E. Fink, of Westminster, Geo. F. Updegraff, of Hagerstown, and Ira C. Canfield, of Baltimore.

Upon motion of Mr. S. T. Clark, a committee of five was appointed to consider the advisability of inviting the National League to hold its annual meeting in Baltimore, in May, 1888. Messrs. J. K Bartlett, Jr., Chief Consul S. T. Clark, Jas. Thompson, J. Frank Baetjer, and W. H. Barrington were appointed on the committee. The committee to report at a special meeting called for that purpose.

Mr. S. T. Clark offered the following resolution that: Whereas, the Maryland Division is fully able to publish its own official organ and send its official notices out by the postal laws of the United States. Nevertheless, it deeply deplores the fact that the L. A. W. BULLETIN has omitted to publish many official notices that have been sent to the Secretary-Editor.

The resolution was put and carried.

The meeting then, at 12 M., adjourned.

Respectfully,

R. M. LOCKWOOD,
Secretary-Treasurer.

VERMONT DIVISION.

THE annual meeting of the Vermont Division L. A. W., was held at Montpelier Friday, June 17. The business meeting was held at the Pavilion at 11 o'clock. The reports showed that the division was in excellent condition.

It was voted to publish a State road book, and $50 was appropriated for that purpose. S. W. Kirkland, of Brattleboro, was elected on the committee in place of W. J. Drown, who had left the State.

The improvement of the roads was made the subject of extended discussion, and H. G. Webster, the leading dry goods merchant of Montpelier, took the ground that the convict labor of the State should be employed in making permanent improvements on the principal roads. The following resolution on this subject was unanimously adopted:

Resolved, That it is the sense of the division that the convict labor of the State can be better employed in making permanent improvements on the highways, than as at present, in competition with free labor, in the manufacture of shoes, etc., and that the members of the division use their best endeavors to secure the passage of an act so providing by the next legislature.

Voted, To make *The Bicycle* the official organ of the division.

The following report from the Secretary treasurer was read:

Gentlemen of the Vermont Division L. A. W. The following is my report as Secretary-treasurer of the division.

Cash on hand July 9, 1886				$11.05
July 10, received E. M. Aaron				35.50
July 12,	"	"	"	9.38
Nov. 3,	"	"	"	1.00
July 12, '87,	"	"	"	.38
April 3,	"	"	"	39.00
Total receipts for the year				$97.21
Have paid out as follows:				
Aug. 21, E. M. Aaron				.25
Sept. 22, 125 circulars				1.50
March 14, George Rolfe for frames				2.25
May 19, postage on notices of meet				.85
Total,				4.85

Leaving cash on hand June 17, $92.36.

We have now 83 members against some over 100 last year. Only 71 renewed this year and nine new members have joined. It seems to me that by a little missionary work by each member, we could have a much larger division.

Respectfully submitted,

F. E. DUBOIS, *Secretary-treasurer.*

The bicycle races advertised were held on Berlin Street at 3 o'clock in the afternoon, and were witnessed by over 1,000 people. The following is the summary:

Three-Mile Race Championship of Vermont.— Won by S. W. Kirkland (1), 11.55 1-2; C. C. Fletcher of St. Johnsbury (2); Fred M. Scott of Barre (3).

Novice Race, One-Mile.— Wilbur Lowe, Montpelier (1), .35; F. E. DuBois, Victor Safety (2).

Hill-Climbing Contest.— On Wheelock Hill which had never been ridden, H. B. Chapman, Woodstock (1); G. H. Frost, St. Johnsbury (2).

One-Mile Championship of the State.— C. C. Fletcher, St. Johnsbury (1); A. D. Gould, Bellows Falls (2).

A street parade followed, and the exercises of the day closed with a fine supper at the Pavilion.

MR. DUCKER'S FAREWELL.

MR. HENRY E. DUCKER left Springfield for his new field of labor in Buffalo, on Sunday last. The Springfield Bicycle Club gave him a good send off, and the employees of the Printing Company presented him with a handsome gold chain and seal worth $100. The following letter was sent to him by the club through its secretary:—

Dear Sir,—At a regular meeting of the Springfield Bicycle Club, held June 7, on motion of A. O. McGarrett, you were unanimously made a life member of the club. It is with feelings of sincerest pleasure that I inform you of this action by the club, of which you have been so long a faithful and worthy member. The club, in thus honoring you, honors itself. It thus evinces its acknowledgment and appreciation of the long and disinterested service which you have rendered, without which I have no hesitation in saying it would not to-day occupy its present proud and honorable position. The Springfield Bicycle Club has a world-wide reputation; its fame has gone throughout the length and breadth of the land, and is recognized throughout the world as the bicycle club *par excellence*. It owes its proud and honorable position, I repeat, to one man, and that man is Henry E. Ducker. Rest assured that, wherever your future lot may be cast, the good wishes of the Springfield Bicycle Club, collectively and individually, will attend you. As the Springfield Bicycle Club is, to-day, the synonym of success, so may the name of its founder, godfather, and ever-watchful protector be a synonym of unbounded prosperity. Believe me, I have thus testified but faintly the esteem and respect in which you are held by the Springfield Bicycle Club, and again permit me to express the pleasure which I experience in thus making known to you the acknowledgment of its indebtedness to you.

A farewell reception was held at the rooms of the club on Friday evening. The rooms were modestly and tastefully decorated. In the reception room, Mr. Ducker, assisted by President W. H. Selvey and Vice-President D. E. Miller, received about seventy-five of his friends, all members of the club. No visitors were present, for the reception was a strictly "family" gathering. After everybody had shaken hands with Mr. Ducker and given him their best wishes for future success, the party adjourned to the main rooms, where President Selvey, in behalf of the club, presented Mr. Ducker with an elegant tea set, an umbrella, and a travelling bag. He prefaced the presentation with an appropriate speech, in which he referred to the invaluable work done by Mr. Ducker for the club in its darkest hour; how he saw and grasped the opportunity to retrieve the club's misfortunes and made it what it is to-day. "Feeling that what is Springfield's loss is Buffalo's gain," concluded Mr. Selvey, "and regretting that we must part with you, rest assured that our best wishes will follow you wherever you go." He then uncovered the presents, which was the signal for much applause. Mr. Ducker said he hardly knew how to thank his associates for their appreciation and kindness and good-will. "But I assure you I do"—he could go no further, for tears came to his eyes and a great lump stuck in his throat: he was "downed," the hero of many bike battles and tournaments, and by his friends. Singing and general hand-shaking were indulged in till a late hour, when everybody went home conscious that they had partly paid a great debt.

TRANS-ATLANTIC NOTES.

THE English Inter-Varsity contests resulted in favor of Oxford this year despite the possession of Gatehouse by Cambridge.

MR. G. P. MILLS has brought the English fifty miles tricycle road record down to 3.7.24, riding an "Anfield Ivel" tricycle.

CYCLISTS seem to have hitherto labored under great disabilities in the German capital, for we learn that permission has only just been granted by the president of the police for tricycles to be driven in the streets of Berlin.

AT London, June 25, a five-mile bicycle race took place at Alexandria Park. Fred Lees won by five yards. Woodside was fourth, fifty yards behind the winner.

ON the 10th of June, at Coventry, Howell clipped the professional bicycle records for three-quarters of a mile and a mile, the new figures being 1.56 1-5, and 2.35 1-5

GERMAN cyclists are watching with great interest the doings of Woodside in England, as they fully expect the American champion over in that country to measure wheels and speed with Duncan about September. They very naturally hope Woodside will see his way clear to accept Duncan's terms and conditions, and bring off their matches on German soil.

AT Coventry, on June 11, Ralph Temple made a quarter of a mile, with flying start, in 32 1-5.

FROM the *Standard* of the 9th we learn that the Field-Marshal Commanding-in-Chief has instructed Major-General Fremantle, Deputy Adjutant-General for Auxiliary Forces, to issue a memorandum to

general officers commanding military districts to the effect that, in consequence of the very satisfactory results which attended the operations of the Provisional Cyclists' column in connection with the Dover marching column at Easter, His Royal Highness has, with the concurrence of the Secretary of War, approved of some further extension being given to the experiment. The Commander-in-Chief wishes that the commanding officers of volunteer corps should be encouraged to enrol in their corps experienced cyclists, to be practised specially in scouting, carrying despatches and other kindred duties. The existing establishment must not be exceeded by this enrolment, there must be no additional expense to the public, and cyclists will have to render themselves efficient in drill and musketry the same way as other volunteers.— *Cyclist.*

AN attempt to do 300 miles in 24 hours on the Crystal Palace track, by Mr. T. R. Marriott, was commenced on Wednesday, June 8. Mr. Marriott did just under 15 miles for the first hour, and the 20 miles were ridden in 1.20.38. 25 miles were knocked off in 1.42.19 4-5. Marriott covered 29 miles 200 yards in the first two hours, and 30 miles in 2.3.23 2-5. 40 miles were done in 2.46.1 4-5, and 50 miles were completed in 3.28.34 3-5. The start having taken place at eight o'clock P. M., Marriott at midnight, four hours later, called a halt for refreshment, 57 miles having been covered. Fifteen minutes were employed eating and drinking, and then Marriott again appeared on the track, and touched 60 miles in 4.26.25 1-5. The century was covered in 7.51.37 3-5, and then Marriott began wiping off all records up to 150 miles, which distance he reached in 11.58.4 2-5, and then decided to stop, being insufficiently trained for a full 24-hour struggle. He rode an "Olympia" made by his own firm, and Pem. Coleman is responsible for the times, which were as follows, all those given now standing as record: —

Miles.	H.	M.	S.	Miles.	H.	M.	S.
101	7	56	18 2-5	126	9	59	11 2-5
102	8	0	52 3-4	127	10	4	3 4-5
103	8	5	27 3-5	128	10	8	43
104	8	10	1 3-5	129	10	13	43 2-5
105	8	14	32 4-5	130	10	18	25 2-5
106	8	18	56 2-5	131	10	23	14 2-5
107	8	23	18	132	10	28	3 1-5
108	8	27	37 3-5	133	10	33	24 2-5
109	8	32	1 3-5	134	10	37	36 1-5
110	8	36	21 2-5	135	10	42	31
111	8	40	44 3-5	136	10	47	8 2-5
112	8	45	8	137	10	51	47 1-5
113	8	49	25 2-5	138	10	56	24 2-5
114	8	53	47 2-5	139	11	1	9 1-5
115	8	58	14 3-4	140	11	6	0 2-5
116	9	2	40 2-5	141	11	10	58
117	9	7	7 3-5	142	11	16	4 3-5
118	9	11	31 2-5	143	11	21	12 2-5
119	9	16	0	144	11	26	21 4-5
120	9	20	31 3-5	145	11	31	33 1-5
121	9	35	28 1-5	146	11	36	31 3-5
122	9	40	9 1-5	147	11	42	5 1-5
123	9	44	50 2-5	148	11	47	22 2-5
124	9	49	41 3-5	149	11	52	43 1-5
125	9	54	22	150	11	58	4 2-5

— *Cyclist.*

CYCLETS.

JULY 4.

THE eagle will scream.

AND the cycler will speed.

THE fire-cracker will snap and the rocket will gleam.

THE bicycler will perspire and the tricycler will puff.

LET the small boy have his cacophonous enjoyment. We stick to the silent steed.

THOMAS STEVENS is writing a series of cycling stories for *Harper's Young People.*

CHRIS WHEELER tells an amusing story of his initiation to the bicycle in *Outing* for July.

THE Kentucky road book will be issued this week.

THE next presidency will come high. Rumor says that New York will Bid well.

THE best cycling track in the world has sunk into innocuous desuetude. Ducker has made tracks for Buffalo.

EASTERN Ohio Wheelmen will ride to the Meet at Mansfield, Marion, and Springfield, July 26, 27, 28, leaving Canton July 24.

ST. LOUIS used to think that Stone was a hard rider, but Boston can outdo St. Louis. Emery is harder than Stone.

A POPULAR conundrum just now, — Y is the Fourth of July. Those who can't see this should not ring a bell.

ROWE is willing to race McCurdy three miles, the latter to have three hundred yards start, under the same conditions as on May 30, for fun or money.

WALTER RICHARDSON has been elected lieutenant of the Rovers Cycle Club of Charlestown to fill the vacancy caused by the resignation of Joseph Smith.

THE fifth annual meet of the New Hampshire Division of the League of American Wheelmen is to be held at Manchester on July 4.

ELWELL'S Quebec tourists now number twenty-eight. The limit is thirty. Let the last two send in their names as quickly as possible.

D. ROGERS Company have resigned the agency of the Cunard cycles and taken Gormully & Jeffery's goods.

AND now comes the owner of the Safety, on which Corey climbed Crank Hill, and says the pedals were Bown's. That settles it, They were Bown to win.

B. DRINKENBERG was fined fifty dollars and costs last week for running down A. M. Watcher on the Lexington (Ky.,) turnpike. A civil suit for the value of the wheel will be entered at once.

GEORGE W. NELLIS, Jr., on his arrival at Newton, Ia., the first of the week, had ridden his Expert bicycle 1,145 miles. Mr. Nellis is talking of returning upon his bicycle, riding as far east as Boston.

THE Lynn Track Association promises to have a very successful bicycle meeting July 4. Some of the best men in the country, both amateurs and professionals have entered.

HAVE you heard us shouting for statistics of League clubs? Glad of it? We wish the secretaries had heard us, for some score of them have failed to respond.

PRESIDENT KIRKPATRICK has accepted an invitation from the Star Bicycle Club of Detroit, to be their guest during the Ann Arbor-Detroit Tour Meet of the Michigan Division, L. A. W, July 8-9.

THE Warren Wheel Club, under command of Captain Savell, will make a three days' run to Gloucester, Rockport, and vicinity, taking in the famous run around the Cape, starting on Saturday, and finishing up on the Fourth.

AT Alexandria Park, London, June 27, Ralph Temple, racing against time, beat the bicycle record for a quarter of a mile, standing start, covering the distance in 37 1-5 seconds. Woodside failed to cut down the five-mile record.

ON the 4th of July the Rover's Cycle Club and friends will have a basket picnic at Waltham. The associate members and ladies will go by train, while the active members wheel to Waltham, where boats will be taken and a trip made up the river.

THERE is no truth in the report that Berger is going to furnish the cycling press with a "patent inside." He can write for the lot and tell a new story each time. There is also no truth in the report that his first name is "Lim." We wanted to pay him back in some way, and there it is.

THAT record around the Reservoir will not stand. It seems that the boys who timed Burditt wanted to make him feel good, and so they gave him the time as 3.01 instead of 4.01, as it really was. The boys have had their joke, and Burditt has got a little fame. Truth is not stranger than fiction.

E. L. McBURNEY, George H. Short, and Elgin McBurney, three members of the H. C. W., of Jersey City, N. J., are going to start on a tour to Niagara Falls by way of Poughkeepsie, Albany, Binghamton, Elmira, Hornellsville, and Buffalo, leaving Jersey City on the morning of July 6, 1887. They will kindly appreciate any and all favors shown to them while on this trip.

THE Cyclists Corps of the Victoria Rifles turned out with the regiment in the parade at Montreal on Jubilee Day. The *Herald* says: "The Victoria Rifles and the 65th marched on to the Champ de Mars simultaneously, the former looking very smart and soldier-like. The ambulance corps, and the bicycle corps, under the command of Sergeants Birks and Ross, came in for a deal of favorable criticism."

AN English paper describes a new dismount for the Rover type safety. It is only feasible in machines which have the neck of the machine low down. As you are riding along, put the brake on, throw the right leg in between the handles and the saddle as though you were going to ride side saddle, and step on to the ground with the right foot. This dismount looks very neat, is perfectly safe, and with a little practice can be done when a machine is going fairly fast.

IT was a bad-tempered, cross-grained sort of C. T. C. dog that lay basking in the sunshine, waiting for the unwary wheelman. Seeing a man coming along the street on a bicycle, the dog licked his lips, picked himself up, and went for the cyclist. That dog reckoned he'd struck chain lightning when he found himself being kicked down the street at a 2.30 gait by the front wheel, and the next time he goes for a cyclist he'll take good care that it is not an American trick rider on a "Star" machine, he picks out to sharpen his teeth on. — *Wheeling.*

H. C. GALLAGHER, of Milton, writes regarding a dangerous stone slab in the roadway of the bridge over the Neponset river, at the foot of Dorchester and Milton Hills. He writes that the slab is directly in the middle of the street, and will tumble a rider every time he happens to strike it. A great many wheelmen coast these hills, and it would be well for them to heed this warning. Neither side of the road is particularly good, and if the middle of the road be taken a bad fall is pretty sure to result

SUMMER has come, and come to stay. The thermometer is making a big record among the large figures. The ice-cream man is happy, and the soda fountain is coining money. The hammock and Japanese fan are now in form, and the water-cooler is perspiring from its work. In the ponds and creeks the frog sings its dirge, and the deadly mosquito is filling up with gore. The dusty roads, no less than the hot sun, make riding a burden, and the cool of the evening is alone fit for wheeling. Let us take courage, however, for at the beaches are cooling breezes, and the festive steamed clams are ripe.

THE Massachusetts Bicycle Club wound up its affairs as a "club," last Tuesday evening, when the members met at the quarters, 152 Newbury Street. About thirty-five members were present and the special business embraced the hearing of the report of the special committee, consisting of Messrs. Slocum, Miller, and Parsons. Mr. Dodge occupied the chair, and Mr. Slocum, for the committee, reported all the property of the club as formally transferred to the corporation, which assumes all the liabilities, in amount about equal to that of the assets of the old club. The report was accepted, and the club voted therewith to disband. Persons having wheels at the clubhouse are requested to call and take them away at the earliest opportunity, and thereby avoid any expense incident to cost of storage.

THE Dorchester Bicycle Club claims the first Century run of the season. On June 28, Doane, Gould, and Benson, rode from the clubhouse in Dorchester by an indirect route to Worcester, Mass. After dinner, and a visit to the Worcester Club, the party went to see Lake Quinsigamond and admire its beauties along the shore. From here the direct road (*via* Shrewsbury Hill) was taken for home, one stop being made to capture a bakeshop in South Framingham. Only ninety-four miles was scored at the clubhouse, so they started out to finish the remainder, one of the party keeping on for one hundred and ten miles. The roads were in better condition than expected, but hills were plenty, likewise long and steep. To the credit of the riders let it be noticed that two of them climbed them all in good shape.

THE Brookline Cycle Club will keep open house on the Fourth of July. Members of the different clubs in the vicinity are cordially invited to call at the rooms on Station Street, near the depot. It is expected that a large delegation of wheelmen from the various clubs will join the Brookline Club in the parade in the morning at six o'clock. The division of riders will be under the charge of Captain W. K. Corey, of the Brooklien Club, and those who expect to take part are requested to wear either some burlesque suit or their club uniform. Those taking part in the parade will be considered the guests of the club during the day. The boys are anticipating great fun, as an interesting programme of sports, etc., has been arranged by the committee in charge. Clubs expecting to visit the Brookline Club will oblige by sending word to the secretary of the club, Mr. F. M. Seamans.

A WEEK ago E. L. and A. W. Whitney registered as from New York at the Leland Hotel of Chicago. The former, desiring to take a run over the Boulevard, rented a wheel at the rooms of the Pope Manufacturing Company for that purpose. During the afternoon he again called, and got a machine to ride over, as he said, to see the base-ball game. Since then neither Whitney nor the wheel has been seen or heard from. If the names of these young men are genuine, and there is no reason to suppose that they are not, this paragraph may meet the eye of some wheelman who is acquainted with them, and he can give some information which may be useful in hunting up their whereabouts and getting possession of the machine, which is a 52-inch Expert, enamel finish, numbered 10,502. Information sent to R. D. Garden, Manager, 291 Wabsash Avenue, Chicago, will be thankfully received.

THE Nashua *Telegraph* has the following in regard to a performance over what all bicyclists will agree is a beastly road, to say the least: "Frank McMaster and Frank Thompson, in company with a number of other Nashua wheelmen, rode to Lowell recently in one hour and fifteen minutes, including all unavoidable delays consequent upon a party riding together. Here the party broke up, and McMaster and Thompson continued on to Boston, where they arrived after a four hours' ride from Nashua. After visiting Corey Hill, Chestnut Hill reservoir, and other wheeling resorts they started on their wheels for the return trip at 2.30 P. M., McMaster reaching home at 6.30. He completed a 100-mile run on the trotting track. Thompson rode eighty-nine miles during the day, and made but two dismounts from Boston to Lowell. McMaster made but one, and only one from Lowell to Nashua. His time from Pawtucket bridge to Nashua, over very sandy roads, after having already ridden almost continuously seventy-five miles, was one hour and twenty minutes. Last autumn Edward Bailey, of Malden, a comparative stranger to the road, made the run from the Worcester railroad track here to the Middlesex Street depot in Lowell in one hour and five minutes."

CAPTAIN A. D. PECK, Jr., and Lieutenant J. M. Burr, of the Massachusetts Club, have completed all arrangements for their proposed wheeling trip to Washington The tour will occupy eighteen days, and during that time about three hundred and fifty miles will be covered by them on their wheels. Most of the riding will be done between 4 and 9 o'clock A. M., and 5 to 7 P. M., so that they will not suffer overmuch from the heat.

The start will be made on Thursday evening at 6 o'clock from Captain Peck's residence. They will ride to Canary Cottage, Milton, where they will be entertained by members of the Massachusetts Club, who have taken the cottage for the summer. Leaving early the next morning, they will ride to Walpole for breakfast. Here they will be joined by William Bunting, who will accompany them to New York. Dinner will be taken at Providence, and from there they will go by train to New London, arriving in time to witness the college boat race. The next morning they will take the steamer to Greenport, L. I., and there wheel twenty-one miles to Riverhead for dinner. In the afternoon twenty-seven more miles will be wheeled to Bellport, where the night will be passed. The next day they will wheel thirty miles to Amityville for dinner. Here they will join the Brooklyn Club. That afternoon twenty-eight miles will be covered, and the night passed at Jamaica. L. A. W. Consul Waters will entertain the tourists here. The next evening they will ride to Brooklyn, where they will be met by W. H. De Graff, of the Harlem wheelmen. During the day they will also be entertained by members of the Citizens' Club. The next day will be spent about New York City, and the following at Coney Island. From there they go to Newark, passing the night there, and the next morning riding to Orange, where they will be taken care of by Captain Porter, of the Orange Wanderers. After sampling the beautiful roads of the Oranges they will ride to Plainfield, and continue on to Somerville, where the night will be spent. The next morning they will wheel eighteen miles to Hopewell for dinner, and then fifteen more to Trenton. Here they will pass the night, and receive the hospitality of the Trenton Club. A ride of twenty-one miles the next morning will bring them to Philadelphia, where a day and a half will be passed. Then they will wheel to Wilmington, Del., distant forty-eight miles. The train will be taken from there to Washington, where two days will be spent under the care of Captain Seeley, of the Capital Club, who will show them all the sights. Returning by train, a day and a half will be passed in Baltimore, and then the steamer will be taken for Boston, stopping one day at Norfolk. — *Globe.*

THE "LIBERTY BILL."

HURRAH for the "Bicycle Bill":
Hurrah for Potter, who drew it,
For Bidwell, who got him to do it,
And stirred up the State with a will;
For Cantor, who moved it admitted
For the Speaker, who had it committed;
For petitioners, twenty-five thousand;
For the honorable Senate and House; and
Hurrah for Governor Hill!

Hurrah for the "Bicycle Bill":
All praise to the New York Division,
To the League and its men of decision,
Who keep up its usefulness still;
To the workers for right, when they see it;
To the press and the people, — albeit,
For Senators Pitts and Parker, —
We make our especial remark, or
Hurrah for Governor Hill!

Hurrah for the "Bicycle Bill":
Good day to you, Senator Daly:
Your speech it was shot off quite gayly,
But was n't loaded to kill;
Good day to his Honor the Mayor,
To each driving club millionaire;
When wealth wants a way it may Hewitt,
But justice will win and we knew it;
Hurrah for Governor Hill!

Hurrah for the "Bicycle Bill":
We wish those patrons, good shockings;
And Scott, with his "spangled stockings,"
And "nursery maids," no ill.
But we say to the road hogs divers,
To the swells and the reckless drivers,
Look out for rights decided
By statute made and provided!
Hurrah for Governor Hill!

Hurrah for the "Bicycle Bill":
The nabobs have made their commotion,
But now, from the lakes to the ocean,
The wheelman may ride at his will.
No veto! — Ah, we'll forgive Crummus,
Whose reasons were weaker than women's.
From the Park Board to powers that made it,
We've appealed, — and they cannot evade it! —
Hurrah for Governor Hill!

L. A. W., No. 1.

THE LIBERTY BILL.

IT gives me pleasure to inform you that Governor Hill has signed the Liberty Bill. By the passage of this measure, the bicycle and tricycle are recognized as vehicles on the highways and park driveways of New York State by statute law.

"The commissioners, trustees, or other authorities, having charge or control of the highways or park driveways, shall have no power or authority to pass, enforce, or maintain any ordinance, rule, or regulation, by which any person using a bicycle or tricycle shall be excluded or prohibited from the free use of any of the park highways or driveways at any time when the same is open to the free use of persons using other pleasure carriages."

I also enclose a letter in relation to the subject, which was sent to the Park Board to-day. By this conference with the Board, we hope to secure such rules and regulations, and so regulate the cycling traffic in the Park, that no serious results will follow. I also enclose copy of the telegram sent by the wheelmen of this State to Governor Hill, immediately on receipt of the news that he had given the bill his approval.

NEW YORK, June 28, 1887.

To the Honorable Commissioners of Public Parks of the City of New York.

GENTLEMEN: —

By a semi-official announcement, the wheelmen of New York have just learned of Governor Hill's approval of the act, "In relation to the use of bicycles and tricycles," which seems to have excited a special local interest in this section of the State. Before the wheelmen make use of the extended rights recognized by this law, we desire, as the authorized representative of the great body of wheelmen in this State, to establish between the Park Commissioners and the wheelmen of New York city, an understanding which will serve to dissipate all apprehension as to the practical operation of the law referred to.

The wheelmen of this city are as a class, conservative, dignified, and intelligent citizens, who feel an interest in the affairs of the city government, and in the orderly administration of its several departments. They recognize the fact that the bicycle and tricycle are little understood, and only to a limited degree appreciated by the general public, as useful and practical vehicles, and that the prejudice against their use has been encouraged by many honest and well-meaning citizens. That this prejudice will be dissipated by time and experience has been demonstrated in other countries, and we are confident that the same result must follow the practical operation of the law in question.

In order, however, that the wheelmen of this city may show in a substantial way their desire to concur, and as well as may be to assist with the safe, orderly and consistent use of this parkways of this city, a meeting of the officers of the several clubs in this city will be held during this week, and a committee will be appointed with power to confer with your Honorable Board, to the end that suitable arrangements and regulations may be made for the use of bicycles and tricyles on the parkways within your jurisdiction, and for such other conference, if any, as may be desired by your Board. Trusting that this communication will be regarded in the spirit of a suggestion, and as an assurance of the allegiance of the cyclists of New York to the good government of this city, we remain,

Most respectfully yours,
GEO. R. BIDWELL,
Chief Consul.
C. H. LUSCOMB,
Chairman of the Rights and Privileges Committee.

[Copy of the Telegram.]

NEW YORK, June 27, 1887.

To the Honorable DAVID B. HILL, Albany, N. Y.

On behalf of the wheelmen of New York State I desire to thank you for signing the bill which affords them recognition and protection on the highways of this State.

(Signed). GEO. R. BIDWELL,
Chief Consul.

Fraternally yours,
GEO. R. BIDWELL.

NEW YORK, June 28, 1887.

SUMMER SCENES A-WHEEL.

COMMENCING with the July number, the *American Wheelman* will contain a series of highly interesting illustrated sketches of tours a-wheel. They will be a departure from the amateur article. Subscription price only 50c. per annum. June number 10c, containing 25 illustrations. *American Wheelman*, St. Louis, Mo.

FOREIGN MACHINES.

EDITOR BULLETIN: — It is with regret, that we notice an advertisement going the rounds of the cycling papers, casting a slur upon foreign machines and ideas, and while we believe every fair-minded cyclist can see something good in every make of machine, whether Foreign or American, we think it is not courteous to try to build up one's business at the expense of another. In this case, there seems to be an opportunity for the application of the Golden Rule. We believe in living and letting others live.

STODDARD, LOVERING & Co.
H. D. COREY.

BOSTON, MASS., June 27, 1887.

THE PATH.

THE K. C. W. RACE MEET.

"You know!!! that the King's County wheelmen will hold their sixth annual race meeting, June 25, 1887, at the grounds of the B. A. A."

So said the ads. for several weeks. Forthwith cycledom within twenty-five miles of New York City Hall burnished up its metal buttons, dusted up its road-stained jackets, and prepared to "flock." Five years had taught that this annual announcement meant a dozen well filled and well run races, a peek at a thousand or so of Brooklyn's prettiest girls, a good time all around, and above all a regular K. C. W. clear day. Accordingly, all local cycledom on Saturday "flocked," as per announced intention. It went, it saw, and was not disappointed. The grand stand bloomed like a parterre of beauteous living buds, relieved here and there by dark patches of sturdier plants, and all that sort of thing. You know!!! then why continue? Handsome George Bidwell struck a graceful pose in the space allotted to the referee; Starter Price adjusted his popper; Herald Burns, the man of mighty lungs, cleared the pipes of his vocal organs, and the races began sharp on time, and continued likewise, only a little more so.

One-mile Novice.—First heat: W. H. Caldwell, E. W., 1; Wm. Schumacher, L. I. W., 2; J. W. Bate, N. W., 3; J. H. Mellor, N. W. Caldwell took the lead on the last lap, and won, after a good fight, by three yards in 3.20 1-5. Schumacher beat Bate twenty yards. It may as well be stated here that the track was cinder, and one-fifth of a mile, so that the riders labored under great disadvantages.

K. C. W.—One-mile Novice: L. W. Beasley, jr., 1; J. H. Knox, 2; R. W. Steves, G. L. Courtney. A good race all through, and won by one yard, the other pair being beaten thirty yards. Time, 3.23.

Two-mile Handicap.—J. W. Powers, jr, H. W., 40 yds., 1; H. L. Powers, N. Y., 125 yds., 2; T. W. Roberts, A. W. C., 100 yds., 3; W. H. Caldwell, E. W., 150 yds., 4; C. H. Stenken, H. C. W., 60 yds., 5; E. C. Parker, H. W., 200 yds. This race proved to be one of the best of the day, and brought out a new wonder and coming man in the person of H. L. Powers, a brother of Jesse, aged 15. Big stories have been afloat all the spring about the prowess of this youngster, and the result of the three races in which he took part amply verified them. It was a scorcher from start to finish, and at the end of the mile the field was bunched. Despite spurting at times, it held together until the homestretch, when Jesse caught the tape, with his little brother second, Roberts and Caldwell being at his heels. The fourth man was within five hards of the winner. Caldwell did well, considering that he was the only one in the race mounted on a roadster.

Calumet Cycling Club, two-mile Championship.—R. L. Jones, 1; F.W. Montgomery, 2; W. G. Hoag, 3; Robert Mabie, 9; Jones coasted in an easy winner in 7.07.

One-mile Novice.—Second heat: H. L. Bradley, I. B. C., 1; W. L. Richardson, I. B. C., 2; Frederick St. John, A. W. C., 3; W. H. Wells, I. B. C., Wm. Heyny, jr., N. Y. Bradley won by three yards, Richardson beating St. John one yard. Time, 3.14 2-5.

Team Relay Race, one and four-fifth miles, each man riding three laps.—K. C. W.: A. B. Rich, J. H. Knox, L. W. Beasley (1). H. W.: J. W. Powers, jr., E. J. Halsted, A. T. Steiner. Steiner and Beasley were the first pair to start. The former took a header, thus leaving his team no chance to win, and the K. C. W. trio romped over the line winners as they pleased in 5.58 1-5.

Half Mile Boys' Race.—H. L. Powers, 1; H. A. Keelum, 2; Paul Cavanagh, Willie Rider, Victor Candidus. Keelum rode gamely, but it was fruitless, as little Powers won as he pleased in 1.37 2-5.

One Mile Ilderan Championship.—H. L. Bradley, 1; H Hornbustle, 2; Ed. Hornbustle, 3; W. L. Richardson. This was a rattling good race, and the Hornbustle aggregation made Bradley hustle to win in 3.11 4-5.

One Mile Handicap.—H. L. Powers, N. Y., 75 yds., 1; L. W. Beasley, K. C. W., 90 yds., 2; T. W. Roberts, A. W. C., 60 yds., 3; A. B. Rich, K. C. W., 5catch, 4; J. H. Knox, K. C. W., 60 yds.; W. H. Wells, I. B. C., 90 yds.; E. C. Parker, H. W., 120 yds.; J. W. Powers, jr., H. W., 25 yds. With such field, and with Rich and Jesse Powers both in, a big contest was anticipated and realized. Rich started with a terrific rush, and passed Powers in two hundred yards. In three laps he was up with little Powers, but the youngster hung to him, and the pair chased the limit men like mad. On the home stretch young Powers rushed by the field as though they were anchored, and as Rich was exhausted by his opening spurt, he either could not respond or was caught napping. The kid won in 3.02 1-5, with Beasley, Roberts, and Rich close up in the order named. The boy is a wonder, and no mistake; but if his friends encourage him too much at present in racing they will surely kill the goose that lays the golden egg.

One Mile Novice.—First heat: Caldwell and Bradley were the only ones to face the starter. Caldwell clung to Bradley's little wheel throughout, but could get no nearer, the Brooklyn man winning by one-fifth of a second in 3.19.

Five Miles N. Y. L. A. W. Championship.—A. B. Rich, K. C. W., 1; J. W. Powers, Jr, H. W., 2; T. W. Parker, A. W. C., 3; E. C. Parker, H. W. It was a loafing race until the last lap, when Rich surprised Powers by a premature spurt, and won in slow time.

One Mile Ride and Run.—E. I. Halsted, H. W., 1; J. W. Bate, N. W., 2; F. W. Montgomery, C. C. C. The Harlem man won by thirty yards in 4.13 1-5.

Consolation Race, one mile.—This brought out a field of eight starters, but was soon reduced to a match between the Hornbustle brothers. Ed. was beaten by one foot, 3.12 4-5.

After the races the K. C. W. entertained their friends in their accustomed hospitable manner at their club rooms, where the prizes were presented.

JER. C.

CLEVELAND, OHIO.—Races under the auspices of the Cleveland Bicycle Club:—

Half mile, bicycle.—J. P. Huntington (1), 1.30; W. S. Upson (2).

One mile, tandem, handicap.—P. H. Boggis and J. P. Root, twenty seconds, (1), 3.41 1-5; G. Collister and J. P. Huntington, scratch, (2).

Quarter mile, handicap.—G. B. Childs, thirty-five yards, (1), 41s.; J. Sherman, twenty-five yards, (2).

Half mile, tricycle.—G. Collister (1), 1.45 1-5.

Two mile, handicap.—G. B. Childs, fifty yards, (1), 7.30; F. P. Root, scratch, (2).

Quarter mile dash.—E. J. Doubet (1). 42 2-25; W. S. Upson (2).

PARIS, ILL.—Races under the auspices of the Paris Bicycle Club:—

One mile.—P. O. Rudy (1), 3.41.

Half mile.—Fred Dole (1), 2.3 1-4.

Half mile.—Fred Cretors (1).

Five miles, against horse.—Horse (1); P. O. Rudy (2).

MITCHELL, DA.—Races under the auspices of the Mitchell Bicycle Club:—

FIRST DAY, JUNE 15.

One mile, professional.—Grant Bell (1), 3.19 1-4; W. J. Healey (2), 3.20.

Half mile, amateur.—Ed. Smith (1), 1.41; H. P. Leachman (2), 1.45.

Half mile, safety.—F. Montelius (1), F. Bangman (2).

Two miles, amateur.—E. B. Kidson (1), 8.32; F. Montelius (2).

Quarter mile, hands off.—D. P. Long (1), 50 3-4; Ed. Smith (2).

SECOND DAY, JUNE 16.

Quarter mile, amateur.—D. P. Long (1), 518.; H. P. Leachman (2).

One hundred yards, slow race.—D. P. Page (1).

Two miles, professional.—Grant Bell (1), 6.56 1-4; W. J. Healey (2).

Three and a quarter mile, amateur.—Ed. Smith (1), 2.40 3-4; F. Montelius (2).

THIRD DAY, JUNE 17.

Hill-climbing contest.—W. J. Healey (1), 25 1-148.; Grant Bell (2), 318. Hill, three hundred and seventy feet long; grade, one foot in eight; at the top, one in six.

Territorial championship, half mile.—Montelius (1), 1.37; Kibbe (2).

Five miles, professional.—W. J. Healey (1), 19.04; Grant Bell (2), 19.05.

Club race.—F. Montelius (1), 1.41 3-4; Rodgers (2).

Consolation race.—Graves (1), Gillispie (2).

THE race meeting to be held on the occasion of the Meet of the Pennsylvania Division at Wilkes Barre, on July 4, will be one of the largest meetings of the season. The first national championship will be then run, and other races will attract the flyers.

The races will take place in the afternoon at Lee Park, which is situated one mile from headquarters, at two o'clock. Admission, thirty-five cents. The track is one-half mile clay, and will be in fine condition for the races. Any one wishing can be accommodated at the Lee Park Hotel, with room and board. The list of events is as follows:—

One mile, novice.—For wheels not less than thirty-five pounds gold medal and silver medal.

Three miles, lap.—Open; diamond stud and enamelled gold buttons and studs.

One mile, tricycle.—Open; opera glass and meerschaum pipe.

Two miles.—6.45 class; gold medal and nickel K. of R. lamp.

Three miles.—Pennsylvania State championship; gold medal.

One half mile.—Boys under fifteen years; gold medal and Ideal lantern.

One mile dash.—Open; silver stop watch and silk umbrella.

One mile.—Club championship; gold medal.

Two miles.—L. A. W. Championship; gold medal.

One mile.—Tandem tricycle, open; two silver-headed canes.

Two miles.—Handicap, open; gold medal and silver medal.

One mile.—Team, open to club team of three men; clock for club room.

One mile.—Pennsylvania State championship; gold medal.

One mile, consolation.—Alligator travelling bag.

Entrance fee, fifty cents for each event; close June 27 with the chairman.

THE Queen's Amateur Athletic Association, of Queens, Queen's County, N. Y., will hold a tournament July 4, and announce the following events for amateurs only: One mile, bicycle, for residents of Queens; one mile, bicycle, for residents of Jamaica and Hempstead; one mile, open, tricycle; two miles, bicycle, handicap, open.

THE second annual tournament of the East Saginaw Bicycle Club will take place July 4, and the programme is as follows: One mile, novice; one mile, open; two miles, team race; one mile, boys' race; one mile, "E S. B. C." championship; one mile, 3,20 class; five mile, lap race; one mile, consolation.

THE Lynn Track Association will hold a race meeting on July 4, and the following well-arranged programme will be presented:—

One mile, bicycle novice race: First prize, gold medal; second prize, silver medal.

Three miles, bicycle, amateur (9.10 limit): First prize, silver watch; second prize, gold ring.

Three miles, bicycle, professional handicap: First prize, $35; second prize, $20.

One mile, bicycle, boys' race (seventeen years and under): First prize, gold medal; second prize, silver medal.

Two miles, tandem tricycle, amateur: First prize, two gold-headed canes; second prize, two gold watch charms.

Two miles, bicycle, professional, handicap: First prize, $25; second prize, $15.

Two miles, bicycle, amateur, handicap: First prize, parlor clock; second prize, pair French opera glasses; third prize, gold watch chain.

One mile, bicycle, run and ride race: First prize, pair French opera glasses; second prize, silver cake basket.

THE Cleveland Bicycle Club announces its annual races to take place Aug. 11, 12, and 13, and expect to have the largest purely amateur race meeting in the world.

THE CLUB.

TERRE HAUTE BI. CLUB, TERRE HAUTE, IND.—Annual election of officers: President, F. C. Fisbeck; vice-president, Nick Smith; secretary-treasurer, Anton Hulman; captain, J. F. Probst.

PASSAIC COUNTY WHEELMEN, PASSAIC, N. J.—Officers elected June 14: President, J. D. Pugh, Jr.; corresponding-secretary, G. K. Rose; recording-secretary, A. E. Seygstock; treasurer, H. Simpson; captain, D. W. Romaine.

CAPITAL CITY WHEELMEN, SACRAMENTO, CAL.—Officers elected June 15: President, H. Bennett; secretary-treasurer, C. H. Oatman; captain, W. C. Hevenor.

AT a regular meeting of Wyoming Wheelmen, held June 22, the following officers were elected: President, Geo. F. Richmond; secretary-treasurer, Theo. Chasworth; captain, E. N. Shoemaker; first lieutenant, Jno. Perkins; second lieutenant, Geo. Sharps; color bearer, W. T. Hutchins. It was unanimously voted to remain a League Club.

OFFICIAL ANNOUNCEMENTS.

KANSAS MEET.

THE second annual Meet of the Kansas Division of the L. A. W. will be held at Paola, Kansas, July 16, 17, and 18. By direction of Chief Consul Everest.

CHAS. C. CANDY, *Sec.-Treas.*

JUNE 16, 1887.

INDIANA APPOINTMENT.

As the Indiana Division is now entitled to a fourth representative, I take pleasure in appointing Mr. P. C. Darrow, of Indianapolis, to be representative.

A. B. IRVIN, *C. C.*

KANSAS AMENDMENT.

NOTICE is hereby given that I shall, at the annual business meeting, to be held at Paola, July 16, 17, and 18, offer the following amendment to Sect. 2, Art. II. of the by-laws:—

Strike out balance of section after word "and" in third line, substituting therefore "shall be allowed to vote proxies to the number of ten (10)." Yours fraternally,

CHAS. C. CANDY, *Sec.-Treas.*

JUNE 16, 1887.

APPOINTMENTS.

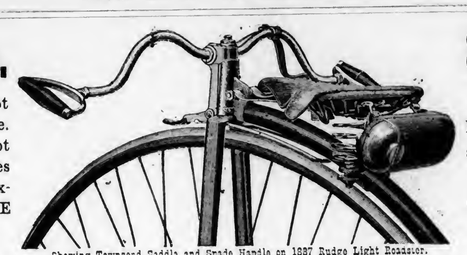
VERMONT.—Chief Consul Thayer has appointed the Gulf Springs House the L. A. W. hotel for Williamstown. Regular rate, $2.00 per day; L. A. W. rate, $1.00 per day.

NEW HAMPSHIRE.—Chief Consul Bennett has appointed Cutler's Sea View House, Hampton Beach, an L. A. W. hotel. Rates, $2.00 per day.

Townsend * Saddle.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, $6.00.



Showing Townsend Saddle and Spade Handle on 1887 Rudge Light Roadster.

SPADE * HANDLES.

More comfortable. Great power in hill climbing. Perfectly adjustable and detachable.

You are behind the times if you don't have them.

PRICE, $5.00.

To be happy, you must have your bicycle fitted with the TOWNSEND SADDLE and ADJUSTABLE SPADE HANDLES. To be obtained or fitted by any of our agents. ☞ See *inside of front cover*

STODDARD, LOVERING & CO., 152 Congress Street, Boston, Mass.

NEW HAMPSHIRE MEET.

TO THE MEMBERS OF N. H. DIV., L. A. W.:—

Gents,—Arrangements for the Fifth Annual Meet of our Division have been perfected, and if the clerk of the weather will only smile on us, it promises to be a successful one. Wheelmen from all parts of the State are expected to be present, also representatives from Maine and Massachusetts. Through the kindness of Mr. F. E. Brown, G. T. A. of the Concord railroad, I have secured a reduction of rates for those coming on the Concord & Portsmouth railroad, from Portsmouth and Newmarket Junction; also free transportation of all wheels on all railroads under the control of the Concord railroad, so those calling for wheelmen's tickets at Portsmouth and Newmarket Junction, will receive them at the reduction of one cent per mile.

As will be seen by the programme, a run is to be started at eight o'clock from the club rooms for Fletcher's Island, a distance of eight miles all round, returning in ample season for the parade, which is called at ten o'clock. The parade will be about eight or nine miles in and about the city, which will be on good streets and roads. At two o'clock dinner will be served at the Manchester House at one dollar per plate, after which the annual meeting of the Division will be called, followed by a run at which time group photographs will be taken.

Those coming Saturday evening and Sunday, will be entertained Sunday by a run to Mill Dam House, a distance of four miles, where dinner will be served at fifty cents per plate, or a steamboat ride up the Merrimac river to Riverside Park.

The L. A. W. House is the Manchester House, rates two dollars per day to League members.

The reception committee will be at the club rooms, Opera Block, and at the Manchester House, also at the depot on arrival of trains on July 4.

Let all remember that the wheels are to be carried free on the Concord railroad and all its branches, also that the reduction is good for the 4th and 5th.

Hoping to meet all the wheelmen in the State on this occasion; also hope this will be the most successful of all Meets.

I am yours truly,

H. M. BENNETT,
C. C., N. H. Div.

MANCHESTER, N. H., June 27, 1887.

TO TOURISTS AND OTHERS.

YOUR attention is called to the regulations recently promulgated by the Commissioners of the District of Columbia, so far as relates to wheelmen:—

No person shall draw or drive upon any footway or sidewalk any vehicle except children's carriages, and except as now permitted by law.

* * * * * * *

All vehicles travelling between sunset and sunrise shall display lighted lamps on both sides thereof, so placed as to be visible from the front, sides, and rear.

* * * * * * *

And all bicycles and tricycles in motion after sundown shall display a suitable light and also have a light gong or bell so attached thereto as to be sounded by the revolution of a wheel or wheels.

* * * * * * *

And bicycles and tricycles shall sound a light bell or gong when in motion after sundown, and at all times when necessary to warn persons of their approach.

* * * * * * *

Every person as aforesaid violating any of the provisions of this article shall forfeit and pay a penalty of not less than five dollars nor more than one hundred dollars for each offence.

* * * * * * *

From and after the twenty-seventh day of July, A. D. 1887, the same shall be enforced as provided by the act of the Congress of the United States, approved Jan. 26, A. D. 1887.

We trust our fellow League members will bear this in mind in visiting our city and thus save themselves any annoyance.

Fraternally,

E. T. PETTENGILL, *C. C.*

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:—

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 93—Total 130.

BOSTON, June 27, 1887.

CALIFORNIA DIVISION—10.

Bay City Wheelmen.

15492 Thompson, Ralph M., 1251 Howard St., San Francisco.

Oak Leaf Wheelmen.

15454 Brack, Carl, Stockton.
15455 Hutchinson, C. F., " "
15456 Moore, Mrs. C. C., " "
15457 Steiny, Theo., " "
15458 Wulff, A. L., " "

Unattached.

15489 Andrews, Lew, 423 Bush St., San Francisco.
15490 Dewing, A. A., Pacific Bank, " "
15491 Finkler, Mrs. H. C., 1214 1-2 Turk St., " "
15459 Manning, F. J. H., 439 California St., " "

CONNECTICUT DIVISION—3.

New Haven Bi. Club.

15511 Sweetser, Lewis H., 393 Temple St., New Haven.

Unattached.

15512 Marshall, W. C., 65 Grove St., " "
15513 Parcells, Harry S, Danbury.

DISTRICT OF COLUMBIA DIVISION—1.

Unattached.

15543 Russell, E. B., 612 A St., N. E. Washington.

ILLINOIS DIVISION.—9.

Bloomington Bi. Club.

15460 Blake, E. P., Bloomington.

Evanston Bi. Club.

15544 Bittner, Martin E., Evanston.

Unattached.

15514 Billingsley, Andrew A., Springfield.
15515 Johann, H. A., " "
15462 Reed, Waldo S., " "
15553 Gibson, C. R., Peoria.
15461 Misner, John L., Callender & Co., Peoria.
15574 Tripp, W. K., Peoria.
15515 French, James, Monmouth.

INDIANA DIVISION—1.

Unattached.

15546 Dickenson, A. J., Rushville.

IOWA DIVISION—2.

Unattached.

15464 Bryan, C. W., Prairie City.
15463 Curley, Chas. H., " "

KANSAS DIVISION—7.

Central Cyclists.

15575 Southwick, J. J., Junction City.

Ottawa Wheelmen.

15465 Boicourt, I. N., Western Security Company, Ottawa.
15466 Bradley, W. C., " " " "
15467 French, W. L., " " " "

Unattached.

15468 Crew, Carl L., Maple Ave., Leavenworth.
15469 Shreve, A. H., 12th and Shawnee Sts., "
15554 Watson, W. T., Alma.

KENTUCKY DIVISION—1.

Kenton Wheel Club.

15555 Taylor, Robert Curtis, 232 Madison St., Newport.

LOUISIANA DIVISION—2.

New Orleans Bi. Club.

15470 O'Reardon, John C., 140 Prytania St., New Orleans.

Unattached.

15576 Oliveria, A. E., 42 Melpomene St., New Orleans.

MAINE DIVISION—1.

Unattached.

15510 Sidelinger, Wm. F., Lewiston.

MARYLAND DIVISION—1.

Unattached.

15556 Sands, Wm. B., Jr., Lake Rowland.

MASSACHUSETTS DIVISION—8.

Bay State Bi. Club.

15577 Thayer, Wm. P., 129 Main St., Worcester.

Chelsea Cycle Club.

15530 Woodman, W. H., care of Forbes Lith. Co., Chelsea.

Unattached.

15548 Binney, Edw. A., Linden Ave. Place, Somerville.
15547 Brownell, Chas. E., 13 Morgan St., New Bedford.
15578 DeVine, H. C., 29 Oakdale St., Jamaica Plain.
15493 Cohen, John, 7 Munroe St., Lynn.
15549 Plummer, Chas. B., 7 Howard St., "
15550 Porter, Fred., No. Easton.

MICHIGAN DIVISION—9.

Bay City Bi. Club.

15517 Clarke, W. B., care Bradley and Finn, Bay City.
15551 Nelles, W. A., " "
15518 Walters, W. F., " "

St. John's Bi. Club.

15519 Hunt, D. L., St. John's.
15520 Hunt, DeWitt H., " "

Unattached.

15557 Packard, C. C., Kalamazoo.
15558 Pierce, C. H., Bronson.
15560 Power, Sumner G., Northville.
15559 Taggart, A. H., Sand Beach.

MINNESOTA DIVISION—1.

Mercury Bi. Club.

15561 Day, Eugene, 227 So. 7th St., Minneapolis.

MISSOURI DIVISION—5.

St. Louis Cycle Club.

15471 Eckerle, Fred, 1022 Chouteau Ave., St. Louis.
15472 Emery, A. J., care L. M. Rumsey Mfg. Co., "
15473 Gilmore, A. R., care L. M. Rumsey Mfg. Co., "
15474 Tracy, E. S., 1320 La Salle St., "

Unattached.

15579 Case, Chas. J., Carthage.

NEW JERSEY DIVISION—2.

Unattached.

15494 Adams, J. Sidney, 9 Willow Court, Jersey City.
15475 Kern, Ethelbert L., cor. Danforth and Ocean Aves., Greenville.

NEW YORK DIVISION—27.

Albany Wheelmen.

15562 McClelland, J. C., 133 Madison Ave., Albany.
15563 Palmer, Clement V., care Mather Bros., "

Amsterdam Bi. Club.

15531 Kilbie, George, Amsterdam.

Kings County Wheelmen.

15495 Kissam, B. F., 294 Quincy St., Brooklyn.

New York Bi. Club.

15532 Breyfogle, L. C., 287 Broadway, New York.
15533 Deppler, C. E., 234 W. 56th St., " "
15534 Granger, A. H., 256 W. 57th St., " "
15535 Neumann, Wm., 118 W. 10th St., " "
15536 Peoli, Albano, 133 E. 117th St., " "
15537 Peoli, John G., 133 E. 117th St., " "

Niagara Falls Bi. Club.

15476 Dudley, Frank A., Niagara Falls.
15477 Hill, Rowland P., " "

Racket Bi. Club.

15496 Gilbert, Don A., Jr., Bainbridge.

Syracuse Cycling Club.

15564 Chapin, Henry W., 46 Cherry St., Syracuse.

Unattached.

15478 Campbell, Elizabeth G., Niagara Falls.
15479 Cannon, Frank A., " "
15497 Burgert, G., Ramapo.
15498 Primeveau, M., "
15521 Cristie, Wm. Wallace, Hillburn.
15499 Suffern, J. Lewis, "

15580 Bryan, Chas. A., 121 Vernon Ave , Brooklyn.
15522 DeCamp, Elmer E., 847 Park Ave., New York.
15538 Geer, Robert D., 938 Niagara St., Buffalo.
15583 Miller, Dan'l B., 223 Genesee St., Buffalo.
15480 Glover, Frank B., Sag Harbor.
15509 Wait, C. J., Patterson, Putnam Co.
15552 White, Clifford, E., care W. U. Tel. Co., Albany.

OHIO DIVISION — 8.

Unattached.
15523 Campbell, Theo. H., Mansfield.
15524 Harris, Chas. J., "
15525 Wagner, E. E., "
15565 Fawcett, Leroy, Alliance.
15481 Harshbarger, Alonzo, Northampton.
15482 St. John, M. A., Bluffton.
15526 Storch, Chas. M., Milan, Erie Co.
15566 Thorp, C. L., E. Main St , Geneva, O.

PENNSYLVANIA DIVISION — 21.

Allegheny Cyclers.
15501 Dunbar, E. W., Genl. Office Penn. Co., Pittsburgh.
15502 Read, Geo. E., 31 Sherman Ave., Allegheny.

Kingston Wheelmen.
15503 Bach, Chr., Kingston.

Philadelphia Bi. Club.
15567 Smith, Wm. C., 338 Harmony St., Philadelphia.

Wilkes Barre Bi. Club.
15539 Auman, Wm., Wilkes Barre.
15504 Brownell, John V., "
15595 Deifer, Geo. W., "
15506 Schooley, E. R., "
15540 Smith, L. G., "

Unattached.
15483 Biddle, Robert, Jr., 815 Arch St., Philadelphia.
15485 Mac Intire, Frank H., 2227 N. College Ave., "
15484 Phillips, Ryland W., 1206 Chestnut St., "
15584 Van Deusen Winfield, 2101 Tioga St., "
15569 Borland, Chas. D., Monongahela City.
15568 Campbell, L. Bruce, Luzerne.
15507 Eichelberger, Geo. B., 111 N. Duke St., York City.
15527 French Adelbert, Susquehanna.
15508 Gloninger, J. H., Swissvale.
15570 Loder, Rev. A. L., Pottsville.
15509 Schall, W. Y., York.
15528 Schultz, Albert, 103 W. Market St., Scranton.

RHODE ISLAND DIVISION. — 4.

Unattached.
15571 Armstrong, Geo. S., Box 14, Providence.
15572 Bassett, Wm. B., 102 Friendship St., "
15573 Phillips, F. J., 71 Manning St., "
15582 Duckworth, C. B., Pawtucket.

TENNESSEE DIVISION — 2.

Nashville Bi. Club.
15486 Briggs, S. S., 66 No. Vine St., Nashville.
15541 Gibson, Jo., Jr., care Gas Company, "

VIRGINIA DIVISION — 1.

Unattached.
15487 Willits, A. B., 43 Court St., Portsmouth.

VERMONT DIVISION. — 3.

No Name Bi. Club.
15529 Scott, Fred M., 186 No. Main St., Barre.

Unattached.
15542 Adams, John P., Montpelier.
15510 Robinson, Chas. F., "

WEST VIRGINIA DIVISION — 1.

Unattached.
15488 Archer, R. M., Huntington.

NOTES AND QUERIES.

[*Readers are requested to contribute answers to questions propounded.*]

(72) WILL some one inform me through this column of the easiest and quickest way to remove old enamel from bicycles, so as to have a perfectly smooth surface for re-enamelling? 11115.

(73) WILL some one advise me as to the condition of the roads from Mammoth Cave to Louisville, Ky., also from Madison to Indianapolis, Ind.? Would like company for a ten days' tour beginning July 16, from Chicago to Cave by rail, returning *via* Indianapolis by wheel.

GEO. A. MASON,
85 State Street, Chicago, Ill.

(74) WILL you kindly inform me, through your "Notes and Queries," of the best road to Exeter, N. H; also quality of same? Any wheelman having ridden it will confer a great favor by describing it as fully as possible. 14850.

(75) I INTEND to ride from Portland, Me., to the Rangeley Lakes; will some Maine member tell me the best route by way of Auburn and Bryant's Pond? also, intend to ride from Gorham, N. H., down through the White Mountains to Concord. Will some New Hampshire member let me know if it can be ridden, and the best route to take? 10941.

(76) IN answer to No. 58, "Notes and Queries," the best route from Lock Haven to Wilksbarre, go according to route in road book (C. 22) to within three miles of Berwick; there take tow path to Shickshinny; then cross the river, take road *via* Nanticoke. I would suggest taking cars from Shickshinny to Nanticoke as there is a few hard hills; distance between, eight miles. 11469.

(77) *Ans.* to (53). CRAMPING of of the hands is generally caused by too firmly gripping the handles. Learn to use the feet more and the hands less. The sensation of cramp will gradually diminish as the rider becomes hardened and used to his work. There is no positive remedy.

(78) *Ans.* to (54). PROVIDENCE to Boston. The best route is that described in the New York road book as route (23 D).

A. B. B.

(79) *Ans.* to (58). LOCK HAVEN to Wilkesbarre. See Pennsylvania and New Jersey road book route (22 C.) from Lock Haven to Berwick, and thence *via* route (24) from Berwick to Wilkesbarre. Lewiston to Wilkesbarre. See Pennsylvania and New Jersey road book, R route (31 B) fron Lewiston to Clarke's Ferry, thence *via* route (31) to Northumberland, thence direct along the river to Bloomsburg where route joins that given above from Berwick to Wilkesbarre.

(80) *Ans.* to (74). DELHI, N. Y., to Binghamton. Delhi to Croton, ten miles, hilly, fair to poor; to Franklin, eight miles, hilly, fair; Unadilla, ten miles, rolling good; Bainbridge, ten miles, hilly, fair to good; West Coventry, nine miles, very hilly, poor; to Greene, seven miles, hilly, fair; from Greene, follow river straight down to Binghamton, roads moderately hilly, and from fair to good. See routes (34) and (31) New York road book. Wilkesbarre to Bethlehem, Pa.: Wilkesbarre to Berwick, Catawissa, New Media, Kington, Tamanend, Tamaqua, Mauch Chunk, Lehighton, Treichlersville, Allentown, Bethlehem. See Pennsylvania and New Jersey road book.

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2. Three Miles, Lap, Open	Diamond Stud.	Enamelled Gold Buttons and Studs.
3. One Mile, Tricycle, Open	Opera Glass.	Meerschaum Pipe.
4. Two Miles, 6.45 Class	Gold Medal.	Nickel K. of R. Lantern.
5. Three Miles, Pennsylvania State Championship	Gold Medal.	
6. One Half Mile, Boys under 15 Years	Gold Medal.	Ideal Lantern.
7. One Mile, Dash, Open	Silver Stop Watch.	Silk Umbrella.
8. One Mile, Club Championship	Gold Medal.	
9. Two Miles, L. A. W. Championship	Gold Medal.	
10. One Mile, Tandem Tricycle, Open	Two Silver-Headed Canes.	
11. Two Miles, Handicap, Open	Gold Medal.	Silver Medal.
12. One Mile, Team of Three Men (open to Club Teams)	Clock for Club Room.	
13. One Mile, Pennsylvania State Championship	Gold Medal.	
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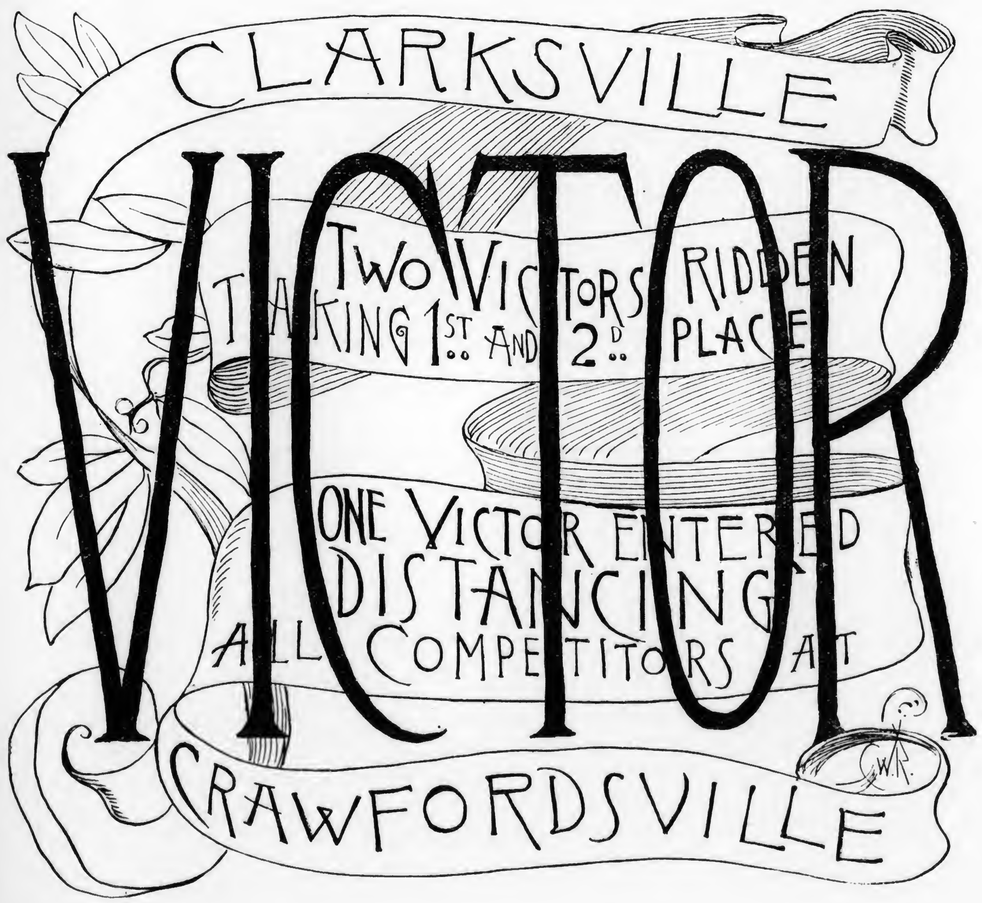
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BUY THE BEST!

SINGER'S CHALLENGE

Is the Best Wheel ever put out at the price,

$105.00.

Balls to Both Wheels, Detachable Bar, Spade Handles. Weight of 50-inch, 40 pounds.

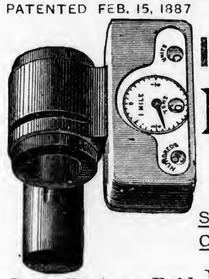
A Well-Built, Durable Machine. All Steel.

W. B. EVERETT & CO.,

Sole U. S. Agents.

6 and 8 BERKELEY ST. - - BOSTON.

PATENTED FEB. 15, 1887



FOR **THE NEW** FOR

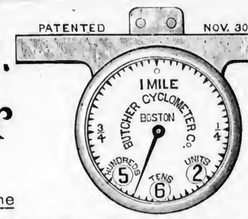
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Butcher Cyclometer

NOW READY.

The Most Accurate, The Easiest to Read from the Saddle, and the BEST WORKMANSHIP ever put into a Cyclometer. Send for Circular to the

PATENTED NOV. 30, 1886.



Our New Spoke Cyclometer

SUITABLE FOR

Bicycles, Tricycles and Carriages,

Sent Post-Paid on receipt of Price,

FIVE DOLLARS.

Sent Postage Paid

On Receipt of Price,

TEN DOLLARS

BUTCHER CYCLOMETER CO.

6 and 8 Berkeley Street, Boston, Mass.

IMPORTANT NOTICE.

To some it will be patent, to others a surprise, to learn that D. ROGERS & CO. *propose relinquishing the sole agency for the* CUNARD CYCLES *as soon as the orders in hand are delivered,* in consequence of numerous complaints. *Whilst the design and general features of these wheels have made themselves so manifest to the public,* THE WORKMANSHIP *has unfortunately called for much comment from patrons, tending to proclaim that for scrupulous riders,* THE CUNARD CYCLES ARE USELESS, *which statement is endorsed by prominent wheelmen.* D. ROGERS & CO. *are very sorry to advertise their resignation of this agency, but the overwhelming complaints make them desirous of handling wheels calculated to give greater satisfaction.*

Such influential men as T. J. Kirkpatrick, who has discovered the errors since he gave the testimonial, W. H. De Graaf, Pres. Harlem Wheelmen, N. Y., D. C. Ball, Missouri Wheelmen, W. W. Chester, Elizabeth Wheelmen, among others, have been caused much annoyance, and goods ordered months ago are not yet to hand. The Pope Mfg. Co., Overman Wheel Co. *and* Stoddard & Co. *threaten proceedings for infringement of patents, and all these circumstances combined compel* D. ROGERS & CO. *to take steps to supply the public with* SOUND DOMESTIC and IMPORTED MACHINES.

The Cunard Cycle Co. *in England utterly ignore the American trade; therefore,* D. ROGERS & CO. *have pleasure in stating that they have made arrangements to carry a full line of* AMERICAN CYCLES, *which, for convenience in getting the parts, and prompt delivery, as well as their advantageous construction, make them most desirable mounts.*

Full particulars next issue.

75 CLINTON AVE., NEWARK, N. J.

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BUREAU OF INFORMATION. — This department of the League is prepared to answer, to the best of its ability, all inquiries from members regarding roads, routes, cycles, sundries and general information.

Send name, address, and league number, legibly written, together *with stamp for return postage*, or no notice will be taken of the communication. Address all inquiries to A. B. Barkman, chairman, No. 608 4th Avenue, Brooklyn, N. Y.

TOURING DEPARTMENT.

W. S. Bomberger, tourmaster, Hagerstown, Md.; A. B. Barkman, Bookmaster, 608 Fourth Ave., Brooklyn, N. Y.; Geo. R. Bidwell, Chief Marshal, New York; Joseph Pennell, Marshal Foreign Division, London, England; H. D. Corey, General Agent, Boston, Mass.; Fred. Jenkins, Chief Quartermaster, New Rochelle, N. Y.; Edwin Oliver, Secretary, Chicago, Ill.

The following works are officially recommended by the L. A. W. Bureau of Information:

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, 40 pages. Contains 8 maps, 2 of which are colored, and 4 pages of advertisements. Price, 15 cents. Address Pope Manufacturing Company, 79 Franklin Street, Boston, Mass.

L. A. W. ROAD AND HAND-BOOK OF CALIFORNIA (Official): — Officers, Consuls, hotels, and By-Laws of California Division. California bicycle clubs and officers. Issued in monthly parts. Part I now ready, bound in flexible cloth, 25 cents. Address J. W. Gibson, No. 612 Hyde Street, San Francisco, Cal.

L. A. W. ROAD-BOOK OF CONNECTICUT (Official): — In progress. Address Charles G. Huntington, Hartford, Conn.

L. A. W. ROAD-BOOK OF LONG ISLAND, with the best riding within fifty miles of New York City — very thorough. Three fine maps on one sheet folded in the book style of tabular form, same as *Pa.-N. J.-Md. Book*, bound in flexible cloth. Price, $1.00. Address A. B. Barkman, 608 Fourth Ave., Brooklyn, N. Y. For sale with Brooklyn and New York bicycle dealers.

L. A. W. HAND-BOOK OF MASSACHUSETTS (Official, 1884): — Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address H. W. Hayes, Cambridge, Mass.

L. A. W. ROAD-BOOK OF MICHIGAN (Official); with best roads of Ontario and through route from Chicago to N. Y. City Sectional and general maps; complete lists of Consuls, hotels, repair shops, and points of interest. Flexible leather cover. Free to Division members joining before July 1; after that date, 25 cents extra. Price to L. A. W. members of other States, $1.00. For further information, address J. H. Johnson, 197 Second Ave., Detroit, Mich. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

L. A. W. HAND AND ROAD BOOK OF NEW YORK (Official): — Two hundred pages, numerous maps, lists of Consuls, hotels, and repair shops, general information about the L. A. W. and N. Y. Division, etc., with complete indexes. Tabulated reports of 14,000 miles of roadway, extending east to Mt. Desert, Maine; west to Cleveland, Ohio; north to Quebec, P. Q., and south to the Natural Bridge, Virginia, and Washington, D. C. General description of local riding districts, and much other information of value to cyclers, bound in flexible leather. Free to members of the Division joining in the first quarter, charge 13 cents to those joining in the second quarter, charge 25 cents to those joining in the third quarter, charge 38 cents to those joining in the fourth quarter. Price to League members of other States $1.50 per copy. Ready for delivery in April, 1887. Address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

L. A. W. ROAD AND HAND-BOOK OF PA., N. J., AND MD. (Official): — Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, bound in flexible leather. A copy of the revised and enlarged 1886 edition was furnished *free* last year to every League member in Pennsylvania, New Jersey, and Maryland, who joined before April 1st. [This book is now out of print.]

RECORD BOOK OF SHELL ROADS IN VICINITY OF NORFOLK. — As its title indicates, a description of the beautiful shell roads around the ancient city of Norfolk. Contains in addition several pages for records of rides. Bound in paper: 10 cents. By V. Paul Ellis, Norfolk, Va.

L. A. W. HAND-BOOK OF OHIO (Official): — Complete official lists of officers, Consuls, hotels, etc. General description of riding districts, fine large folding road-map of the State. Price, $1.00. Address F. C. Meyer, 37 N. Market Street, Canton, Ohio.

ROAD-MAP OF CENTRAL INDIANA (L. A. W. Official), covering an area of 99 miles north and south, and 153 miles east and west, and showing the roads of the famous Crawfordsville record-breaking district. Contains list of Consuls and hotels, and shows location of all towns, railroads, etc. To be distributed to members of the Indiana Division on the same basis as the New York Road-Book is given to New York members, see above. Price, to other League members, 75 cents. Scale of nine miles to one inch. Address Josh. Zimmerman, Secretary-Treasurer, 37 So. Alabama Street, Indianapolis, Ind.

ROAD-MAP OF NEW JERSEY (L. A. W. Official): — Three parts, Northern, Central, and Southern, folded in stiff covers. Price, 50 cents each, or $1.50 for the set. Address E. W. Johnson, 212 Broadway, New York City.

ROAD-MAP OF OHIO (L. A. W.). See *Ohio Hand-Book*.

ROAD MAP OF BOSTON AND VICINITY (Warren's).

MARTINET'S ROAD-MAP OF MARYLAND: — Splendid work. Price, $10.00. J. L. Smith, as below.

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ROAD-MAP (WHEELING CHART) OF SPRINGFIELD AND VICINITY. Address Henry E. Ducker, Springfield Mass.

IN AND AROUND CAPE ANN, bound in cloth; finely illustrated. The wheelmen's hand-book of Gloucester, Mass., and vicinity. Price, 75 cents. Address John S. Webber, Jr., Gloucester, Mass.

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS. — Sketches of cities towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. Address George Chinn. Beverly, Mass., price 20 cents.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$1.50,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling' nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, roller, and ice skating."

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$1.50*** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *Residence,* .....

City and State, *Date,* .....

REFERENCES: .....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

The Sensation of 1887!

ABSOLUTE PERFECTION!!

The Latest American High Grade Wheel,

THE NEW MAIL.

A Perfectly Made Light Roadster.

OUR SPECIALTY,

Perfection Strengthened Backbone and Forks.

BACKBONE. — Warwick's pattern, new this year. It is well known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is handsomer and stiffer than the round.

FORKS. — Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives a very strong rigid fork.

A SUPERB LIGHT ROADSTER.

At least, Examine one before purchasing your mount, or get a Circular!



With Our Specialty, Trigwell's Ball Head.

Extract from a London letter to the L. A. W. Bulletin January 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, and tried in every way to smother it, — but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that is a vast improvement over the Stanley head, with cone or hemispherical centres, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

AGENTS WANTED EVERYWHERE.

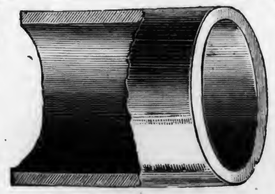
SEE THIS WHEEL BEFORE PURCHASING.

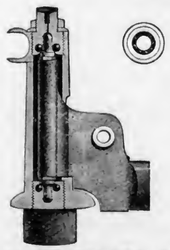
ASK YOUR DEALER FOR IT.



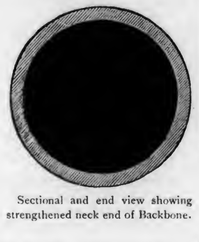
Warwick's New Hollow Rim,

With thickened bottom. Seamless and perfectly smooth outside.

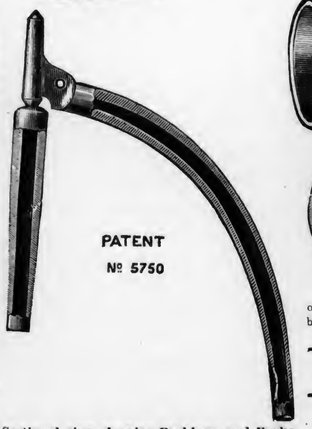




Trigwell's Ball Head. Greatest Modern Improvement.

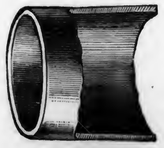


Sectional and end view showing strengthened neck end of Backbone.



PATENT Nº 5750

Sectional view showing Backbone and Forks when made up. A Splendid Improvement.





Sectional and end view of back fork end of Backbone.

Handsome Photograph OF THE **NEW MAIL** Sent for ***14 Cents in STAMPS.***

CEMENTED TIRE.

Good Agents Wanted in Every Town.

SEND STAMP for Fully Illustrated Circular of this Perfect WHEEL, with Full Representation of All Parts.

WM. READ & SONS, Manufacturers - - 107 Washington St., Boston, Mass.

A FEW OF THE SUNDRIES WE MANUFACTURE.



The Cobblestone Saddle

(Our own patent)

Is a practical Anti-Header.

PRICE - - - - - - $6.00



The Wonder Saddle.

(Our own patent.)

PRICE - - - - - - $6.00



The Lillibridge Saddle.

(Our own patent.)

ALWAYS POPULAR.

PRICE - - - - - $5.00

WE ALSO MAKE THE DURYEA. PRICE, $4.00.



The Ideal Lamp

Will fit all sizes from 30 inch upwards, or any other make of boys' or youth's bicycle. See cut.

Price, Japanned - - - $2.25
" Nickelled - - - 3.00

The Challenge Lamp

Fits any size except smaller sizes of "Ideal." See cut.

Price, Japanned - - - $3.00
" Nickelled - - 3.75



The Champion Lamp.

Fits any size over 50 inch. See cut.

Price, Japanned - - - $5.00
" Nickelled - - 3.00



Ideal Tricycle Lamp.

Useful also as a bicycle head lamp.

Price, Japanned - - - $2.25
" Nickelled - - 3.00



Price, 75 Cts.



Price, P't Can, 50 Cts.



Price, Q't Can, 60 Cts.



CHICAGO KANGAROO. PRICE, $5.00.



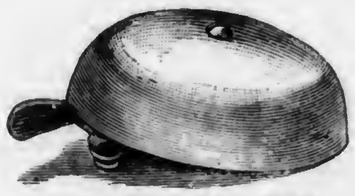
CHICAGO CANVAS. PRICE, $3.50.



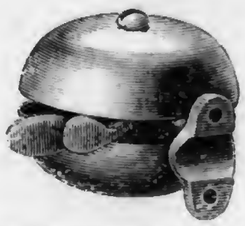
Youth's Bell. Price, 50 Cts.



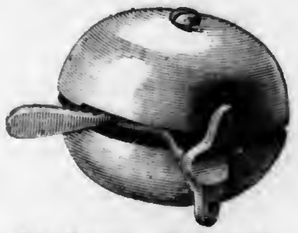
The Favorite. Price, 75 Cts.



The Standard. Price, $1.00.



The Chiming. Price, $1.50.



The Superb. Price, 2.00.

A complete line of Leather Sundries we make on the premises, such as BELTS, TOOL BAGS, etc., and many other Sundries, all of which are described in our Catalog, which is mailed on application. We invite the trade generally to correspond with us in this regard.

Largest Manufacturers of Cycles and Sundries in America.

GORMULLY & JEFFERY MFG. CO. CHICAGO, ILL.

VOLUME NO.

5

*8000 a. 10

THE BULLETIN OF THE LEAGUE OF AMERICAN WHEELMEN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN: PUBLISHED WEEKLY: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA:

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, JULY 8, 1887. | VOL. V. No. 1. WHOLE NUMBER, 106.

"Let Others try the Experiment."

The Columbias have been subjected to the practical tests of ten years upon road and path; there are machines upon the market of limited age and claimed to be as good or superior to the old reliable Columbias; perhaps they are; it is n't for us to say. If the wheelman can afford to try the experiment, it's good for his education, and of eventual benefit to the Columbias.

For instance, for six years hemispherical steering-centres have been used on the Expert Columbia, and on the Light Roadster for three years, a pretty fair test that such an arrangement is the most practical. The ball-bearing head has n't been proved to be better, yet it may be. "Let others try the experiment."

It has been asserted that the various forms of safety bicycles will overrun both continents. For several years safeties have been on the market, yet their increase in use has not been noticeable. Ninety-five per cent of riders seem to prefer the crank machine. We manufacture safeties; if you desire one we should be pleased to have you try the experiment.

It costs considerable to make first-class machines; Columbias are first-class machines, and are sold at respectable prices; perhaps as good machines can be sold for much less than our prices. "Let others try the experiment."

It may be a paying investment for a wheelman to purchase a so-called first-class machine for a seemingly low price, and then again it may not be. The wheelman can try the experiment.

POPE MFG. CO.

ALBERT A. POPE, President. **EDWARD W. POPE, Treasurer.**

PRINCIPAL OFFICES, 79 Franklin St., cor. of Arch, Boston.
BRANCH HOUSES, 12 Warren St., N. Y.; 291 Wabash Ave., Chicago.

The most Comprehensive Cycling Catalogue published. Fifty-two Pages, Forty-six Engravings. Sent Free by Mail upon Application.

THE

RUDGE RACER.

NEW

OR

econd-Hand

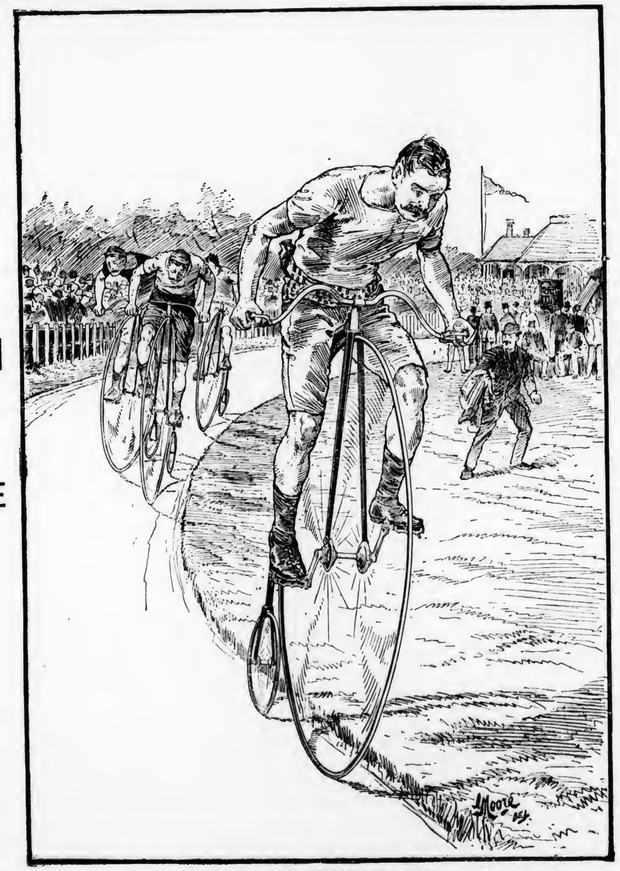
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OF ANY

LIABLE MAKE

TAKEN IN

'ART PAYMENT.



NEW

OR

Second-Hand

MACHINES

OF ANY

RELIABLE MAKE

TAKEN IN

PART PAYMENT.

KING OF THE PATH.

If you are thinking of going into Racing, let us hear from you.

STODDARD, LOVERING & CO.,

125 TO 158 CONGRESS STREET - - BOSTON, MASS.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A NATIONAL JOURNAL TO BE INTERESTED BY CYCLING IN AMERICA. PUBLISHED WEEKLY

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

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SUBSCRIPTION PRICE TO OTHER THAN LEAGUE MEMBERS, $1.00 A YEAR.

CLUBS OF FIVE - - - - - - $4.00 "

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

Now that the "Liberty Bill" has passed, the New York papers are finding out that it is a good thing, and with great unanimity they commend Gov. Hill for signing it.

THE question that dealers are now trying to answer is not "How shall we sell our goods?" but rather "How shall we get goods as fast as we can sell them?" This is especially the case with tricycles and tandems. Of these two, the supply is not nearly equal to the demand, and very many people are forced to walk when they would gladly ride.

THE Racing Board has reinstated Thomas Stevens. The action will be endorsed by all League members, for it must be recognized that Thomas Stevens to-day is not the Stevens who was disqualified. He has earned his reinstatement.

OREGON wheelmen are going to law to secure their rights. In 1885, the Legislature passed a law to "regulate the passage of bicycles, tricycles, velocipedes, tractions, and portable engines on the public highways and streets of this State." By its provisions, persons in charge of any machine are required to bring said machine to a stop within one hundred yards of any person going in the opposite direction with a team, and remain stationary until the said team has passed by. The penalty for violation of this law is a fine of not less than $10 nor more than $50. Of all absurd laws against the wheel, this certainly stands at the head. The wheelmen of the State are now contributing to a fund to fight this law in the courts, and they have already engaged the services of a prominent attorney. The following from a Portland paper is suggested by the absurd law:—

"Were a Portland bicyclist to start from First and Columbia Streets at 10 A. M., with instructions to reach Ladd & Tilton's bank before the close of banking hours at 3 P. M., and obey the law in regard to dismounting, he would arrive at his destination a gray-haired man, provided he did not die from old age."

CORRESPONDENTS are reminded that the editor is no longer chairman of the Racing Board. All matters relating to the racing interests should go to Dr. Cooley, the present chairman.

IN another column, Mr. Shriver presents his views regarding reorganization. He approaches the committee through the BULLETIN, and invites criticism of his views. No better way could be employed. If the general membership do not favor the views put forward by Mr. Shriver they can be heard in opposition, and if a public discussion is had the committee can feel the pulse of their constituents and can furnish the condition of things most desired. We hope to have other suggestions.

THE NEW JERSEY DIVISION MEET.

THE Fourth was a very warm day, but while warm enough to affect very perceptibly the attendance at the annual meet of the New Jersey Division at Orange, the heat was not sufficiently intense to mar the enjoyment of the day's pleasure or prevent the carrying out of the elaborate programme prepared. Runs, business meeting, banquet, parade, and races were gone through with promptly and without a hitch, and the whole affair was eminently successful.

THE BUSINESS MEETING.

This was held in the Harrison Street Rink at half past eleven, Chief Consul Cooley presiding. After reading the minutes, the chief consul made an address. He said that no papers had been given into his hands by his predecessor, and so no full report for the past year could be presented. The division was to be congratulated on its prosperity. The financial condition was good, and though the membership was not quite so large, owing, perhaps, to no road book having been offered as an inducement, there was no division and no friction anywhere. The present edition of the road book had been exhausted, and he suggested that some action be taken with reference to a new one. The Pennsylvania Division was about to get up one, and he suggested that the New Jersey Division join with it, and offer it free to those joining this year and renewing next. He was preparing a circular to send to all desirable riders in the State who were not at present members of the League, with a view to inducing them to become such. He urged that the members send the names of desirable riders to him. His reference to the Liberty Bill evoked loud applause. He also touched on the Moore and Rowbach cases, which the division was fighting in the courts, and assured his hearers that the rights of all should be maintained.

Secretary Robinson Pound then read a report showing that there had been 686 renewals, and, including those published in the BULLETIN of July 1, 111 applications, making a total of 797. There was a balance of $372.25 on hand, with $102 due from the Secretary-Treasurer for the first quarter, and $36.50 for the second, making an available balance of $600.75.

Ex-Chief Consul Brown then nominated Robinson Pound for secretary-treasurer of the division, and he was elected by acclamation, the chief consul casting the ballot.

The matter of the new road book and the maps was then discussed. After Mr. Bergen, of Elizabeth, had had his inquiry as to the book satisfied, as he confessed that all he knew of it was that it was a "long book with streaks on it," and was advised by a wag "to read beneath the lines," the matter was referred to the Board of Officers with power.

Dr. Kinch, of Westfield, had something to say about the proposed cinder path from New York to Philadelphia, and the matter was left to a committee of five to inquire into the feasability of the project.

Mr. Wetmore offered the following resolutions, which were unanimously adopted:—

Resolved, That the New Jersey Division of the League American Wheelmen in convention assembled at Orange, July 4, 1887, do hereby thank His Excellency Governor Hill, of New York, for his act of justice in signing the bill giving statutory recognition to the rights of cycles and vehicles.

Resolved, That the secretary notify Governor Hill of the action of this meeting.

A member from South Jersey wished to have added a vote of thanks to Henry George for his influence exerted in behalf of the signature, but Mr. Wetmore strenuously opposed an introduction of politics into the League, or any official thanks being given for any mere political influence exerted, as distinguished from actual official acts. The motion was laid on the table.

After passing a vote of thanks to the Orange Wanderers for their hospitality and exertions on behalf of the success of the Meet, the meeting adjourned.

THE BANQUET.

The orators were much in need of refreshments after their exertions, and the beautiful tables spread by Caterer Davis in Music Hall were a welcome sight. About one hundred sat down to the feast prepared, and for over an hour did cyclers' justice to it. When the coffee was brought in, Chief Consul Cooley introduced a distinguished guest in the person of Tom Stevens. In replying, Tom said that he had found out by sad experience that one of the penalties of a trip to Jersey was a speech. He congratulated the foreigners on the way in which they were celebrating the Independence Day of the United States. One hundred and eleven years ago Washington and Cornwallis had had a race. It was for Independence. It was a case of professionals *v.* amateurs, and the amateurs had won.

THE PARADE.

Immediately after the dinner, the cyclers wheeled to the Harrison Street Rink, where the line of parade was formed. Almost all clubs in the State were represented, the Plainfield Bicycle Club having out twenty-three, the largest number. There were some one hundred and fifty wheels in line, and the route was some five miles long, through the principal streets, ending at the Roseville track, where, at three o'clock, began

THE RACES

The track was in fine condition, the only obstacle to fast time being quite a strong wind, which blew against the racers on the homestretch. There was a large attendance of enthusiastic spectators, so that the division's treasury was enriched by some two hundred dollars net by the day's sport. Chief Consul Cooley was referee.

One-mile Novice on Roadsters.—First heat: Wm. Lamb, Smithville, 1; S. B. Bowman, E. W., 2; F. L. C. Martin, Plainfield, 3; J. H. Bickley, Dover; J. A. Bowman, N. C. W.; H. E. Shaw, Newberg; B. McClurg, Newberg. Lamb won easily by ten yards, Bowman beating third man two yards. Time, 3.03.

One-Mile Novice.—Second heat: E. P. Baggot, H. C. W. (1); H. W. Peck, Plainfield (2); J. T. Decker, E. W. (3); H. M. Martin, P. B. C; H. Tearnes, Thomaston, Ct; G. Whittaker, Jersey City. Baggot won easily by ten yards, while Peck passed Decker on the last lap and beat him two yards. Time, 3.11 3-5.

Three-Mile Lap Race—J. W. Powers, Jr., H. W. (1). T. W. Roberts, Poughkeepsie (2); H. L. Powers, Harlem; J. Van Wagoner, Burlington. The elder Powers led every lap, and Harry gave Roberts a close rub for half the distance. Time, 9.24 4-5.

Two-Mile State Championship.—C. A. Stenken, H. C. W. (1); Wm. Lamb, Smithville (2) J. Van Wagoner, Burlington (3); C. S. Stevens, Millville. Lamb pressed Stenken pretty hard, but was at no time very dangerous. Time, 6.13 1-5.

One-Mile Tricycle State Championship.—L. H. Johnson of the O. W. walked over on a Humber Cripper in 3.12 3-5.

One-Mile Novice.—Final heat. Lamb won in 3.1 3-5; Bowman second in 3.3. The latter beat Baggot five yards, who was some ways ahead of Peck.

Five-Mile Bicycle, L. A. W. Championship.—There was blood on the moon when Rich and Powers faced the starter. The former had had a bad fall at Staten Island on Saturday, but made no complaint about being out of trim. The pair started at rather a slow pace, but soon began to warm, leading alternate laps. At the last the Harlem man rushed to the front, and try as he might, Rich could not pass him, and was beaten two lengths, in 16.25.4-5. The last lap was run at a 2.30 clip.

Union County Wheelmen, One-Mile Championship.—A. N. Pierson (1); T. H. Burnet (2); C. B. Moore (3); W. B. Rhett; J. A. Brunner. It was a pretty race for two laps, and one could have covered the field with a blanket. At the last Burnet and Pierson drove away, but the latter was a little too much for Tommy, and won by a wheel in 3.09 3-5.

One-Mile Bicycle, State Championship.—C. A. Stenken, H. C. W. (1); Wm. Lamb, Smithville (2); J. Van Wagoner, Burlington (3); C. S. Stephens, Millville. This was a good race between Stenken and Lamb, the former winning in the excellent time of 2.46 4-5; Lamb, 2.47 1-4; the rest beaten off.

Two-Mile Bicycle Handicap.—L. A. Howell, M. B. C., 120 yards (1); J. Van Wagoner, Burlington, 150 yards (2); F. W. Roberts, Poughkeepsie, 90 yards; W. H. Caldwell, E. W., 120 yards; S. B. Bowman, E. W., 175 yards; E. P. Baggot, H. C. W., 200 yards; E. C. Parker, H. W., 200 yards. This promised to be a splendid struggle, as the field became bunched, after half a mile. In the last half mile Roberts tried to get through the neck on the inside, and fouled Caldwell both going down. Bowman had to put on his brakes to save himself, and lost all chances. Howell and Wagoner rushed on ahead, and made a dead heat of it in 5.47. On the run off, Howell won.

One Mile Team Race.—Harlem Wheelmen: J. W. Powers, Jr., H. L. Powers, E. C. Parker. Union County Wheelmen: A. N. Pierson, W. B. Rhett, T. H. Burnet. Millville Bicycle Club: J. B. Pearson, C. S. Stephens, L. A. Howell. The Harlem wheelmen won, J. W. Powers, Jr., finishing first in 2.56, two of the Millville boys following him.

One Mile Consolation Race.—In this there were five starters. Young Powers was given the race by a loafing pace being made by the men on the roadsters, allowing him with his racer to come away and win, though he barely beat Caldwell a wheel in 3.46

ST. LOUIS.

TO-NIGHT St. Louisans will scatter far and wide, after a frolic for the glorious Fourth. Ohio will catch the lovers of fine roads, and suburban towns will attract aspiring racers. Harry Stuart writes that the Kansas City boys will entertain one hundred visitors, taking them to the Fair Grounds for "delicacies and liquids." "The latter feature," says Harry, "will be an innovation to the innocents from Kansas."

THE Quincy Club's invite to "drop up street and have a good time," will be generally accepted. The St. Louis Cycle Club makes an official run of it, going up by boat this afternoon, and train to-night, and a number of Missouri men will go. Several good things are on the list, among them a little run into Missouri, including a beautiful five-mile stretch of *corduroy*, upon which impromptu obstacle races will be held *en route*.

LADISH has severed all connection with the *American Wheelman*, and Rogers succeeds him as editor, running the paper with the assistance of Lindell Gordon. The reason given by Ladish for this sudden move, is that other interests call him away, and he claims the paper has been a profitable enterprise the past few months. He cried quits on Monday, going to Kansas City Wednesday night. Ladish will be personally missed, but I think the fact that he was "tied down," chafed him. Lad. has always been a rolling stone. He was born in England, and before the age of sixteen had left college and entered practical life as a "riding boss," or supervisor of construction, on an Australian railway. He has travelled extensively, and but a few days since was about determined to tour through Missouri, the Lake region, etc., intending to describe his experiences in the Wheelman, with sketches. Financially, he is said to be "well fixed."

IT may not be amiss to say that the *A. W.'s* future popularity here will depend upon its policy. Ladish blamed the "Critic" for unnecessarily strong words used anent the meet, and the "Critic" seeks to shift the burden on the shoulders of the ex-editor. The unfairness was there, however whether the editors felt forced into the position or not

THOSE bothersome proxies! What trouble have they not been the innocent cause of? The "red hot Missouri division meeting," the "New York unpleasantness," and other instances are examples. In regard to California's trouble, however, a simple rule is alone to blame. No one who saw the credentials committee, Messrs. Share, of New York, Cooley, of New Jersey, and Stewart, of Missouri, enter the little room off the Exposition stage, expected that when they again emerged trouble would come with them. I called on Mr. Stewart, yesterday. Said he: "When all the proxies were handed up, we entered the room, and after the rules had been read, we carefully examined and counted the proxies. In order to follow the law of the L. A. W., we were obliged to show no partiality and to throw out certain proxies. That was all."

THE *Spectator* isn't a bit pleased by my statement, that the P. D. was the pioneer in the matter of cycling news at this point, and tells how in 1883, it used to stand up for the wheel in "town talk," eliciting for its pains, only the scoffs and jeers of the skeptical dailies. 'Cept my 'pologies, dear Spec.

KARL KRON'S book will catch St. Louis, at least as far as that part is concerned, which describes his descent of a Virginia mountain side, whilst beset by difficulties in the way of lightning, rain, broken branches and festive mule teams.

ONE of the most unique athletic organizations in the country, is the Little Nicols Base Ball Club, of St. Louis, named after the diminutive professional of that name. It has eleven members, and of these, eight are also cyclists, and members of the Missouri Club. They are unique, because all the members are young men, who spend their time at college and in business, coming together only for a short season each summer, where they arrange to spend vacation together in a base-ball tour, Little Nicol paying half of their traveling expenses. Illinois and Indiana is their regular field, and though they have tackled fine clubs and poor, indiscrimately, they have never yet been beaten. Nicols has presented each member with a testimonial of this fact, in the shape of a pretty gold medal.

THE famous little club leaves to-night for Indiana, and when it has completed a tour of the State will repair to its own club house on Lake Maxinkuckee, near a little town just eighty-five miles from Chicago. The clubhouse was established for their sole use by Mr. Culver, a retired merchant, and there they will spend a pleant two week's outing, having servants, kitchen, music, sailing and fishing, at their own disposal. The house is kept closed during their absence.

THE money stakes in the Greenwood-Stone race have been supplanted by another scheme—the presenting to the winner of a $25 gold medal by the backer of the loser. A strong antipathy to cold cash is given as the reason of the change. The date, too, is postponed, but the race is set certainly for next Sunday. The event is the one topic in cycling circles, and both men promise faithfully to do up the other fellow. I have a strong idea that much spurting over the DeSoto road will result in each doing himself up thoroughly.

BY the way, last week's BULLETIN innocently remarked that as safety wheels will be used, "there will be no fear of headers, and the hills can be taken at speed." Mr. Editor, allow me to laugh in my sleeve, ha ha! Of course you meant *slow* speed. Stone has changed his mind and will ride an ordinary. PHŒNIX.

THE *World* stepped down from its lofty pedestal last week, and tried to make a joke. It was a very fishy joke, and the editor floundered about in a very distressing way.

MR. CHARLES SULZNER comes forward with a novel business for which there seems to be a place. The advice of an expert is always valuable to one who knows nothing about wheels, and this advice Mr. Sulzner is ready with for a fair compensation.

FROM A FEMININE POINT OF VIEW.

NINETY in the shade! How much of misery is comprehended in that little sentence. The weary citizen, in the midst of his drudgery on one of these hot and sultry days, is apt to feel that in this climate of ours summer was intended by nature as a long vacation from labor, during which we should take life easy and enjoy the rest which would fit us for vigorous labor when the enervating season is past. And yet the unhappy state of man will hardly permit a realization of this pleasing notion. That man should

Early toil and late
Is a hard sentence of an ancient date.

No castle of indolence is at our disposal, where

The soft delights, that witchingly
Instill a wanton sweetness through the breast,
And the calm pleasures, always hover nigh;
But whate'er smacks of 'noyance or unrest,
Is far, far off expelled from that delicious nest.

No, we are forced, most of us, to "grunt and sweat under a weary life" during the summer weeks, and attend, as best we can, to a round of daily duties

THERE! that will do for the weather. Poor old weather! how it is abused, complimented, discussed, and speculated upon in our conversation We are prone to speak of that which is uppermost in our minds, and it cannot be wondered at that journalists now and then fly to this theme, especially when the thermometer is ninety in the shade.

I WANT to tell you about a little run we had the other day. It was a very merry party, and our destination was the seashore,

"Where the broad ocean leans against the land."

What programme could be more attractive? To escape from the dust and the heat of the city, and bask in the cooling breezes of the voiceful sea, is an experience not easily embraced by those whose fortunes are cast in places remote from the sea coast, who know only the peaceful river god, and to whom only the active and petulant Neptune is a stranger. Inlanders, we commiserate you.

MAUD was the captain of the party, and she made the most elaborate plans for an entertainment in connivance with the cottage keeper. I was about to say "hotel keeper," but my imaginative faculties though very well developed, will not allow of my converting a shed erected upon the crest of a beach into a hotel, nor, would shed-keeper fall pleasantly upon the ear; and so I will say cottage keeper, for that is a graceful title, to say the least.

JUST at ten o'clock Maud blew three times upon her whistle, and told us that was the signal to mount. We mounted. That signal was arbitrary, the others she borrowed from the horse cars. Two to go ahead, and one to stop.

THE roll was called with due formality, Maud is a stickler for system. Rose was mounted on a two-track Columbia, which she has decorated with a red, white and blue streamer, claiming those to be Columbia's colors. Hyacinth was riding a Royal Mail, which she avows to be the ideal machine. She remarked to Rose that the next time she went on a run she should wear a costume made from the cloth worn by letter carriers, and have it trimmed with brass buttons. This was suggested by the joke on colors, and it evidences that girls are capable of practical jokes once in a while. Violet suggested an alliteration on a Victor, and Anemone struggled with a Coventry Rotary. Buttercup rode double with me, and Clover cast her fortunes with a Columbia. Crocus would have gone, but alas! her mount was of the "must-have-a-man" kind of tandem, and this was a ladies' run. The young ladies who went, will not fail to recognize the riders behind the names I have given them, and it is not necessary to the purposes of this article that their real names be disclosed.

WE wheeled over dusty roads till the open country was reached, and then we found hard macadam. The hills were successfully subjugated and those whom we met on the road were dumbfounded. Wheelmen are used to the stare of pedestrians and drivers, but I do not believe they get this in

the aggravated form it takes on, when a feminine party is out for a ride.

ARRIVED at the sea of our destiny we pushed our wheels through the crowd of eagerly curious pleasure-seekers that one always finds at the seaside, and soon had them—the machines—under lock and key.

WHAT shall I say of our day at the shore? We strolled upon the beach, we dug a few clams, we threw many stones at Neptune's damp domicile; we ate many fish, much fried lobster and more clams for dinner; we went in bathing, and battled with the surf; we threw away dull care, and romped and played like children.

THEY tell us that nothing draws a man out like a good dinner, and that no better conversation inspirer can be found. Reader, did you ever sit down with a company that was eating steamed clams? If you have, you will believe me when I say that they are *facile princeps* as fun promoters. To eat them one has to go a great way backwards towards barbarism, and to remember that "fingers were made before forks." Nine persons in ten have to be told how to eat clams from the shell, and it is as good as a play to see the novitiate, under the tutelage of a veteran, remove the clam from its shell, remove the sandy cap, wash off the animal (?)—or is it an insect?—in water, dip it into melted butter, and convey it to the mouth. There is very little to inspire poetry in the process of eating clams, but there is a great deal of satisfaction to the stomach.

MAUD said we must end the feast with "vocifero," and no one knew what she meant. She whispered her order to the waiter, and he brought—ice cream. Then Maud explained her joke by telling us that the Harvard boys told her on class-day that "Vocifero" was proper, since it means "I scream."

HAPPY Maud! How well I remember the bright presence that burst in upon me the other day to let me see how she looked in her class-day dress. She was invited to one of the "swell spreads," and her dress was the fruit of much study and many hours of labor. I really believe she would have gotten up a tricycle dress for the occasion and gone out a-wheel, had I not dissuaded her. She went, she saw, and I know she must have conquered, for few girls that I know or see have the beauty of person, the rugged health, or the sparkling wit of my pretty Maud.

WE rode home as we came, and in a no less merry mood. There was no spurting nor trying to ride away from the company. We accommodated our speed to that of the slower riders, and rode along in company. We heard one or two muttered anathemas from drivers about "taking the whole road"; but they did n't disturb us. In one instance we all laughed so heartily at the ire of one man that his anger was dissipated at once, and he drove away with a broad grin on his features.

IT was a day to be long remembered. It's experiences have found a place with many more of its kind in "My Cycling Log-Book," and in days to come I expect to read them with a never-failing pleasure.

WORD comes to me that the ladies' tour projected across the water for a run to Ireland was not altogether a success, and that only "Faed" and Mrs. "Faed" engaged in it. We do better than that in America. DAISIE.

As instances of the growing popularity of tricycling among the ladies, it may be noted that the lady membership list of the Philadelphia Club is almost full, and that twelve young ladies in one bevy dropped in one afternoon last week on the astonished instructor at the Columbia Riding School in West Philadelphia, and intimated that they proposed to learn to ride the bicycle. Of course they meant the tricycle, but poor George Hart was so flustered for a while that he could barely summon strength to get out the practice machines. They learned rapidly, and some of the dozen have expressed a determination to own machines of their own before the close of the season. —*Phila. Times.*

THE OWL.

THE extremely classical explanation of the "Attic Bee" as to the true meaning of his title, causes me to think it would answer equally as well for an explanation of the term prima donna, since both are upper-attic titles.

IN Boston papers the vulgar term of thief is no longer used. A young man rented a bicycle there the other day, and did not return it, and the papers spoke of it next day as a "Kathleen-Mavourneen rental," or in plain English, sort of a "may-be-for-years-or-it-may-be-forever" borrow.

IT turns out now that the unfortunate death of Mr. Warner upon Jerome Avenue, Sunday, from injuries received by being thrown from his buggy by his horse running away, was not caused by wheelmen frightening the animal as the daily papers alleged, but through a milk wagon loaded with empty cans passing near the horse. I don't blame the horse, though, for mistaking the sound for that of his arch enemy, the bicycle. Many of the wheels ridden on our roads creak, groan, and rattle in a way that would put to blush any milk-can combination in the world.

MR. JOSEPH H. TAFT will probably be the architect of the new clubhouse to be erected by the New York Bicycle Club, his plans apparently meeting all requirements. Mr. Taft is himself a wheelman, and is in consequence thereof more likely to recognize the requirements of a wheel club. The plans presented, while not yet accepted, show a four-story castellated building, built of rough stone, red brick, and terra cotta reliefs. It will be twenty-five foot front and seventy feet deep, four stories in height, and will accommodate about one hundred and fifty wheels.

THE bids for the entries of racing men on the Fourth has never been equalled here, there being chances for pot-gathering at no less than six different games within twenty miles of New York. In consequence of this, the heart of the pot-hunter was glad, and upon his breast glitters the illusive trophy of his prowess.

MY physicians have advised me that if I want to retain the excessive "freshness" of mine, that my friends all say is my principal possession in life, that nothing will do but a sojourn at the seaside, with a liberal external application of salt saline seawater. In accordance with this fact, I have packed my "grip," and will hie me away to Long Branch for two months, during which time I will present in this column, as a result of my seaside vacation, a gastronomical and literary novelty in the shape of "salted Owl."

THE most peculiar thing about the Bicycle Bill recently signed by Governor Hill, has been the opposition it developed among people themselves not interested, or informed about its purpose. An example of this was afforded me the other evening in an elevated train, by two seemingly intelligent citizens of New York, who occupied the opposite seat to me. One of them turning from his paper to his companion said, "I see Hill has signed that bicycle bill! What do you think of that?" On the face of the friend interrogated appeared a splendid sufficiency of horror to suit even the most rabid road-hog, and he replied: "Well, now I suppose these bicyclers will actually be riding down Broadway." "Yes, or 5th avenue," replied his friend, and both returned to their papers, conscious of their superior wisdom, and thorough knowledge of the affair they were discussing. The ignorance of these gentlemen of the spirit and intention of the bill is but a fair example of that prevailing throughout New York City. Owing to the vileness of the street pavements, wheelmen cannot ride, and hence are rarely seen below 59th Street, or in the crowded and business portion of the city, wherefore the average citizen forms his opinions of wheelmen from the juvenile velocipede riders upon the sidewalks in his vicinity, and forthwith becomes a rabid anti-cyclist. It is by playing upon such ignorance as the foregoing, that the horsemen got the few signatures to the petition that they used against the passage of the bill. Mr. Jno. D. Crimmins, the hero of the tirade against wheelmen, wherein appeared that magnificent specimen of Celtic denunciation, entitling wheelmen as "them bicycle fellows," has from the passage of the bill, been taught that "them fellows" are able to cope quite successfully even with so august a personage as a Park Commissioner and a contractor, even when both are combined in as scholarly a personage as this same "fellow" Crimmins.

CHIEF CONSUL GEORGE R. BIDWELL has received a couple of hundred or more telegrams and letters from all over the country, congratulating him and his division on their victories in the signing of the "Liberty Bill." While this is of course gratifying, Bidwell does not intend to stop here. "The price of liberty is eternal vigilance" and Bidwell recognizes this full well. Copies of the bill will be printed and distributed throughout the State, where the local consuls will have them conspicuously displayed in cross-road taverns, bar-rooms, hotels, and other such places of resort affected by the "road hog," so that his class may have no trouble in reading "the handwriting on the wall."

THE League, as well as its numerous State divisions, has a committee on Rights and Privileges, which is an able one, and has certainly secured many reforms where the rights of wheelmen have been threatened; what is needed now, is a supplementary committee on Abuse of Rights and Privileges. No sooner does the first committee secure a concession or justice, than the need of the second one becomes evident. Many wheelmen seem to have the Monte Christo idea of "The World is Mine," and while continually clamoring for the rights of cyclists, continuously violate those of pedestrian, equestrian, and driver, resulting in the passage of prohibitory and obnoxious regulations against wheelmen. It is not the lack of rights or privileges that causes us the majority of our troubles, but the abuse of those we already have.

THE OWL.

LETTER FROM BROOKLYN.

THE Governor has signed the Bicycle Bill, and the wheelmen of this State, and especially those of New York City, are, or ought to be, exceedingly happy. On Saturday and Sunday the papers were anxiously scanned by expectant wheelmen hoping to obtain some indication of the Governor's action, but none appeared. At about noon on Monday telegrams were received from Albany which simply said, "Bicycle Bill signed.—Rice, private secretary." Short and sweet, but it contained all the anxious ones wanted to know, and caused such a flutter among the wheelmen of Gotham as will not be forgotten for many a day, if ever. Bidwell went into ecstacies, and Potter was not less happy. Both were the recipients of many congratulatory telegrams and messages from those who appreciate their untiring efforts in behalf of the measure. A meeting was immediately held to determine upon a suitable course of action as regards the opening of Central Park, and as a result of that meeting a letter was sent to the Park Commission and to the press, a copy of which was in the BULLETIN last week. The policy of this action has already been shown, for although the commissioners have as yet given it no official recognition, the press has published it widely, and commented upon it in most favorable and flattering terms, which will undoubtedly create a more favorable consideration in the minds of those who are more or less prejudiced through ignorance or bigotry.

THE retaliatory regulations recently adopted by that intellectual body, the New York Board of Alderman, has received the approval of His Honor the Mayor, noted for his letters on "What I know about dogs." In the mind of this great "letter-writer" I have no doubt but that dogs and cyclers are classed in the same category. The press, however, differ with the honorable gentleman and his colleagues, and have lost no opportunity to ridicule their action. The amount of editorial comment on the same has been surprising and gratifying, as we had no idea that the press was so favorably disposed towards us.

THE recent Race Meet of the K. C. W. was quite a success, although, barring Rich and Powers, the elder, the field of entries was an ordinary one. The interest of the meet seemed to centre on these two

favorites, who were heartily received each time they appeared. Powers is riding in rather improved form, but Rich does not seem to be up to his usual excellence. In the handicap he caught and quickly passed Powers, but was pocketed, and the race went to young Powers, Rich coming in fourth, much to the surprise of everybody. The five-mile State championship was a grand struggle between the two. Rich rode strong from post to finish, but he seemed to tire, and his old-time spurt was lacking, Powers gaining materially on the last lap, and almost catching him on the home stretch.

THE riding of young Powers was remarkable, and with care he will make a flyer when he gets a little older. Like most boys, he seems inclined to overdo it, and unless he is checked he may injure his chances for a grand future on the path. Bradley of the Ilderans showed up well, and would, with proper training, make a smart man. The final of the novice between him and Caldwell, of Elizabeth, was a hard fought and pretty race, reflecting equal credit upon victor and vanquished.

THE K. C. W. new clubhouse is well under way, and they expect to be able to move in by the latter part of October. The framework of the front of the Long Island house is nearly completed, and the covering of copper will be on in a couple of weeks. The latter club had a smoker in their temporary quarters on Tuesday evening, which was well attended and enjoyed by all present. The Brooklyn Club have planned a three days' tour for the Fourth. Starting Saturday afternoon, they wheel to Jamaica, where they will be met by the Mercury wheelmen of Flushing, to which place the entire party will go and remain over night, wheeling next day to Babylon, Islip, etc., and returning on Monday to Queens in time for the bicycle races which are to be held on the grounds of the Queen's County Athletic Association in the afternoon.

BON.

C. W. A. ANNUAL MEET.

THE annual meet of the Canadian Wheelmen's Association was held at Brantford, July 1. Secretary H. B. Donly read his report, which showed the affairs of the association to be in a most satisfactory condition. On April 1, this year, the membership was 612. It is now 849, a larger number than ever before. Six small clubs have been suspended for non-payment of dues. The new guide book is in great demand, and is a success. The *Canadian Wheelman*, the organ of the association, under the able management of Mr. Brierly, has cost the association nothing this year, and has a balance to its credit of $126.

The treasurer's report showed a balance on hand of $250.

Messrs. J. D. Miller, of Montreal, and W. P. May, of Belleville, were unanimously elected president and vice-president, respectively. Votes of thanks were passed to the retiring officers, and the meeting adjourned at 12.30.

At 1.30 the parade was formed and started, headed by the Home-Dale Band. The parade was the largest yet held by the association, there being three hundred wheelmen in line.

Races were held at 2.30 P. M. and resulted as follows: —

Two-mile green. — Robertson (1), 6.34; Nasmith (2).

Three-mile lap. — Davies (1); Johnston (2).

One-mile club championship. — Fitch (1), 3.07; Duncan (2).

Half-mile. — Davies (1), 1.47½; Johnston (2).

One-mile safety. — Fane (1), 3.19.

Five-mile championship. — Fred Foster (1), 32.32; Davies (2).

One-mile tricycle. — Nasmith (1), 4.05; A. T. Lane (2).

One-mile championship. — Davies (1), 3.03; Fred Foster (2).

Ten-mile championship. — Fred Foster (1), 33.50; E. P. Baird (2).

Half-mile, hands off. — Johnston (1), 1.35; Fitch (2).

One mile. — Davies (1), 3.01; Johnston (2); Fitch (3).

After the races were concluded, the visiting wheelmen were entertained by the Brantford Club at a lunch in the Agricultural Hall, a large number of the young ladies of the city kindly acting as waitresses.

THE LONG ISLAND WHEELMEN CELEBRATE THE SIGNING OF THE BICYCLE BILL.

LAST night the club rooms of the Long Island Wheelmen echoed with applause, in honor of the victory of the Liberty Bill. The event was celebrated by a typical "Smoker."

It was naturally a very enthusiastic gathering, and a programme of song, speech-making, and various diversions, interspersed with refreshments, ice cream and the cheering pipe, occupied the time till a late hour. Ordinary means of jubilee being inadequate, the club had offered a prize to the member who should contribute the greatest entertainment. The display of talent was accordingly remarkable. The high merit of each rendition made choice difficult, but the prize was ultimately bestowed with impartial justice, and Captain C. H. Luscomb made a graceful presentation address.

The orator who had argued so earnestly for the rights of wheelmen before Governor Hill, was fittingly selected to decorate with appropriate eloquence the brilliant wind up of the evening. Long will the pleasant memory remain with all who shared the hospitality and *bonhomme* of this Long Island Wheelmen Jubilee. The rooms were tastefully ornamented with ensigns and illuminations. This club now enjoys great prosperity. Part of the programme for the evening was as follows:

Instrumental, Magner's "Walkure," C. W. Walker.
Tenor solo, "Daddy," Harry Hilliard.
Violin, with piano, F. C. Camp.
Tenor solo, "The song for me," Harry Hilliard.
Violin, with piano, T. C. Camp.
Baritone solo, "Marguerite," D. H. Smith.
Recitation, "The Uncle," W. B. Vernam.
Basso solo, "Waiting," Dr. Hudnut.
Reading, "The Burdock and Boblink-War," C. H. Luscomb.
Ballet divertisement, with harmonica, T. M. Lamberson.
Basso solo, "Bell Ringer," H. F. Donaldson.
Reading, "Altruism," A. L. Brown.
Baritone solo, "There She Blows," J. R. Davies.
Vocophone quartette, "Medley," Messrs. Brown, Donaldson, Starrett, Alden.

Brooklyn, June 30.

THE RULE OF THE ROAD ASHORE.

MAYOR HEWITT has signed a city ordinance for which bicycle, tricycle, and velocipede men will be dutifully thankful. It provides for the carrying of lights after sundown and before sunrise. It is scarcely practical, however, and we venture to suggest the following as a more thoroughly efficient "rule of the road": —

All bicycles, tricycles, and velocipedes shall carry the following lights from before sundown until sunrise next morning: —

First. On the starboard side a green light, visible from right ahead to one point abaft the beam, and discernibl at the distance of a quarter of a mile.

Second. On the port side a red light, so constructed as to be visible under the same conditions as the green light.

Third. All bicycles, tricycles, and velocipedes running in a fog shall blow either a fog horn or a steam whistle (whichever may be the more convenient) at intervals of one minute.

Fourth. All bicycles, tricycles, and velocipedes not in motion during foggy weather shall ring a bell at intervals of half a minute.

Fifth. The ordinance to go into effect immediately, and all offenders against it to be decapitated or burned at the stake, as his Honor may direct.

We respectfully submit this revised "rule of the road" to the Mayor in the hope that it may check the horrible loss of life caused annually by the fiery, untamed bicycle and its congeners, the velocipede and the tricycle. — *N. Y. Herald.*

OHIO MEET.

The Ohio State Division, as has been announced, heretofore, will hold its annual meet this year at Mansfield, July 26; Marion, 27th; Springfield, 28th. You will notice by this that it is to be a touring meet, and the route selected is, for beauty of scenery and magnificent sandpapered roads, not to be *excelled* in Ohio, and I am doubtful if any State in the Union can place before the lovers of touring sixty-eight miles of better road for cycling. The Richland Ramblers of Mansfield are working hard to have everything in "apple pie order. The following committees have been appointed: Reception, W. E. Sawin, Jr., chairman; Programme, etc., B. J. Balliett, chairman; Contests, etc., A. P. Seiler, chairman; Parade, B. J. Balliett, chairman; Transportation, C. B. Bushnell, chairman; Entertainment Roy Antibus, chairman; Storage, Chas. J. Harris, chairman; Badges, D. L. Tracy, chairman. The programme has been delayed on account of difficulties in securing all the information necessary, from points *outside* of Mansfield, but it will be in the hands of wheelmen in ample time for the Meet.

The first day at Mansfield, July 26. Business meeting, 9 A. M.; dinner, parade, hill climbing, coasting, lunch, team road race. In evening, grand promenade concert, supper, etc. Second day, leave Mansfield by special train for "Marion." Entertained at Marion by Marion Bicycle Club. Depart at 3 P. M. for Magnetic Springs, *via* Prospect, ten miles, and Richwood, twelve miles by wheel, over elegant pike roads. Tourists remain over night at the springs, where there are ample first-class hotel accommodations for four hundred wheelmen, at the reduced rate of $1.25 per day. Morning of 28th, early start. Ten miles run to Marysville: to Mutual, twenty-four miles; to Springfield, twelve miles, where we surrender to the Springfield wheelmen, who will make things lively for the visitors. Total distance by wheel from Marion to Springfield, sixty-eight miles.

We invite all wheelmen to participate in this meet. We have arranged affairs so that it will not be any more expensive than staying at home, and we "*throw in*" all the fun. Come and see. The St. James hotel has reduced rates for this occasion to $1.75 per day, and the Sherman House, a hotel that we cheerfully recommend, has reduced rates to $1 25 per day for the occasion. Other good hotels in same proportion

A. P. SEILER, *Sec'y K. F.*

June 27, 1887.

CHICAGO.

I SUPPOSE the bicycle will be more popular among the married men hereafter, as I heard one remark the other day, that it was the only thing he could ride without his wife wanting one also. Doubtless she has been after him for a horse and buggy, or a tandem — more likely, the latter.

THE tandem fever has struck the boys and girls in this neck of the woods. I know of a young gentleman and a young lady who had it bad enough to ride until one o'clock at night, and would not have stopped then, but the machine needed oil very bad, and they were compelled to run in — only to make a second start at four oclock in the morning. This is what I would call enthusiasm for the wheel.

VAN SICKLEN won the one-mile race at Cheltenham Beach on Tuesday last, doing the mile in 2.55 with Ehlert second by ten feet, Joe Crennan third. Crennan claimed a foul on Ehlert, but the judges did not see fit to allow same.

IN the five miles professional race the starters were Wells, Crocker and Hollingsworth. Crocker won easily in 15.30. Wells dropped out at two miles, but made a second mount to finish the five miles in order to obtain third money. He had only gone a few laps at a slow speed, when he was overtaken by Hollingsworth, who was making his final spurt. The wheels locked, and both riders were thrown headlong to the board track.

ATTEMPTS were made to have Hollingsworth walk his wheel across the line, but it was useless. The poor fellow was knocked senseless, and even Whittaker with his brotherly advice gave the crowd to understand that Sam would not cross the line that afternoon. Wells's injuries were all on the face, while it is feared that Hollingsworth was hurt internally. He was carried to the residence of N. H. Van Sicklen, who resides near the beach, and it is hoped that the fall will not interfere with his riding, for we are banking on him for a twenty-four hour record some time this fall.

S. B. WRIGHT, the present secretary-treasurer of the Illinois Division, is now contending with a strained hip, resulting from a header which occurred on one of his usual scorches. It will be remembered that this is the same gentleman that attempted to coast a strange hill while on the Big Four Tour. The coast was made very successfully, but the rider found himself tangled up with a bridge at the foot of the hill, which ended Big Four Tour for him.

What are Chicago cyclers coming to? There is never a club run or a social ride that does not end with a scorch and the usual run of accidents. Sunday afternoon there was quite a crowd of the Illinois boys riding down Washington Boulevard, and the nearer to the Park the faster the pace was getting. Suddenly, Palmer shot to the front. The temptation to follow was too great to be resisted. Bowbur was riding Munger's quadrant trike, and it was quite evident that he wished to maintain its reputation. The steering being altogether different from that of a bicycle, he was unable to control it, and in an attempt to pass a carriage, the machine got the best of him and carried him directly into the curbstone, thence against a lamp post, which made a total wreck of the quadrant. The rider was not injured.

There may be times when a scorch would be in order, but I, for one, object to them on a club run, and especially on a crowded boulevard. At the present time we enjoy every privilege of the parks and boulevards, but if something is not done to prevent these "would-be scorchers" from racing down the boulevards five or six abreast, we will find ourselves in the same fix as the New York wheelmen, — shut out altogether. SPECTATOR.

LONG ISLAND NOTES.

I WAS pleased yesterday to hear that a number of Brooklyn wheelmen had been over the route to Sands Point, as described in my last notes, last Sunday, and were enthusiastic about the road and scenery.

This trip is destined to become a favorite one with Metropolitan wheelmen because of its beauty and accessibility. At the Point there is a good hotel with splendid bathing facilities. Steamers leave foot of East 31st Street at 9.45 A. M., 3.15 and 4 P. M., except Saturdays (2.30 and 3 P. M.,) and Sundays (9.15 and 9.30 A. M. and 2.30 P. M.) Leave Peck's Slip fifteen minutes earlier. Boats leave the Point for New York at 7.40 A. M., 12.45 and 8 P. M., except Saturdays (7.05 P. M.,) and Sundays (12.30, 4.20, and 8 P. M.)

Fare, 35 cents; round trip, 50 cents.

ALL routes to the East through Flushing, are now covered by the L. A. W. signs, as far East as Great Neck and Queens. Apropos of League signs, why is not this important branch of the League's work more thoroughly attended to? Probably no work could be undertaken by the general membership which would better accrue to the advantage of the League in public notice and favor, and yet in all my riding in the Hudson valley, New Jersey, and Long Island, I have seen but two small League signs, and they were of no use to me, as they pointed in the opposite direction from my route.

THERE was great rejoicing among Brooklyn, and New York City Wheelmen over the news of the Governor signing the "Bicycle Bill," and great honor is due all concerned in pushing the matter, especially Messrs. Potter, Luscomb, and Bidwell. It is said that this bill is the first legal recognition of the bicycle on record.

CONSIDERABLE damage from sinking was done during the late rains to the Flushing Athletic Club's new track, but it is now being put in shape again, and will undoubtedly be very fast.

It is of peculiar shape, being essentially square, with round corners, but is almost a continuous curve, five laps to the mile. We also have eight tennis courts, base ball, etc., ladies' clubhouse, gymnasium, shower baths, and locker rooms. No. 7,556.

REORGANIZATION.

C. H. LUSCOMB, ESQ., *Chairman Special Committee on Revising L. A. W. Constitution.*

DEAR SIR: — In response to your request for suggestions to aid your Committee, I beg to submit the following as my views.

First. That the League should be reorganized, with the central idea that it is not a club, but a National Association, whose functions are to govern and regulate only such interests connected with cycling as necessarily require co-operative action of *all* wheelmen.

Second. That the cardinal principles of an organization should be:

(*a*) All rights, powers, and duties, exist in the individual.

(*b*) In order to make our exertions more effective in certain lines, and for convenience of administration, we delegate a portion of our power to elective officers, but reserve to the membership at large all powers not distinctly so delegated, as defined by the Constitution.

(*c*) That for further convenience we district this work according to State Divisions, and assign to such divisions a portion of both authority and duty.

To carry out these principles, it seems to me, First, that we should admit to our ranks as a matter of right and without a *pro forma* examination into personal character, any wheelman residing within our jurisdiction; or, if the farcical amateur distinction is inevitable, that we should make this the sole requirement of membership. Second, that we should reserve the right of *expulsion* for such ungentlemanly behavior as would directly concern the whole League, or for transgression of its laws (just as the nation disfranchises for crime) or for non-payment of dues, — which correspond to taxes in the political organism; and in accordance with this conception of membership, should abolish the Membership Committee and substitute a sort of Judiciary.

Third. That the mode of electing officers, the general definition of their duties, and the power of State Divisions should be embodied in the Constitution; and that the powers of the executive should also be distinctly defined therein, and no appeal allowed from his decision.

Fourth. That the duties of Division officers belong in the Division laws, and that the legislative body of each Division should not necessarily be identical with its portion of the League's legislature; as good men could sometimes be obtained to serve on one and not the other, if only on account of traveling expenses.

Fifth. That, since the majority are evidently unwilling to give real power to the General Meeting, that meeting should be abolished, and all legislative power for the whole League be deposited by definite law with the Board of Officers, who would more properly be termed a Legislative Board.

Sixth. That each Division should be allowed to hold its own election, but that the alternative modes of doing so should be prescribed by the Constitution; as either by mail vote of the entire Division, by mail vote in districts, or by personal ballot at stated polls; these polls to be kept open for not less than ten days, and to be distant not more than fifty miles from the residence of any member entitled to vote thereat. And that in all cases there shall be direct popular election, that the whole membership of each Division shall vote directly for Chief Consul, and the whole membership of the League for the National Executive Officers.

Concerning matters of detail, I should do away with the mail vote of the Legislative Board and with the requirement as to filling out proxies, but take from executive officers the right to use proxies. There should be fixed times for the Legislative Board to meet, say quarterly, which times should be stated in the Constitution, and the place of meeting in the By-Laws not left subject to call.

I would also recommend that the clause relating to membership (Article III, present Constitution), read about as follows:

"Any wheelman resident in the United States, eighteen years or over, shall be eligible to membership upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws."

And that the amendatory article should read: "This Constitution shall not be altered or amended unless such amendment has been adopted by the Legislative Board, and ratified by two-thirds of the State Divisions through a mail vote of the membership in each Division."

It might be well to add a clause stating how the Legislative Board should adopt or amend the By-Laws. These are really the enactment, for comparatively temporary purposes, of the Board; and as they are only the servants of the general membership, it is proper that their action should, in all cases, be in accordance with rules laid down by an instrument which could only be changed by the membership.

Respectfully yours,

EDWARD J. SHRIVER,
Representative for New York.

NEW YORK, June 23, 1887.

BEATRICE HAS AN ORDINANCE.

THERE has for some time been in force an ordinance which prohibits the use of First, Second, Third, Fourth, Fifth, Sixth, and Court Streets, for bicycle riding, thus cutting off our wheelmen from the privilege of riding through the pleasantest part of our city, and confining them to the rough back streets where riding is difficult, and the surroundings unpleasant. A similar ordinance has been passed in several cities, and the question is not merely a local one.

MR. Frank Robertson thought he would take a run through Court Street the other day, and was arrested and brought before Judge Callison and fined one dollar and costs, which he refused to pay and was remanded to the custody of the marshal until the same was paid. We are informed that a writ of *habeas corpus* has been sued out and made returnable next Saturday at 3 P. M., when Judge Broady will pass on the legality of the ordinance. The boys we understand, have raised a purse and employed Mr. Murray as attorney to represent Mr. Robertson, and will make a test case of this to settle the question of their righis.

At the last meeting of the city council, the city attorney was ordered to appear and prosecute the case on behalf of the city. The case will doubtless be followed with much interest. — *Beatrice Express.*

CYCLETS.

MIDSUMMER.

JULY emulates the wheelman.

IT is a scorcher of the scorchiest kind.

IT is not a month for doing what Julyk to.

THE heat drives you to the surf or shade, and commands inactivity.

HOTELS where good roads abound catch the touring cyclist's trade.

THE Wyoming Division, just formed, is the thirtieth on the list of divisions.

LIKE the racing men, we are all waiting for the final heat; then will come the cool breezes

THE Kansas City *Journal* has a very good cycling department. We hope the boys appreciate it.

THE Capital Club won the team race at Hagerstown, and not the Washington Club, as reported.

WOODSIDE and the other members of the American team of racing cyclists will go to Germany next month.

RHODES has publicly challenged Whittaker to a hundred mile road race, and desires to meet him at Clarksville.

A WESTERN paper announces that Wm. A. Rowe and W. F. Knapp will ride a race for the championship of the world on or before August 15.

MEMBERS of the old Massachusetts Club have been furnished with tickets giving them the freedom of the Boston club house until next September.

AN English house has made a speed indicator with which one can ascertain the speed he is going at without dismounting. No explanation of its working is given.

TEMPLE has proved a "dark horse" on the American team, and has showed his little wheel to Howell. His name suggests the old time record breaker (Flora) Temple.

THISTLE be a great year in yachting circles. Columbia will once more show England how she can sail a boat, and if Howell will come over we'll show him how to Rowe.

THE Ilderans have issued an illustrated route slip of their tour which begins at New York on Saturday, extends to Niagara Falls and Canada, and ends at New York on the 19th.

LADISH has sold his interest in the *American Wheelman* to Rogers and Gordon. And now the two monthlies present a conundrum for wheelmen to consider regarding their future.

CHELSEA wheelmen were not a little excited over the race for the local championship. The Chelsea Club, which has held it since it was established, had to hand it over to the Ramblers.

BASE-ball players and runners are troubled with what they call "Charley Horse." It is a contraction of the muscles of the leg, caused by these forms of exercises. Wheelmen do not have Charley Horse.

THEY are going to have a "comic bicycle race" in a programme of sports at Boston, England. It is a condition of the race that the competitors shall never have been on a bicycle. Some people are easily amused.

A NEAT pamphlet containing valuable road information, list of Ohio League hotels, consuls, and officers, revised to date, has been issued under direction of the Ohio Division by Messrs Casselberry and Meyer, of Canton.

WE saw Colonel Pope on an imported quadricycle the other day, and it had wooden wheels, too. It It was not the new wooden wheeled cycle; it was a "tally-ho" which the Boston Cab Company has brought over from France.

"WHERE is that wooden-wheeled tricycle?" we are often asked. We saw the manufacturer the other day, and he told us it was coming out soon. The company is not talking much, but they are not idle, and they mean business in the future.

SEVEN members of the East Cambridge Cycle Club will start on August 1, for a two-weeks' trip among the White Mountains. They will use for conveyance a large barge. This makes their second trip through that region, and the members expect to enjoy no end of sport.

THE hill-climbing contest of the Manchester (N. H.) Club took place on Hanover Street last Saturday afternoon. The distance, one-quarter of a mile, was covered by the winner, President F. C. Moulton of the bicycle club in 1.17 7-8; C. H. Fish second, 1.25; C. E. Temple third, 1.35.

JOHN ALBAN RANDOLPH, of England, has sent us a pamphlet containing a complete list of cycle championships run in the British Isles and in Europe during 1886. The statistics are carefully compiled, and the book is valuable for reference. He proposes to include the American championships in his list for 1887.

CLUB captains who are planning runs should not forget to include Allen's Pond in the list. A run to this delightful bathing place after a hot day, or on a warm Sunday, makes one of the most delightful meetings that this neighborhood can favor us with. The bather is provided with towels, and everything necessary to the bath.

THE Michigan Division, L. A. W., will meet at Ann Arbor July 8, and at Detroit July 9. On Saturday evening, July 9, the Detroit Club will entertain the division members with their ladies on board the steamer Fortune. In the afternoon races will be run at Bicycle Park. The three-mile national championship will be contested.

A FATAL runaway accident in New York, caused by the animal taking fright at a bicycle rider, illustrates, according to the New York *Times*, "the danger of allowing bicycles on the driving road." But it was not the bicycle that ran away. The accident illustrates more clearly the danger of allowing nervous and fractious horses on the driving roads.—*N. Y. Herald.*

A CORRESPONDENT writes: "I want to tell you about a game of base-ball we had the other day. The bases were run by men mounted on bicycles. A stood at the bat and knocked the ball, and B was mounted on his bicycle, close at hand, ready to run the bases. A knocked the ball and B started. It was not a very scientific game, but we had hogsheads of fun, and we didn't get many runs either. If any of your clubs want an afternoon's fun let them try this."

THE National Racing Board of the League of American Wheelmen offered to locate the ten-mile national championship for 1887 in California, but it was declined, for the reason that it was not either of the distances originally asked for, and besides, could not be used at the meet of July 4, because there was not sufficient time to announce it thirty days previous to the date of contest, as required by the rules of the League. — *Chronicle.*

"IF you wish to see what a blazing jewel consistency is," remarked a wheelman a day or two since, "you should take your wheel and go road-riding a few times." It is a painful fact," he continued, "which is perhaps most striking to the cycler, that a horse may scare and shy at a locomotive, a dog, an obstruction, or even a harmless piece of paper in the road, and ninety-nine times in a hundred the owner will call the animal a blanked fool, but let the same horse shy at a bicycle and ninety-nine times in the hundred the owner will blame the wheel, and swear at its rider. This is the sort of consistency we have to put up with for the sake of peace." — *N. O. Times Democrat.*

SOME talk there is of having the next meeting of the League in this city. Before inviting the League to come here, however, it is just as well to know what the popular feeling is in the matter. Philadelphia riders have nothing to be gained by a street parade and no streets to parade over. The Park is a good enough place, but the pent-up Utica of Park and pike would not begin to hold a real live, active League Meet, even were the Park Commissioners willing. Few of this city's riders would or could take the time requisite to give the visitors proper entertainment; but if such there be, and enough of them, and the needful is at hand for the entertainment of the League, then let the meet come. All the other large cities have been visited by the League, and certainly Philadelphia is no worse off in the way of accommodation than was New York, and a good time was had there.—*Phila. Times.*

PUBLIC thoroughfares are the people's highways. One man has the same right to use them for wheels propelled by himself as another has to use them for wheels spun by horse power; one has the same right to ride a bicycle that another has to ride a horse on them. But it is objected that bicycles frighten horses in the park, and are therefore dangerous. Well, accidents are deplorable, and danger is to be averted whenever possible; But the principle has never been adopted that whatever scares horses must be banished. A horse will sometimes take fright at a four-in-hand drag, a bright colored sunshade, a baby carriage, a peacock, or some other of the numerous objects to be seen in the Park. But such things are not for that reason excluded from the Park. Horses must be got used to bicycles, as they must be to elevated roads, and other things that may frighten them. And until this is attained they must be driven with care.— *N. Y. Herald.*

A LOCAL paper the other day drew attention to a quiet act of heroism in a small way which its reporter had witnessed, viz., the action of a bicyc'ist in turning his wheel at right angles into the curbstone, and suffering a very painful and severe fall, rather than run the risk of attempting to get past two ladies who had incautiously, and without an instant's warning, stepped into the road before him. We hope there are plenty of us who would do the same, and we allude to the incident more particularly, because an old friend of ours, unknown to the cycling world, once did a very similar action, which we have never forgotten. Turning a corner at a high rate of speed on a 52-inch Humber one dark night, he had just time to discern the figures of three or four women in front of him, and with no time to stop he crammed on the brake hard, and went over the handles *hard*, too. The women were terrified, but not hurt; "Jack" was hurt, but not terrified; and the machine — as Humbers will — came out of it scatheless. It was a brave action, and oh! supercilious clubmen, its author wore trousers, and stuffed the ends in his socks when a-wheel. — *Wheeling.*

IT was generally understood last September among the wheelmen of Kansas that they would return to Junction City at the time of the Second Annual Meet of the Kansas Division, L. A. W., in July, 1887. In its efforts to make the Inter-State Commerce law as odious as possible in the eyes of the people, the Union Pacific Railway Company made a ruling which required wheelmen to transport their bicycles by express instead of in baggage car at owner's risk as formerly, alleging that the law compelled this unjust discrimination against wheelmen. Other roads, however, among them notably the Missouri Pacific, continued former practice in regard to carrying wheels free when accompanied by owners. Owing to this ruling by the U. P. company it became necessary for the wheelmen of Kansas to select some other point than Junction City for the holding of the meet for 1887; and, naturally, preference was given to a town easily accessible by other lines than the Union Pacific. Paola was selected, and the meet will be held there July 16, 17, 17, 1887. This case furnishes an illustration wherein a grasping monopoly overreached itself. When it was too late to do any good, the U. P. rescinded its ruling, effectually exposing the falsity of the claim that it was required under the law.

MEMBERS of the old Massachusetts Club met last Tuesday evening and reorganized the club. The following officers were elected: President, Winfield S. Slocum; secretary, W. M. Farrington; treasurer, William H. Minot; executive committee, President Slocum, J. E. Tippett, A. Douglass Salkeld; membership committee, E. Herbert Whitney, chairman; Robert G. Amory, Alonzo D. Peck, Jr., H. W. Cumner, Fred W. Hill.

It was voted to incorporate the club, and the executive committee was instructed to obtain a charter. The club begins life again with about one hundred and ten members.

AN ODE TO YE UBIQUITOUS SPRINKLERS.

SPRINKLE, sprinkle water cart,
When I wonder where thou art;
If the roads are nice and dry,
Always let the water fly.

"When the blazing sun is set,
And the grass with dew is wet";
Then the roads your sole delight,
For they're sloppy all the night.

Then, when I am in the dark
And the mongrels round me bark,
I hardly know "which way to go,"
On the road you 've sprinkled so.

Then, the mud that fills the holes
Through which my spattered cycle rolls,
Makes me hope with all my heart,
That from this world you'll soon depart.

WILLIAM D. KEMPTON, 14,353.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

THE DETROIT RACE.

EDITOR BULLETIN: — Referring to a communication signed "Mich.," and appearing in your issue of June 24, I desire to say that I am the "prominent member of the Star Club" referred to, who offered the medal in the late Grosse Pointe road race. My object was not to bring about any issue between Star and ordinary riders, but simply to try and stir up some little interest in cycling matters in Detroit, which the Detroit Bicycle Club fails to do. When I offered the medal, I remarked, in the presence of several wheelmen, that Mr. Lane would, in my opinion, win the first place, as the Star riders upon whom we would "pin our faith" are new riders (new to the Star at least). I never claimed, nor do I believe that any member of the Star Club claimed, other than third place for the Star. It has never been claimed that the Star has made the run to Grosse Point in less time than the ordinary, as such statement would not be true. The ordinary riders did not reach the gravel first, as the first man to reach said gravel was William K. Bradish, riding a 45 inch Star. Mr. Lane won the race in 34 minutes; W. E. Metzger, on a 45-inch Star, coming in second, just *two seconds* later. Mr. Metzger has ridden the Star bicycle, all told, less than five hundred miles. Furthermore, he had been ill, and had done no training; at the hour of the race he was more fit for his bed than his wheel. Mr Lane won the race on the final spurt. Mr. Metzger, being unaccustomed to the Star and not having learned the Star spurt, this being his first race on that machine, was beaten by two seconds at the tape, though much fresher than his antagonists. Mark what followed: Lane, who, it is generally conceded, had gone to the last point of his endurance, was helped into the house completely "done up," and there rubbed and worked over by a half dozen of his enthusiastic admirers, while Metzger, as fresh as a daisy, sat a few feet away coolly fanning himself. Willing hands of our Star Club were ready to minister to him, but one of our members waved them away, saying: "He does n't need us, and the contrast is too amusing. It would be a pity to spoil the picture." Mr. Lane rode the race in fine form, won it honestly, and has behaved like a gentleman in all that concerns the matter. FRANK C. BLODGETT.

AT the recent races of the San Francisco Bicycle Club, first prizes were credited to the Rudge Racers and in fact every rider of the Rudge got a medal.

THE reputation for square dealing of the Plymouth Rock Pants Company, of Boston, whose advertisement appears in another column, is too well known to need any indorsement. Their invariable custom of cheerfully refunding money at buyer's request, has won for them a good name from Maine to California. Their famous custom-made Plymouth Rock $3 pants, however, are so uniformly satisfactory, that their offer to refund is rarely accepted, the buyer usually regretting but one thing — that he did not begin to save money by becoming one of their customers sooner. Any one sending them six cents receives a dozen or more attractive samples and a good linen tape measure.

Townsend * Saddle.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, $6.00.



Showing Townsend Saddle and Spade Handle on 1887 Rudge Light Roadster.

SPADE ♠ HANDLES.

More comfortable. Great power in hill climbing. Perfectly adjustable and detachable.

You are behind the times if you don't have them.

PRICE, $5.00.

To be happy, you must have your bicycle fitted with the TOWNSEND SADDLE and ADJUSTABLE SPADE HANDLES. To be obtained or fitted by any of our agents. ☞ See *inside of front cover*

STODDARD, LOVERING & CO., 152 Congress Street, Boston, Mass.

THE PATH.

LYNN, July 1. — On Decoration day, McCurdy beat Rowe from the three hundred yard mark in a three-mile handicap. Rowe was not satisfied with the result and a private match was arranged to bring the men together on the same terms. The race was run this day at 7 P. M., and for a purse of $500. *Three-mile handicap*, — A. A. McCurdy, 300 yards (1) by 20 yards; W. A. Rowe, scratch (2), 8.15. Rowe's best record for three miles is 7.48 4-5.

LYNN, MASS., July 4. — Races under the auspices of the Lynn Cycle Track Association.

One-mile novice, — E. Bergholtz (1), 3.09; J. F. Lang (2).

Three-mile handicap, — H. C. Getchell (scratch) (1), 8.51 2-5: E. Bergholtz (350 yards) (2).

Three-mile professional handicap, — H Crocker (200 yards) (1), 8.44 4-5; A. A. McCurdy (300 yards) (2).

One-mile boys' handicap, — W. H. Senter (scratch) (1), 3.04 3-5; H. O'Neil (50 yards) (2).

Two-mile tandem. — D. K. Hunter and J. F. Lang (1), 6.53 2-5; C. E. Whitten and Geo. Collins (2).

Two-mile professional handicap, — Crocker (scratch) (1), 5.51; McCurdy (scratch) (2).

Two-mile amateur handicap, — Bergholtz (185 yards) (1), 5.51 1-5; F. M. Barnett (150 yards) (2), D. M. Hunter (scratch) (3).

One mile against time, — W. A. Rowe, 2.35 3-5; Crocker, pacemaker.

One mile attempt to lower his own tricycle record, — J. F. Williams, 3.11 3-5. Behind the record.

One mile run and ride, — W. H. Senter (1), 4.54 5-5; J. F. Lang (2).

Rowe would not start in handicaps on account of McCurdy's long start. He has been beaten from this mark twice by McCurdy, and he claimed that the start was too much. The crowd did not relish this, and Rowe was hissed for his refusal.

BOSTON, July 4. — Races under the auspices of the City of Boston.

One-mile novice, — H. L. Caldwell (1), 3.20; J. H. Slade (2), 3.26 1-2.

Two-mile amateur, — P. J. Berlo (1), 7.01; W. East (2), 7.06.

Two-mile lap race, — H. L. Caldwell (1), 8.00; P. J. Berlo (2), 8.30.

Three mile amateur, — H. L. Caldwell (1), 11.20; P. J. Berlo (2).

One-mile consolation, — Drummond (1), Briggs (2).

SPRINGFIELD, MASS., July 4. — Races under the auspices of the Springfield Bicycle Club.

One-mile novice, — H. B. Arnold (1), 3.06 3-4.

One-mile for boys, — G. McClelland (1), 3.27 3-4.

One-mile 3 20 class, — G. C. Durgen (1), 3.14.

One-mile handicap, — E. A. DeBlois (scratch) (1), 2.46 2-5; E. A. Hart (scratch) (2).

Half-mile directors' race, — All the contestants furnished substitutes in the shape of boys disguised as Chinamen. Time, 1.57.

One-mile club, — W. H. Jordan (1), 3.40.

Five-mile challenge race, — H. B. Wadsworth (1), 6.24; F. A. Eldred (2).

One-mile team, — Hartford Wheel Club (1).

One-mile ride and run, — T. Harvey (1), 3.15 3-4.

One-mile for Stars, — W. E. Hubbard (1), 3.26 1-4.

One-mile open, — DeBlois (1), 2.48; Hart (2).

One-mile consolation, — D. P. Williams (1), 2.59 3-4.

Only about 500 persons present. The meeting was a financial failure.

CHELSEA, July 4. — Races on Union Park, under auspices of the city: —

One-mile novice, — E. G. Howard (1), 3.2; C. S. Hopkins (2); E. A. Phemister (3).

One-mile championship of Chelsea, — C. H. Roberts (1), 2.57; F. A. Woodman (2), 2.57 1-2.

One-mile lap, — A. B. Stoddard (1), 18; oints, 3.12 1-2; R. J. Beazley (2), 10 points, 3.16 3-5.

ST. JOHN, CAN., June 27 — Road races by the St. John Bi. Club. The 5-mile for championship of club was won by Chas. Coster, in 20m. 12s., with Geo. M. Robertson a close second.

The one mile (with turn), was won by Harry Puddington in 3m. 55 1-2s. W. C. Fairweather took the half mile in 1m. 48 3-5s.

BROOKLINE, MASS., July 4. — Races under the auspices of Entertainment Committee.

Two-mile bicycle, — W. K. Corey (1), H. A. Benson (2).

100-yards slow race, — G. Taylor (1), J. Shields (2).

One mile, — Corey (1), Crane (2).

One mile junior, — Crane (1), Stearns (2).

MEDFORD, July 4. *Two-mile road race*, — G. H. Perry (1), 7.40; Cushing (2).

Five-mile road race. — Bigelow (1); Cushing (2).

WAKEFIELD, July 4. — Three cycling races were run here to-day, with the following results: Three miles, H. R. Emers (1); J. E. Coombs (2); J. W. Hewson (3). Two miles, Henry Bouvé (1); E. A. Camm (2); W. G. Aborn (3). Two-mile tricycle, L. Beebe (1); H. R. Emerson (2).

SALEM, July 4. — The one and one half mile bicycle race was won by F. F. Burns in 5m., Joseph D. Brady, second, with 45 yards handicap, in 5m. 20s. The three-mile race had three starters. William H. Boudreau took first prize in 11m. 48., and T. F. Brennan, second, in 11m. 5s.

THE following races will be run at Detroit on July 9, on the occasion of the annual meet of the Michigan Division: —

One-Mile Novice, Half-Mile Open, One Mile, 3.20 class, Quarter-Mile Dash, for Detroit, L. A. W. Members, One-Mile State Championship, One-Mile Tandem Race, Two-Mile Open Lap Race, Three-Mile National L. A. W. Championship, Half-Mile Consolation.

OFFICIAL ANNOUNCEMENTS.

THOMAS STEVENS.

BY unanimous vote of the Racing Board, Mr. Thomas Stevens, of New York, has been reinstated as an amateur.

J. H. COOLEY, *Chairman.*

PLAINFIELD, N. J., June 30, 1887.

NEBRASKA CONSULS.

Editor Bulletin. — I have this day appointed the following local consuls for the Nebraska Division: At Omaha, C. W. Moulton; Lincoln, Roscoe D Addis; Beatrice, C. G. Baker; Blair, Edw. Kallgren; Sidney, J. C. Bush; Holdrege, A. L. Eaton; Plum Creek, H. O. Smith.

F. N. CLARKE,
C. C. Nebraska Division.

OMAHA, June 30, 1887.

PENNSYLVANIA REPRESENTATIVE.

Editor Bulletin. — I have this day appointed John A. Wells, of the Pennsylvania Bicycle Club, a representative for this State. I have made this appointment at the almost unanimous desire of the Philadelphia wheelmen.

GEO. A. JESSUP, *C. C.*

SCRANTON, PA., July 2, 1887.

WYOMING DIVISION, L. A. W.

THE wheelmen of Wyoming met June 27, and formed the Wyoming Division, L. A. W. The following officers were elected: Secretary-Treasurer, H. W. Holt; Committee on Rules and Regulations, M. M. Hamma, F. S. Hebard, F. W. Ransom; Rights and Privileges, N. L. Maher, E. T. Duffy, G. F. Inman; Touring, George F. Morgan, Frank Gillespie, H. B. Rice; Finance, J. J. Nairn, J. D. Corey, F. H. Clark.

H. W. HOLT, *Sec.-Treas.*

MASSACHUSETTS DIVISION.

SUMMER CAMP AT MARTHA'S VINEYARD.

THE Massachusetts Division L. A. W. will hold a summer camp at Cottage City, Martha's Vineyard, as guests of the Martha's Vineyard Club, on Aug. 4, 5, 6. Three days will be spent on the island and a very pleasing programme for our entertainment has been arranged by our hosts.

Special rates have been secured on the railroad and at the hotels. Round trip ticket by rail and steamer, $2.50. Hotel rates from $2 to $3 a day.

A special train on the Old Colony R. R., with baggage car for wheels attached, will leave Boston at 4 P. M. Aug. 3. Wheels taken free.

PROGRAMME OF THE MEET.

Thursday, Aug. 4.	10	A. M.	Business Meeting.
	11	A. M.	Board of Officers Meeting.
	12.30	P. M.	Clam Bake at Katama.
	8	P. M.	Band Concert at Ocean Park.
Friday, Aug. 5.	10	A. M.	Parade.
	4.30	P. M.	Races.
	8	P. M.	Reception and Ball at the Casino.
Saturday, Aug. 6.	9	A. M.	Sailing Excursion on Vineyard Sound.
	4	P. M.	Base Ball Match. League *v.* Cottage City.
	8	P. M.	Hop at the Sea View.

A full programme of the Meet will be sent to Division members next week. Those who desire to prolong their stay can avail themselves of the special rates.

And now let us see a good turnout of wheelmen. We shall have a good time and the expense will be moderate.

It is hoped that the gentlemen will take ladies with them, and to the ladies a very cordial invitation is extended.

H. W. HAYES, *C. C.*

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 94 — Total 76.

BOSTON, July 5, 1887.

CALIFORNIA DIVISION — 1.

Unattached.

15633 Beveridge, Chas., Box 308, Oakland.

DAKOTA — 1.

Mitchell Bi. Club.

15634 White, Ed. M., Alex. Mitchell, Hotel Mitchell.

DELAWARE DIVISION — 1.

Unattached.

15622 Butler, Walter L., 402 Market St., Wilmington.

DISTRICT OF COLUMBIA DIVISION — 2.

Washington Cycle Club.

15635 Newcomb, Harry, 1524 Caroline St., N. W. Washington.

Unattached.

15608 Latimer, Thos. F., 1223-6th St., N. W. Washington.

ILLINOIS DIVISION. — 12.

Bloomington Bi. Club.

15623	Chuse, Marion X.,	Bloomington.
15624	Loomis, Wm. P.,	"
15625	Mandeville, Oliver C.,	"
15626	Paulick, Albert,	"
15627	Perrigo, Ed. B.,	"
15628	Potter, Heb U.,	"

Cairo Bi. Club.

15584 Halliday. W. R., Cairo.

Joliet Bi. Club.

15585 Smith, J. A., State Penitentiary, Joliet.

Unattached.
15636 Dodds, J. C., Sadorus.
15609 Korsmeyer, Alex. M., Cairo.
15610 Nussle, Otto C., Walnut.
15629 Putnam, F. H., 513 6th St., Peoria.

INDIANA DIVISION — 1.

Unattached.
15586 Parker, Ed. B., 1127 Poplar St., Terre Haute.

IOWA DIVISION — 2.

Fairfield Wheel Club.
15630 Junkin, Sherry S., Fairfield.
Ottumwa Bi. Club.
15637 Driggs, J. F., Ottumwa.

KENTUCKY DIVISION — 2.

Newport Bi. Club.
15638 Knight, Geo. H., Jr., room K, Pike's building, Cincinnati, Ohio.
Unattached.
15639 McDougle, H. C. Maysville.

LOUISIANA DIVISION — 1.

Unattached.
15587 Lazarus, Lawrence, 644 Magazine St., New Orleans.

MAINE DIVISION — 1.

Rockland Cycle Club.
15640 Blethen, Geo. H., Rockland.

MARYLAND DIVISION — 1.

Unattached.
15611 Bond R. L., 375 Guilford Ave., Baltimore.

MASSACHUSETTS DIVISION — 3.

Somerville Cycle Club.
15612 Thompson, E. H., 66 Marshall St., Somerville.
Unattached.
15588 Bosworth, G. L., 120 Dwight St., Holyoke.
15613 Wheeler, Horace L., Newton Centre.

MICHIGAN DIVISION — 2.

Star Bi. Club.
15631 Coquard, Leon, 27 Abbott St., Detroit.
15641 Glover, Chas. W., Ypsilanti.

MISSOURI DIVISION — 2.

St. Louis Cycle Club.
15642 Knight, A. A., 418 1-2 Olive St., St. Louis.
15643 Kurtzeborn, Gus, Jr., 3626 Pine St., "

NEW HAMPSHIRE DIVISION — 2.

Rockingham Bi. Club.
15589 Corcoran, P. D., Portsmouth.
15590 Hall, Robert H., "

NEW JERSEY DIVISION — 5.

Orange Wanderers.
15644 Schimmel, B. R., Orange Valley.
Rutherford Wheelmen.
15591 Van Harding, John, Rutherford.
Unattached.
15592 Crofutt, Geo. B., 81 Park St., Orange.
15645 Kahler, Harry, Cranter Hill.
15593 Spinning, Geo. F., Red Bank.

NEW YORK DIVISION — 14.

Buffalo Bi. Club.
15646 Boag, John R., 254 Niagara St., Buffalo.
15647 Daniels, John L., 1795 Niagara St., "
15648 Munsell, W. H., 140 No. Division St., "
15649 Tanner, Merle A., 418 Main St., "
Genesee Bi. Club.
15614 Dowd, C. H., 181 Lake Ave., Rochester.
15615 Teller, Arthur D., Lake Ave., "
Unattached.
15595 Genner, Oscar N., 334 Eagle St., Buffalo.
15596 Lewis David H., 68 Prospect Ave., "
15632 Bradt, Nelson A., Johnstown.
15616 Connell, M. R., Tarrytown.
15594 Von Dorp, Charles, 336 W. 55th St., New York.
15597 Law, H. L., M. D., Deposit.
15598 Nichols, J. A., Chemung.
15650 Starr, Sidney B., 473 Lafayette Ave., Brooklyn.

OHIO DIVISION — 7.

Richland Ramblers.
15599 Crawford, A. C., Mansfield.
15600 Waugh, J. M., Jr., "
Toledo Cycling Club.
15617 Evans, Robert A., care First National Bank, Toledo.
15618 Skinner, S. W., Jr., care Millburn Wagon Co., "
Unattached.
15651 Boice, Mrs., Della J., 22d and 23d Sts., "
15601 Drake, E. V., Covington.
15602 Kimberlin, W. M., Orrville.

PENNSYLVANIA DIVISION — 12.

Beaver Valley Wheelmen.
15619 Hamilton, Thomas J., 1414 7th Ave., Beaver Falls.
Williamsport Wheel Club.
15652 Forsman, C. D., Williamsport.
Unattached.
15653 Bonnett, John C., Du Bois.
15654 Hay, Chas. L., "
15604 Landis, H. A., "
15605 Schivern, G. E., "
15603 Baker, Chas. R., Greensburg.
15620 Bridge, Edgar, Clearfield.
15621 Chase, F. D., Box 724 Altoona.
15606 Swartz, W. P., corner George and Princess Sts., York.
15655 Tyler, F. E., Conneautville.
15607 Yager, Marion, 728 Belleview St., Philadelphia.

TENNESSEE DIVISION — 1.

Murfreesboro Bi. Club.
15656 Smith, J. B., Murfreesboro.

VERMONT DIVISION. — 1.

Unattached.
15657 DeWitt, Frank A., Newfane.

WYOMING DIVISION — 2.

Cheyenne Bi. Club.
15658 Johnson, Geo. W., Cheyenne.
15659 Maher, N. L., "

IMPORTANT.

The ***Grand Union Hotel***, opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

Advertisements will be inserted in this column as follows: $1.00 for four lines, first insertion; 50 cts. for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

AT A SACRIFICE.—Dissolution of Partnership. Clearing out stock of Second-hand Wheels. Send for lists. Columbias, Rudges, etc., etc. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn.

FOR SALE.—48-inch Special Star, enamel finish, cow-horn bars, 1887 steering-rod and bearing comes to front wheel. In excellent condition. Price, $75.00. A. H. DEPLEDGE, 37 Stebbins Street, Springfield, Mass.

AGENTS WANTED FOR THE NEW EXCELSIOR CYCLOMETER. The best in the market. Registers 1,000 miles. Reads from saddle. Price, $10. Liberal terms to active men. Address FREDERICK JENKINS, 291 West 11th Street, New York.

FOR SALE. Rudge Racing Humber Tandem, only used at the Springfield Races, brand new, latest pattern, $150. Apply at The Rudge Agency, STODDARD, LOVERING & CO., 152 Congress Street, Boston, Mass.

FOR SALE. 51-inch Expert Columbia, full nickled, dropped bars, Kirkpatrick saddle, lantern and bell. Has been used but little, and is as good as new. Price, $115. Address soon, J. W. MUNNELL, Waynesburg, Green Co., Pa.

FOR SALE OR EXCHANGE. 54-inch Victor Bicycle, $100. Victor Tricycle, $85; 1886 pattern. Machines very little used; good as new. Will exchange for Columbia or Cunard Tandem. WM. D. McCOY, Wheeling, W. Va., 1466 Main Street.

FOR SALE. A Humber Tandem in perfect condition, not ridden over half dozen times; to be sold quickly and at a sacrifice. For particulars and reference, address L. G. HUMBER (Room 20) 108 N. 4th Street, St. Louis, Mo.

54-INCH ROYAL MAIL BICYCLE FOR SALE.—Used comparatively little, first-class condition, Victor pedals, McDonnell cyclometer; best offer over $75 before July 15, takes it. GEO. C. NEWELL, Pawtucket, R. I.

FOR SALE.—One Humber Cripper Tricycle, 1886 pattern; used about six months, in splendid condition, $140. One ditto, good condition, $120; reasons for selling, want Safeties. J. G. CARPENTER, Wilkes Barre, Pa.

FOR SALE.—New "Royal Salvo Tandem," 38-inch drivers and 30-inch steering wheel; lady can ride comfortably either seat; balls to all bearings except pedals; probably one of the finest tandems in America; price, $200. E. C. MANNERS, 120 East 26th Street, New York City.

IS THIS CHEAP ENOUGH?—A 52-inch Rudge Light Roadster, spade handles; cannot tell it from new; price, $100; or will take in part payment a 46 or 48-inch Expert, 50-inch Star, or 33-inch Rudge Safety, if they are in good condition. Correspondence solicited. S. B. ALLEY, Moravia, N. Y.

STARS. We have a number of Special Stars, sizes 42 to 51 inches, silent ratchets, all improvements, very cheap for cash or in exchange. NEW YORK BICYCLE CO., 38 PARK PLACE, N. Y.

FOR BICYCLE SUNDRIES—Such as L. A. W. pins, Toulmin's bicycle shoe, Brook's cyclometer, Z. & S. hose supporter, Keystone bicycle saddle, spade handles, cow-horn handle bars, Hancock's enamel, cycle brush tool, tool bags, Merrill's cycle lock, etc., etc. Write to the agent and dealer for circular. WILL H. CUTTER, Chillicothe, Ohio.

48-INCH STAR (NOT SILENT RACHET); IN good condition, $45; 50-inch Standard, good as new, $40; 52-inch Expert, $60; 50-inch new Harvard, full nickelled, $60; 52-inch Standard, ball, $55, and others; L. D. saddles, $150. SPEAD, So. Newmarket, N. H.

OUR SPECIAL BARGAINS IN NEW AND second-hand machines are having an unprecedented sale, and we are going to keep it up. We are constantly receiving fresh stock in all the desirable patterns of bicycles, tricycles, and Safeties. Write to us what you want, *it will pay you*. List free. L. H. JOHNSON, Orange, N. J.

LARGE STOCK OF SECOND-HAND BICYCLES, all sizes, always on hand, at extraordinary bargains; sole Brooklyn agents for Columbia cycles; wheels sold on instalments. BROOKLYN BICYCLE COMPANY, 161 Clymer Street, Brooklyn, N. Y.

BICYCLES FOR SALE.—Bicycles and Tricyles—all kinds, descriptions, and prices—from $35.00 upwards. Call and examine, or send for list to RUDGE AGENCY, 158 Congress St., Boston, Mass.

FOR SALE. A 52-inch Rudge Light Roadster. Ball pedals, in perfect condition. Price $90.00. Apply to Rudge Agency, 152 Congress St., Boston.

FOR SALE. Two Rudge Humber Tandems, suitable for 52 and 54-inch respectively. Ball pedals, latest pattern, in good order. For particulars, apply at the Rudge Agency, 152 Congress St., City.

SPECIAL BARGAINS in New and Second-Hand Machines, prior to removal April 1st to more central location in Orange. Bicycles, Tricycles, Tandems, and Safeties. Send for list. Write to us what you want, *it will pay you*.
L. H. JOHNSON, East Orange, N. J.

BARGAINS! Don't fail to send for our list of one hundred choice second-hand wheels. We have a full line of all sizes of Standard and Expert Columbias, Victor, Rudge, Mail, Special Stars and Safety bicycles; Two-track and Cripper, Single and Humber, and Quadrant Tandem tricycles. Correspondence solicited. NEW YORK BICYCLE CO., 38 Park Place, New York.

WANTED for cash or in exchange for new machines. Good Second-hand Bicycles, Single and Tandem Tricycles. Give full particulars and bottom price. NEW YORK BICYCLE CO., 38 Park Place, New York.

"TEN THOUS. MILES ON A BI."—*Pub. at the University Building, New York City, D., by the author*, KARL KRON, who will send two copies of it, pre-paid (to any office of the Adams, American, and many connecting expresses which carry 4 lbs. of printed matter for 25c.) on receiving a notice from any two League members that they will either remit at $2.00 a copy, or will return the books to certain designated addresses, pre-paying postage at 17c. each. Subscribers in Boston region can get their books at the half-price promised, if they make payment at 79 Franklin St., before Aug. 1. Copies may be bought there at $2.00; also at 509 Tremont St., at 107 Washington St., and at agencies in 160 other towns, whereof a list will be sent on application. Subscribers beyond the reach of these agencies should send $1.20 to the publisher; or, better, should send him a request for the despatch of two books,—the second one to be returned, if no buyer is found at $2.00. Pamphlets of 48 pp., giving specimens of the text and indexes may be had at any depository, or will be mailed free by K. K. The book contains 928 pp.; 675,000 words; 22,806 index references; and is mailed for $2.00 by the SPRINGFIELD PRINTING CO., SPRINGFIELD, MASS.

CHAS. SULZNER,
11th and Oxford Sts. . . Philadelphia,
CONSULTING BICYCLIST

Gentlemen contemplating the purchase of a new wheel or wheels should not fail to consult me. Fees, 50 cents in advance. **Independent of all Manufacturers. Controlled by no Dealers or Importers.** Nigh four years' experience with many wheels, the basis of knowledge on which I solicit your patronage.

THE FAMOUS CUSTOM MADE
PLYMOUTH ROCK $3 PANTS
(Coats and Vests cut to order at proportionate prices.)

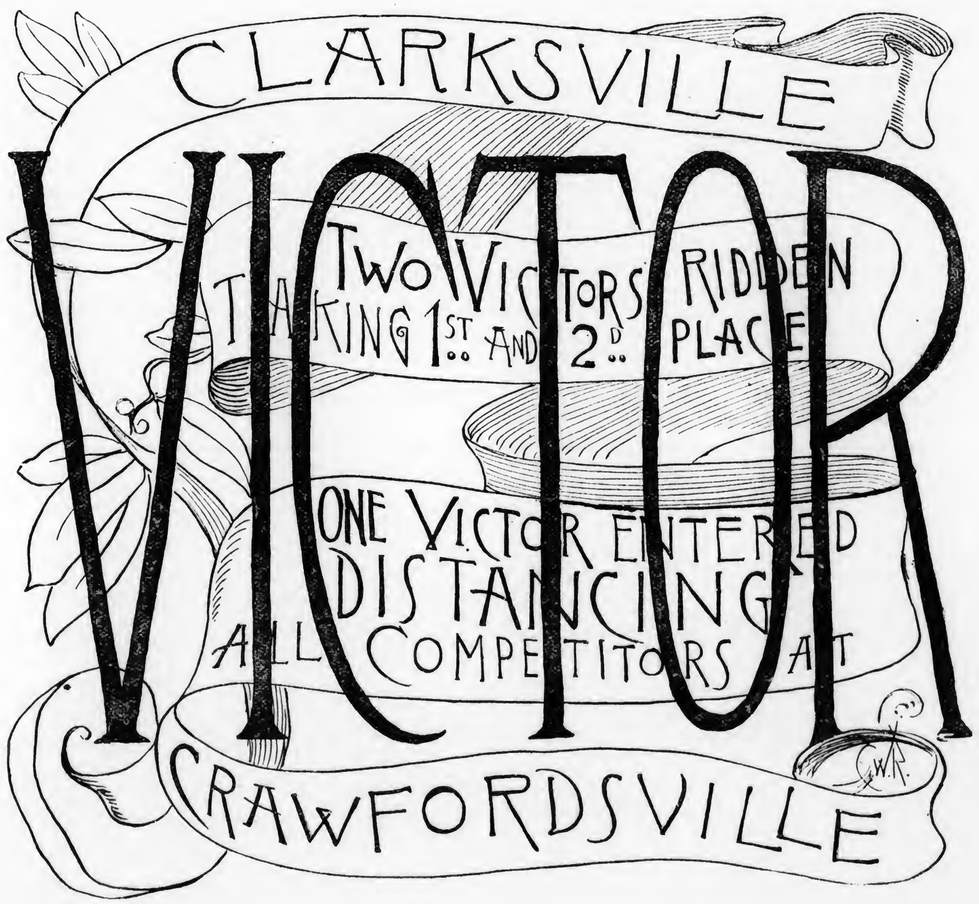


Every pair cut to order, and satisfaction guaranteed or money refunded. Sent by mail or express upon receipt of $3, and 35c. to cover postage (or expressage)

DO YOU WEAR
PANTS

and packing. Send 6c. for package of cloth samples to select from, and self-measurement blanks and *if you mention this paper*, we will include a good linen tape-measure **free.** The American Express Co., (capital twenty million) will cheerfully reply to any letters sent to their Boston office inquiring about us.

PLYMOUTH ROCK PANTS CO.,
18½ Summer St., Boston, Mass.



We make a specialty in

SECOND-HAND BI TRI CYCLES.

Have large stock, many as good as new. Enclose stamp for List.

PRICES LOW.

JOHN HARRIOTT.

MEDALS AND BADGES,

— ALSO —

Bicycle Club Pins of Every Description.

Designs on application.

3 Winter Street - - BOSTON, MASS.



BROOKLYN BICYCLE CO.

161 & 163 Clymer Street,

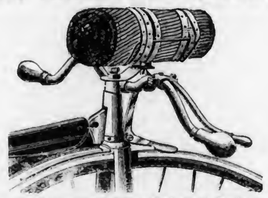
BROOKLYN - - NEW YORK.

SOLE BROOKLYN AGENTS FOR THE

Columbia Bicycles and Tricycles

Large Riding School on premises. Purchasers Taught Free. Wheels Rented for Road Use. Bicycles sold on Instalments. Repairs of all kinds a specialty. See, also, our "ad." in "For Sale" column.

A BIG THING FOR WHEELMEN



The Ross Improved Detachable Luggage Carrier.

Don't buy any other. You certainly won't when you know what a convenience it is. We haven't space to fully describe it, but it is detachable and can be turned entirely out of the way in coasting, (as per cut.) Acknowledged by everybody to be the most convenient Luggage Carrier ever offered to wheelmen. Send for one and you will be delighted with it. For both crank and star bicycles. Nickelled; price only $1.00; by mail, $1.10. C. H. ROSS & CO., 46 Columbia Street, Albany, N. Y. ☞ P. S In ordering, give name of wheel.

SPADE HANDLES!

Handsomest, Strongest, and best Handles in the Market.

Only $2.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.

C. W. SPINNEY - - Fitchburg, Mass.

SOLE AGENTS

For New York for the celebrated New Rapids, Quadrant and Sparkbrook Cycles.

New York Bicycle Co.,

38 PARK PLACE, NEW YORK.

HARLEM BRANCH, 124th ST. and 7th AVE.

Send for Circulars.

JOHNSON'S

HUMBERS.

A line of Genuine Beeston Humber Light Roadster Bicycles, with improvements for 1887. Weight, 50-inch, 33 pounds. A few 36-inch Cripper Tricycles at specially low prices.

SPARKBROOKS.

A line of the celebrated Sparkbrook Bicycles, with all improvements. Weight, 50-inch, 35 pounds.

ROVERS.

A line of Genuine Rover Safeties, greatly improved in every detail, for 1887. Weight, full roadster, 45 pounds.

SECOND-HAND WHEELS,

Bicycles, Tricycles, Tandems and Safeties. For example:—

36-inch Kangaroo, fair, B.	$50
36-inch Rudge Safety, good, B.	60
46-inch Special Columbia, good, B., N.	45
48-inch Premier, good, B. N.	60
50-inch Standard Columbia, good, B. N.	55
52-inch Humber, equal new, B.	90
54-inch Humber, first class, B.	75
54-inch Standard Columbia, fair, B.	40
55-inch Light Rudge, good, B. N.	75
56-inch Expert, good, B. N.	70
56-inch Standard Columbia, good	40
56-inch Humber, good, B.	60
57-inch Yale, plain, B.	35
58-inch Expert, good, B.	75
58-inch Expert, good, B., N.	85
59-inch Spalding, fair, B.	70
Victor Tricycle, fair, B.	50
Carrier Tricycle, new	90
Premier Sociable, good, B.	90
Humber, Ladies', good, B.	100
Humber Tandem, new, B.	175
Cunard Tandem, good, B.	190
Meteor Tandem, good, B.	150

B, Ball Bearing. N, Full Nickel.

Sent subject to approval if desired,

DEALERS.

Will find it of special advantage to write for discounts, terms, etc.

REPAIRERS.

Can obtain parts for Humber Cycles from us without delay.

Send for Illustrated Catalogue to

L. H. JOHNSON, No. 401 Main Street, ORANGE, N. J.

And you will undoubtedly find what you want on our

LIST.

Second-Hand Machines

TAKEN IN EXCHANGE

For New Rapid, Quadrant, Sparkbrook, Victors, Star, New Mail, Facile, Rover, Humbers, or any other machines made.

CORRESPONDENCE SOLICITED

STEEL BALL OF BEST CAST-STEEL. FOR ANTI-FRICTION BEARINGS.

HARDENED, GROUND, AND BURNISHED

3-16" to 3" diam. Samples and prices on application.

SIMONDS ROLLING-MACHINE COMPANY, Fitchburg, Mass.

JERSEY-FITTING, SELF-SUPPORTING

BICYCLE STOCKING.

The attention of the Wheelmen and the trade is kindly called to our new Self Supporter Stocking, for which we have obtained Letters Patent June 14, 1887. The enclosed cut gives a correct description of this stocking and its design, and needs no argument to show that they are the best thing that has been made for holding the stocking in position. They are Ribbed, Jersey-Fitting, and very elastic, regular made, double heel and toes. The form and proportions of the foot, heel, toe, ankle, calf and leg are perfect, as represented in the cut, and there is no better made or better fitting stocking in the market. The part above the stocking for holding it in position is made of cotton or wool, thin or heavy, as may be desired, and comes up and fastens around the waist, same as tights, and holds the stockings where they belong. Price, $2.25; or stockings without supporter, $1.50.



Any infringement will be prosecuted to the full extent of the law. Send us your order for either of these, with color, size of foot, and length from bottom of foot to waist, and post-office order for amount, and we will send same by mail or express to any part of the country; and if you do not find them satisfactory, return them, and we will return amount paid for them. Address,

HOLMES & CO.,

17 Kingston Street, BOSTON, MASS.

THE

Genuine Royal Mail

Bicycles and Tricycles

THE BEST IN THE WORLD.

I have just received a large consignment of new machines, with all 1887 improvements. Either call and examine them, or send for Catalog to

HENRY C. SQUIRES,

Sole Agent for United States,

No. 178 BROADWAY, N. Y.



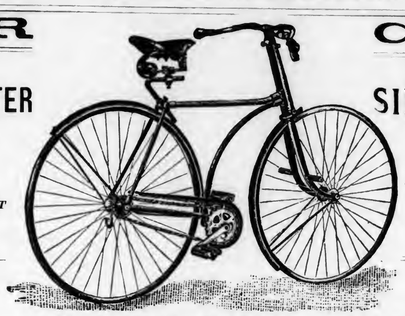
SINGER CYCLES.

BUY THE BEST!

The APOLLO LIGHT ROADSTER

Has a Ball-Bearing Head, Spade Handles, Detachable Bar, and Double Ball Bearings.

THE EASIEST RUNNING AND FASTEST COASTING MACHINE ON THE MARKET.



BUY THE BEST!

SINGER'S CHALLENGE

Is the Best Wheel ever put out at the price,

$105.00.

Balls to Both Wheels, Detachable Bar, Spade Handles. Weight of 50-inch, 40 pounds.

A Well-Built, Durable Machine. All Steel.

1887 CATALOGUES

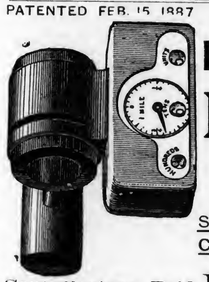
NOW READY.

W. B. EVERETT & CO.,

Sole U. S. Agents,

APOLLO SAFETY. FAST AND LIGHT. 6 and 8 BERKELEY ST. - - BOSTON.

PATENTED FEB. 15 1887



FOR THE NEW FOR

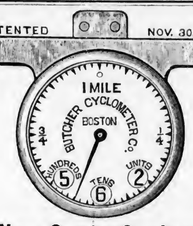
1887.—PATTERN—1887.

Butcher Cyclometer

NOW READY.

The Most Accurate, The Easiest to Read from the Saddle, and the BEST WORKMANSHIP ever put into a Cyclometer. Send for Circular to the

PATENTED NOV. 30, 1886.



Our New Spoke Cyclometer

SUITABLE FOR

Bicycles, Tricycles and Carriages,

Sent Post-Paid on receipt of Price,

FIVE DOLLARS.

Sent Postage Paid On Receipt of Price,

TEN DOLLARS

BUTCHER CYCLOMETER CO.

6 and 8 Berkeley Street, Boston, Mass.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

(YOST & McCUNE PATENTS),

19 PEARL STREET - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.

BICYCLES ON EASY PAYMENTS.

New Rapid, American Champion, Star, Rival, Otto, and other Bicycles and Tricycles sold on easy payments, with no extra charge, except for interest. Prices guaranteed as low as the lowest. Low freight and express rates to all points. Large stock of accessories, including all latest novelties. Nickel-plating and repairing.

SECOND-HAND WHEELS

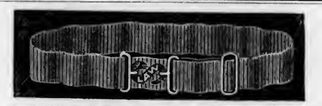
bought for cash, taken in exchange, and sold on instalments. Liberal discounts to agents. One of the largest stocks of new and second-hand wheels in America; rarely less than 200 wheels on hand to select from. Send for large illustrated catalogue and latest descriptive second-hand list and terms of easy payments; of interest to every actual or prospective wheelman. Correspondence solicited.

GEO. W. ROUSE & SON, 25 G Street, Peoria, Ill.

Bound Volumes of the Bulletin, I., II., III. The volumes are bound in cloth, and will be mailed to any address for

$2.00 each.

SEND ORDERS TO THIS OFFICE.



L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1.00.

Members who may desire the old style of outfittings can be supplied at the following low prices: *Cap* or *Helmet*, $1.50 each; *Shirt*, $2.25; *Hose*, $1.10.

L. A. W. *Seersucker Norfolk Coats*, $3.00 each, reduced from $5.00. The lightest and best summer riding coat made.

Ira Perego

128 & 130 Fulton Street and 87 Nassau Street,

NEW YORK.

Send 2-cent stamp for our new 52-page illustrated catalogue.

ATTENTION, CYCLISTS!



Tucker's Elastic Strap,

(Pat. applied for.)

For Cyclists, Military Men and Equestrians.

Endorsed by the leading Wheelmen and Military men.

It holds the pants close to the **Ankle** and **free** from the **Wheel**, with nothing **visible** from the outside of the pants.

It is Neat, Stylish, and Easily Applied or Detached. For sale by Bicycle Agencies and Gents' Furnishing Goods Houses. Also by the Manufacturers, **TUCKER & HUBBARD, P. O. Box 1029, Hartford, Conn.** Liberal Discount to the Trade. **Price, 25c. per pair** (mailed). Full directions with every pair.

For Sale by A. G. SPALDING & BRO., and at all their Agencies.

League Uniforms.

John Wanamaker, Philadelphia,

OFFICIAL CONTRACTOR.

These are the prices: Coat, $6.20; Knee Breeches, $4.34; Shirt, $1.95; Hose, 80 cts.; Cap, 84 cts.; Delivered without extra cost to any part of the U. S. where there is mail or express service.

Regulation League Cloth, Burlington Mills, $2.18 a yard; League Buttons, large, 5 cts. each; small, 2 1-2 cts., full set for suit, 55 cts. Uniform sent C. O. D., privilege of examining, and ONLY TO LEAGUE MEMBERS. We do not pay delivery charges on cloth.

All orders must be accompanied by League Number.

JOHN WANAMAKER,
PHILADELPHIA.

E. H. WILCOX. W. L. SURPRISE.

CHICKASAW BICYCLE AGENCY,

134 and 136 Jefferson Street, MEMPHIS TENN.

State Agents for the

American Cycles.

Second-hand Wheels Bought, Sold and Exchanged.

YANKEE ENAMEL,
The Latest and Best.

Put up and for sale by

BENNETT & HALE,

112 ORANGE ST., NEW HAVEN, CT.

Price Per Bottle, with Brush, 50 cts.

A full line of cycling sundries always on hand. We have an extensive Repair Shop, and pay particular attention to difficult repairs on bicycles and tricycles.



For locking Bicycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neat, compact and cheap. Weighs only 2¼ ounces, and length only 4 inches.

Dr. W. D. Ball, of Boston, writes: "I bought one of your locks the first of the season, and can say it is really the only lock on the market good for anything. I leave my bicycle anywhere and have never had it tampered with, and yet two bicycles have been stolen within a stone's throw of my office."

Can be had of any dealer in bicycles, or sent post-paid on receipt of $1.00.

MARLIN FIRE ARMS CO., New Haven, Ct.

ST. LOUIS WHEEL CO.

Difficult Repairing a Specialty.

Enamelling, Nickelling, Etc. at Lowest Prices

LARGEST STOCK OF SECOND-HAND BICYCLES In the WEST. WRITE FOR LIST.

$3.00.  **$3.00.**

TOULMIN'S BUFFALO Is made of the Finest Kangaroo or Dongola, in any size or width

BICYCLE SHOE and warranted superior to any Bicycle Shoe made.

Price, per pair, $3.00.

These shoes being laced to the toe, afford comfort to the wearer, in whatever position the foot is placed; and, also, are the most durable shoe made.

LIBERAL DISCOUNTS TO CLUBS

Ordering six or more pairs. Sent by express on receipt of $3.00, or by mail for $3.30. Send for circular containing prices of other shoes, and directions for self-measurement. Address,

W. B. TOULMIN,

152 to 160 Seneca St. - - BUFFALO, N. Y.

A HYDROMETRIC PARADOX.

The favorite run from Boston, through Brighton, Newton, Newtonville and West Newton to the Woodland Park Hotel, is ten miles.

A bath or swim in Allen's charming pond of pure running water (with every bathing and dressing convenience, will make the return run one of eight miles. Try it.

Everything necessary provided for 15 cents.

JAMES T. ALLEN.

N. B.—Private entrance to pond midway between West Newton and the hotel, off Washington Street, opposite Greenough.

Patented 1881. 

L. A. W. BADGES.

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle St., Portland, Me.

The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges,** $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.



Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; G. R. Bidwell, 313 West 58th Street; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.



STILL AT THE TOP.

THE

Z. and S. Hose Supporter

The Cut Illustrates How it is Worn.

Price Per Pair, 65 Cts.

HOWARD A. SMITH & CO.

Oraton Hall, Newark, N. J.

Jersey-Fitting Underwear Company.

We Call Special Attention to our



BICYCLE, TENNIS, YACHTING and ROWING JERSEYS,

In Long or One-Quarter Sleeves, or Sleeveless, High or Low Neck, Lace Front, or Standing Collar, Plain or Fancy Colors.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders, Arm Holes and Neck,** as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.

OUR BICYCLE FULL TIGHTS

Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.





BICYCLE KNEE TIGHTS.

Made same as full tights, to three inches below the knee.

TRUNKS

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.



JERSEY FITTING KNEE PANTS,

Buttoned in Front, same as Pantaloons, without Certain Objections.

We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

LADIES' JERSEY FITTING TRICYCLE PANTS.

A NEW THING.



These Pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.

HOLMES & CO., 17 Kingston St., Boston, Mass.

CUSTOM MADE PANTS, $3.

Vests to Match for $2.25.

Also, FULL SUITS at Popular Prices.



Send 6 cents for samples of Cloths, rules for Self-measurement, and other particulars showing how we can make to measure, a pair of

The Celebrated

Bay State Pants,

For $3,

We give excellent value for the money, incredible as it may seem. Satisfaction guaranteed.



We also Manufacture Bicycle, Base Ball, Polo, Lawn Tennis and all Fancy Garments or Uniforms required by clubs or other organizations. We should be glad to make proposals to those having such orders to fill. Address

BAY STATE PANTS CO.

32 HAWLEY ST., BOSTON, MASS.

For Sale, Cheap!

BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. P. O. Drawer 64.

UNQUALIFIEDLY FIRST CLASS!

HIGH GRADE IN EVERY SENSE.

From the Very Start,—from the Opening of the Season,

THE NEW MAIL

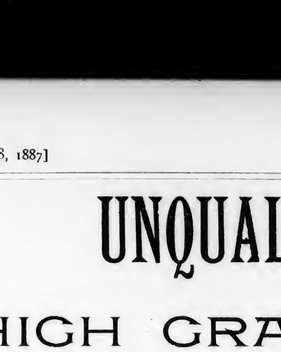
Has received the Best Evidences of Merit; viz.:

A constantly increasing demand, and unasked testimonials. Wherever one has been shown, other orders surely and quickly followed. In fact, ☞ AT NO SINGLE TIME SINCE JANUARY 1 ☜ have we been up with our orders. This means something. It means a good wheel.

AN AMERICAN MADE WHEEL, WITH ALL PARTS INTERCHANGEABLE

WITH

Trigwell's ball-bearing head, and perfection backbone and forks. The ball head has been PROVED by two years' use a great success, and the best criticisers are not competing dealers, but the users and riders, and we refer to the latter's testimonials in our catalogue. Did any rider ever see too rigid and strong backbone and forks? Are not the Strengthened Perfection Pattern Backbones and Forks common sense improvements? Notice the advantages. Perfectly rigid forks and backbones which do not break nor spring out. Especially fitted for rough road work. And look at our rim with the thickened base; no such thing as buckling.



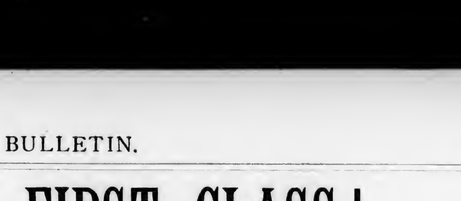
☞ At least, before purchase, see or send stamp for Large Illustrated Catalogue of this

SUPERB WHEEL.



Trigwell Ball Head.

One thousand miles without oiling or adjusting. Perfect rigidity, and ease of steering. Greatest modern improvement. See testimonials in our catalogue.



Sectional views of neck and back fork end of

NEW PERFECTION BACKBONE,

Giving increased thickness and strength at upper end, where is the greatest strain. Forks, also, same construction.



WARWICK'S NEW RIM.

No seam outside. Thickened metal at bottom. Cemented Tire.

Also, New England Agents for the

IDEAL

Boys' Bicycle.

We only ask for you to SEE a New Mail, and you will buy one.

REMEMBER EXCHANGE.

We offer a splendid opportunity to exchange your old wheel for a new Royal Mail with ball head and late improvements, and having the New Mail Rim and Tire, at very low terms. Send description of your wheel, with your estimate of value, stating size wanted.

WM. READ & SONS,

107 Washington Street - - - - BOSTON, MASS.

A FEW OF THE SUNDRIES WE MANUFACTURE.



The Cobblestone Saddle

(Our own patent)

Is a practical Anti-Header.

PRICE - - - - - - $6.00



The Wonder Saddle.

(Our own patent.)

PRICE - - - - - - $6.00



The Lillibridge Saddle.

(Our own patent.)

ALWAYS POPULAR.

PRICE - - - - - $5.00

WE ALSO MAKE THE DURYEA. PRICE, $4.00.



The Ideal Lamp

Will fit all sizes from 30 inch upwards, or any other make of boys' or youth's bicycle. See cut.

Price, Japanned - - - $2.25
" Nickelled - - - 3.00



The Challenge Lamp

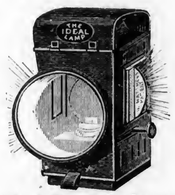
Fits any size except smaller sizes of "Ideal." See cut.

Price, Japanned - - - $3.00
" Nickelled - - 3.75

The Champion Lamp.

Fits any size over 50 inch. See cut.

Price, Japanned - - - $5.00
" Nickelled - - - 3.00



Ideal Tricycle Lamp.

Useful also as a bicycle head lamp.

Price, Japanned - - - $2.25
" Nickelled - - 3.00



Price, 75 Cts.



Price, P't Can, 50 Cts.



Price, Q't Can, 60 Cts.



CHICAGO KANGAROO. PRICE, $5.00.



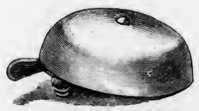
CHICAGO CANVAS. PRICE, $3.50.



Youth's Bell. Price, 50 Cts.



The Favorite. Price, 75 Cts.



The Standard. Price, $1.00.



The Chiming. Price, $1.50.



The Superb. Price, 2.00.

A complete line of Leather Sundries we make on the premises, such as BELTS, TOOL BAGS, etc., and many other Sundries, all of which are described in our Catalog, which is mailed on application. We invite the trade generally to correspond with us in this regard.

Largest Manufacturers of Cycles and Sundries in America.

GORMULLY & JEFFERY MFG. CO.

CHICAGO, ILL.

THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED WEEKLY.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, JULY 15, 1887. | VOL. V. No. 2. WHOLE NUMBER, 107.

SOME COLUMBIAS

SPRINGFIELD, JULY 4, 1887.

RACES.	WINNERS.	MACHINES RIDDEN.
One-mile, novice	H. B. Arnold	Columbia Light Roadster.
One-mile, for boys	Gen. McClelland	Victor.
One-mile, 3:20 class	Gen. C. Dresser	Columbia Light Roadster.
One-mile, handicap	E. A. DeBlois	Columbia Light Roadster.
One-mile, club	W. H. Jordan	Expert Columbia.
Special challenge	H. B. Wordsworth	Victor.
Five-mile Lap		
One-mile, ride and run	Thomas Harvey	Columbia Light Roadster.
One-mile, open	E. A. DeBlois	Columbia Light Roadster.
One-mile, consolation	D. P. Williams	Victor.

TEAM RACE.

E. A. DeBlois, Hartford, largest number of points; H. S. Hart, New Britain, next largest number of points; E. B. Smith, Springfield, next largest number of points.

ALL RODE COLUMBIAS.

ROSEVILLE, N. J., JULY 4, 1887.

RACES.	WINNERS.	MACHINES RIDDEN.
One-mile, L. A. W. Champ'p	A. B. Rich	Columbia Racer.
Three-mile, lap	J. W. Powers, Jr.	Columbia Racer.
One-mile, Championship	A. W. Pierson	Columbia Light Roadster.
Union County Wheelmen, 1		
Three-mile, team	J. W. Powers	Columbia Racer.
One-mile, consolation	H. Powers	Columbia Racer.

Lynn, Mass., July 4, 1887.

3-mile amateur, 3-mile professional handicap, boys' mile handicap, 2-mile professional handicap, 2-mile amateur handicap, 1-mile run.

WON ON COLUMBIAS.

American Athletic Club,

NEW YORK.

Sat, June 25, 1887.

2-mile Handicap won on a

COLUMBIA LIGHT ROADSTER.

THE CHICAGO HERALD.

TUESDAY, MAY 31, 1887.

RACING ON BICYCLES.

H. R. Winship wins the Chicago Wheelmen's Trophy.

The great bicycle race between nearly two score of the fleetest wheelmen of the Chicago clubs was run yesterday from the Leland Hotel to the plaza in front of the Florence Hotel in Pullman, a distance of sixteen and a half miles. The course was along Michigan Avenue.

* * * * * * *

STARTERS.	Actual Time.	Minutes' Start.	Position.
H. R. Winship	1:32:55	8½	1
C. H. Seig	1:36:45	11	2
W. J. Maas	1:37:3	11½	3
T. F. Palmer	1:37:51	9½	4
H. Mangle	1:30:23	11	5
W. M. Cook	1:28:55	8½	6
F. E. Spooner	1:31:43	11½	7
C. B. Pierce	1:37:30	6½	8
R. E. Schmidt	1:30:50	9½	9
H. L. Wheeler	1:18:32	14	10
Martin Bowdoen	1:28:55	6	11
F. T. Harmon	1:39:47	6½	12
T. M. Cremon	1:30:00	5	13
B. B. Ayres	1:31:7	6½	14
M. D. Wilber	1:30:43	6½	15
W. D. Buckley	1:34:00	9½	16
W. A. Davis	1:32:5	6½	17
Frank Riggs	1:30:23	10½	18
H. L. Fulton	1:38:20	11	19
R. A. Ehlert	1:38:30	*	20

*Scratch.

Position at finish.	MACHINE RIDDEN.
1	Columbia Light Roadster
2	Columbia Light Roadster
3	Columbia Light Roadster
4	Victor
5	Columbia Light Roadster
6	Star
7	Expert Columbia
8	Columbia Light Roadster
9	Columbia Light Roadster
10	Expert Columbia
11	Champion
12	Columbia Light Roadster
13	Columbia Light Roadster
14	Columbia Light Roadster
15	Columbia Light Roadster
16	Star
17	Star
18	Victor
19	Expert Columbia
20	Champion

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BOSTON DAILY GLOBE.

Monday, June 27, 1887.

RHODE ISLAND WHEELMEN.

PROVIDENCE, R. I., June 26.—The R. I. Division, L. A. W., held a 25-mile road race yesterday for three medals. There were five starters, and M. Turner, of Warren, came in first, Time, 1 hour, 42 minutes, 5 seconds. L. A. Dawson, of Pawtucket, second; C. M. Morse, of Pawtucket, third. Turner rode a Columbia, Dawes a Star, and Morse a Rudge.

THE TWENTY-FIVE MILE ROAD RACE AT HARTFORD, CONN.

The race held at Hartford, June 9th, was one of the hardest ridden in this country; it was a genuine scorcher's race over the worst, heaviest, and muddiest roads, in a pelting rain storm. . . . The men mounted at 4.10 and were pushed off a minute later in the presence of a large crowd of wheelmen and spectators. . . . Considering the conditions, the time was creditable in the extreme. The race was a great one, and all the contestants showed elements of pluck and endurance that only those who knew the condition of the roads can realize.—*Bicycling World, June 17, 1887.*

L. A. Miller, 54-inch Columbia Light Roadster, first; Wm. Harding, 52-inch Columbia Light Roadster, second; E. A. DeBlois, 52-inch Columbia Light Roadster, third; F. L. Damery, 51-inch Columbia Light Roadster, fourth; Ludwig Forster, 54-inch Victor, fifth; S. J. Mills, 48-inch Expert Columbia, did not finish.

Kings County Wheelmen.

6th ANNUAL MEET,

SATURDAY, JUNE 25, 1887.

8 OUT OF 10 RACES WON ON COLUMBIAS, VIZ:

1-mile novice, 2-mile handicap relay race, 1-2 mile boys', 1-mile championship, Ilderan Club, 1-mile handicap, 5-mile State Championship, 1-mile consolation.

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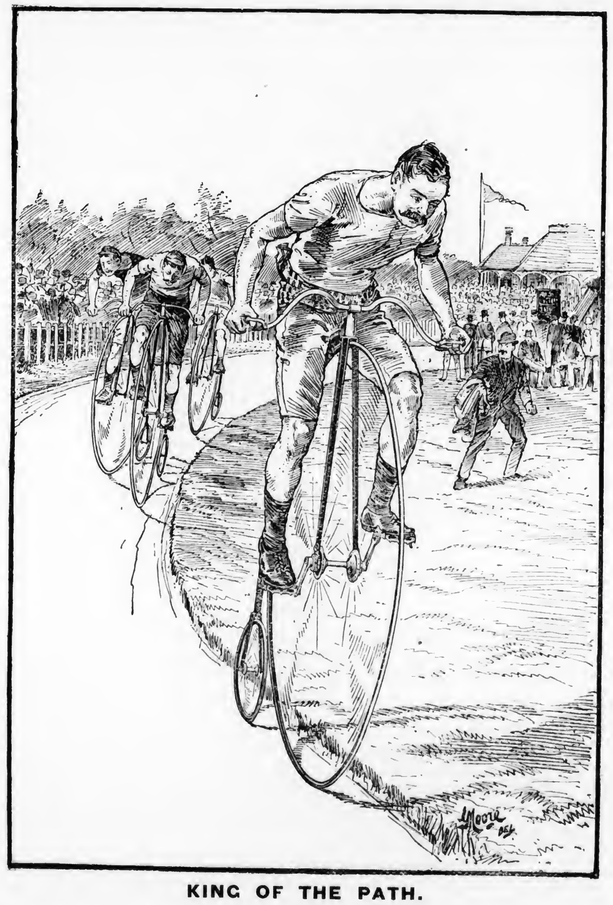
MACHINES

OF ANY

RELIABLE MAKE

TAKEN IN

PART PAYMENT.



KING OF THE PATH.

NEW

OR

Second-Hand

MACHINES

OF ANY

RELIABLE MAKE

TAKEN IN

PART PAYMENT.

If you are thinking of going into Racing, let us hear from you.

STODDARD, LOVERING & CO.,

125 TO 158 CONGRESS STREET - - BOSTON, MASS.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

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Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

CENTRAL PARK is opened at last, and wheelmen are free to ride badgeless upon any of the carriage paths. Time was when the wheel was excluded from the square in front of the Park entrance, but the world has moved.

S. CONANT FOSTER should have lived to see this day. He was one of the three who rode into Central Park years ago, in defiance of the law in order to make a test case in the courts. The three men were arrested, the case went to court, the Pope Manufacturing Company paid all the bills, and the wheelmen lost. The moral of all this is, if we have bad laws, let us have them repealed.

WHEELMEN are a power in politics and they should know it and use their influence in the shaping of laws.

"BASSETT expresses the official opinion that the League will continue to ignore road racing, and let the amateur and the "pro." race with each other as much as they please on the highway. An Englishman and a strong advocate of strict amateurism, writes us as follows: 'There is only one expression that fits Mr. Bassett's ruling re road races, and that is "d —— d nonsense."' So we say, and so every one says who believes at all in consistency."

Bassett decidedly objects to being held wholly responsible for the action of the Racing Board, which has been confirmed by the Cabinet. It is not "Bassett's ruling," though he is on that side of the question.

IF J. G. Carpenter makes as good a secretary-treasurer for Pennsylvania as his predecessor, T. Houard Wright proved himself, the State will be lucky. A good man in this position is eminently to be desired. Wright made a good record, and the State can ill afford to lose his services. But Carpenter has won his spurs on other fields.

ROWE has been hissed on his own stamping ground. This is unfortunate, for the racing interest in Lynn thrives on the reputation of Rowe, who has always been in high favor. But the public is fickle, and is easily turned from an idol. A little yielding on both sides would have been a happy way out of the difficulty. Rowe has been beaten twice by McCurdy from the three hundred yard mark, and it is no more than right that McCurdy be placed nearer scratch, but it would be unfair to McCurdy to reduce his handicap to one hundred and seventy-five yards, as Rowe insisted. Handicaps are made in order to place men upon a level, and they should be changed whenever results show that the men are not so placed. Rowe's capital is the favor of the public, and when he loses this he may as well leave the track.

ROWE hissed in Lynn, and Hendee condemned in Springfield. This is a most deplorable condition of things, viewed from the standpoint of those who are interested in racing. The Springfield *Union* used gallons of ink and reams of paper in old tournament days to sound the praises of "Our George," and its fulsome flattery of the local favorite was often laughable in the extreme. But now we find it accusing Hendee of a "despicable trick," and it avers that "the Springfield Bicycle Club wants nothing more to do with him." This because he did not go to Springfield and run for a record on July 4, after agreeing to do so, and because he failed to answer urgent telegrams asking if he would be present. Springfield has parted with Ducker, and she has lost faith in Hendee. These two men gave the city a world-wide reputation. Will others arise to take their places? Time, alone, will tell.

BURLEY AYERS is still bringing the railroads into line. He promises important concessions by through roads to California, and is negotiating for free transportation throughout that State. Wheels are carried free in California only about San Francisco, and to extend this privilege the League must use its influence on those who control the roads and have important Eastern interests. California could do little alone. A national organization is needed in cases of this kind.

THE FIFTH ANNUAL MEET OF THE PENNSYLVANIA DIVISION, AND THIRD ANNUAL MEET OF THE WILKES BARRE BICYCLE CLUB.

THE past week has been hot, dry, and dusty, and to-day has been no exception, though clouds have occasionally tempered the sun's rays, while a strong southeast breeze has been with us all the day. Notwithstanding the heat, the fifth annual meet of the Division and the third annual meet of the Wilkes Barre Bicycle Club has passed into history as a grand success. From the time the first visiting wheelman arrived in town, until the dropping of the curtain at the minstrel show a few minutes since, has been one round of pleasure.

The Wilkes Barre Bicycle Club, and especially their manager, J. G. Carpenter, should be congratulated upon the success attained, evidently, the result of hard work.

Wheelmen began to arrive in town on Saturday, the 2d inst., the largest delegation being the Williamsport Club, under charge of Representative Richards (F. J.), numbering nearly fifty. Reading came in strong with Representative H. F. Crecelius and their pet racer, Wilhelm, who was accompanied by his wife and child, his mascot. Harrisburg showed up under charge of Representative George A. Gorgas; while Philadelphia poured in her delegates from her various clubs, Pennsylvania, Philadelphia, and Century, all in a body, among whom were Representatives Kirk, Brown, and Jno. A. Wells, H. B. Hart, C. D. Williams, and their racer, Louis J. Kolb. H. C. Hersey, of Elmira, was at hand with some of the Elmira boys. While the Capital Club, of Washington, had their strong team of W. E. Crist, Phil Brown, and M. B. Crenshaw.

The number of light racing wheels told of the contests of speed to take place, while the crowd of wheelmen in uniform helped materially to give the city a holiday appearance At the going down of the sun on Saturday, the celebration of Independence day commenced, and was celebrated with more force and vim by our visitors than usual. On Sunday morning the crowd was augmented still more by the arrival of a portion of the Binghamton and Scranton wheelmen, and at about ten o'clock nearly one hundred wheelmen started on a run to Wyoming, seven miles away — over the famous cinder path — a delightful ride which all seemed to enjoy, notwithstanding the thermometer registered nearly a hundred in the shade. The afternoon was spent quietly at the hotels, but in the evening the boys started a celebration, which was kept up the greater part of the night.

The early trains this morning brought in the wheelmen from surrounding places — Scranton, Pittston, Bloomsbury, Kingston, etc., and by ten o'clock four hundred wheelmen were on the river common, in front of the headquarters. The time of starting the parade was necessarily delayed an hour by the citizens' parade — which had the first start. But at eleven o'clock the line had been formed, reviewed by Commander Chief Consul Jessup and staff, and started upon the line of parade. There were nearly four hundred wheelmen in line, it being by far the largest wheelmen's parade ever seen in these parts. The size of wheels ranged from a 64 inch Victor, ridden by a member of the Wilkes Barre Club, down to a 24-inch wheel, ridden by the Mascot, of the Williamsport Club. The Williamsport Club appeared in L. A. W. uniform, with white Swiss hats trimmed with red ribbon, making a very neat appearance. They had over forty men in line, and took both the prize for appearance and largest number of men in line. After the procession all repaired to Music Hall, where liquid refreshments were served, and Gen. McCartney made an address of welcome, complimenting the wheelmen on their appearance and manly bearing. Chief Consul Jessup briefly replied, before calling the members to order for business. It then being past the hour of noon, very few could sacrifice their appetites for a business meeting. Mr. J. G. Carpenter was unanimously elected secretary-treasurer, and after passing a number of suggestions to the committee on the revision of the L. A. W Constitution, the meeting adjourned.

RACES.

At two o'clock an audience of nearly four thousand people had assembled at Lee Park to witness the bicycle races. It was nearly three o'clock before the races began, but once begun, the following officers of the day did their work well, and the fourteen events were promptly run off. Geo. A. Jessup, Scranton, *Referee*. *Judges*, Jno. A. Wells, Philadelphia, C. R. Overman, Boston, and Ira Dayton, Williamsport; *Timers*, Geo. A. Gorgas, Harrisburg, S. B. Vaughn, Kingston, and Fred C. Hand, Scranton; *Scorers*, H. C. Spaulding, Elmira, H. F. Crecelius, Reading, and W. W. Berry, Pittston; *Handicapper*, Jno. A. Wells, Philadelphia; *Starter*, John A. Kutzner, Reading; *Umpires*, Chas. Funston, Bloomsbury, N. G. Lincoln, Wilkes Barre; *Clerk of Course*, Geo. L. Weiss.

Each event on the programme was well filled with entries, but the half-mile track was in such poor condition, that when Hersey, of Elmira, arrived in town and rode around it, he took the first train home, and others, who remained, did not go on the course.

The first event, the one-mile novice, McAniff, of Wilkes Barre; Noble, of Alden; Snyder, of Reading; Heeley, of Scranton; Johnson, of Wilkes Barre, started. By the time one lap was run, it was seen that the race was between Snyder and Heeley; but Snyder won on his Star in 3.06.

Three-mile lap. — Crist, of Washington; Wilhelm, of Reading; and Brown, of Washington, starters, Wilhelm made the first lap, but the pace was so sharp that he dropped out before a second, and it was at once seen that Crist had it his own way. Still Brown rode pluckily, and the spurting on the finish of each lap made it interesting for the audience. On the last lap, Brown took a severe header, which did not seriously injure him. Crist finished in 11.36.

Two-mile 6.45 class. — McAniff, Snyder, Crenshaw, of Washington; Nallin, of Scranton; Synnestoedt, Philadelphia; and Davis, of Elmira, started. McAniff and Davis soon found themselves into too warm company, and dropped out. Nallin took a header on the back stretch, but before anyone could get to him was on his machine again. Snyder won in 6.36; Crenshaw second, in 6.38 1-5.

Three Mile Penna. State Championship. — It was evident as Wilhelm and Kolb, of Philadelphia, came out as the only starters in the championship event that they would be the only ones to start in the one mile, so the contest to see which was the best man was over this race, and it was watched with interest. Kolb allowed Wilhelm to make the pace throughout until a quarter of the finish, when he passed him on a spurt. Though he worked hard the Star man, Wilhelm spurted past him on the finish, winning easily in 10 23 1-2.

Half Mile Boys. — Kilmer, of Reading; Hollister, of Wilkes Barre, and Merryweather (colored), were starters. Merryweather was soon distanced, and Kilmer won easily in 1.40.

One Mile Dash. — Crist, Snyder, and Siebecker, of Scranton, started. The contest was between Snyder and Siebecker for second place, and Siebecker won in 3.16 1-5, Crist having won first place in 3.13 3-4.

One Mile Wilkes Barre Club Race. — Englebert, Johnson, and Bowman, started. Bowman was soon distanced. Englebert took a fall, and Johnson won in 3.23.

The one-mile tricycle. — Crist and Brown were the only entries and starters. They made a fine exhibition race, and made close finish, Crist leading in just 4m.

Two-mile L. A. W. championship. — Crist and Wilhelm starters. This race was made very interesting by the good judgment of Crist, who, relying on his powers at the finish, allowed it to be a close race throughout. He won in 6.52 2-5.

One mile tandem tricycle — Crist and Brown being the only team to show up, they rode over the course in 4.20 4-5.

Two-mile handicap — Crist, McAniff, Kilmer, Brown, Heeley, Synnestvedt, and Snyder. Crist was scratch man, and Synnestvedt limit man with fifty seconds' start. Crist took his start very cool, seeming to have confidence that he could pass them all, as he looked across at the limit man, nearly a quarter of a mile away. He got down to work and passed one after another, and was fast overhauling the minute man, when the two miles was up. Synnestvedt covering it in 6.51 2-5; while Crist finished second in 6.10 3-4.

One-mile team. — None but the Washington team showed up, and Brown took his second fall, which bruised him up badly, but he was fortunate in escaping serious injury.

One-mile Penn. State Championship. — Wilhelm and Kolb were the only starters, and, as was seen in the 3-mile, Wilhelm had his own way and won in 3.32 1-5.

One-mile Consolation.—Davis and McAniff started, Davis winning easily in 4.01½.

The races were much enjoyed throughout, the poor track and strong wind was the cause of the slow time made.

EVENING SHOW.

The bicycle tournament was brought to a close by the Scranton Bicycle Club's minstrels, under the management of Fred. C. Hand, at Music Hall. A large audience of the *elite* was in attendance. The performance was first-class, and could not have been better if the best professional minstrel companies would have occupied the boards. The end men were funny, and cracked old and new jokes in good order. The singing was very good all through. The banjo club gave some excellent selections. Every performer was encored once or twice, and the audience was more than delighted.

During the performance Roland Reed, the celebrated comedian, sang several of his laughable selections, and was encored four times.

PENCIL VANEAH.

WILKES BARRE, July 4.

BUSINESS MEETING.

IMMEDIATELY after the parade, the regular business meeting convened at Music Hall, with Chief Consul Jessup in the chair.

General W. H. McCartney, on being introduced, welcomed the visiting wheelmen to the hospitalities of Wilkes Barre, and spoke in the highest terms of their appearance and behavior, praising cycling as the most popular and beneficial of all forms of manly exercises.

Chief Consul Jessup responded on behalf of the wheelmen, stating that one of the chief objects of the Pennsylvania Division was the securing of better roads in every part of the State, and that all the influence which the organization is able to exert would be used in the furtherance of that end.

Secretary-Treasurer Wright not being present, on motion of Mr. Vaughn, Mr. John A. Wells was elected Secretary pro tem.

The minutes of the meeting of March 9 were then read and approved.

Chief Consul Jessup read the report of the Secretary-Treasurer as follows: —

REPORT OF THE SECRETARY-TREASURER.

PHILADELPHIA, June 30, 1887.

Balance on hand at last report, Aug. 17, 1886	$103 90
Secretary Aaron, Division's proportion of membership dues, in full to Jan. 1, 1887,	50 13
Secretary Bassett, on settlement to April 1, 1887	500 00
Road-book Committee, unexpended balance,	7 88
Total receipts	$661 91
Road-book account $117 00	
Expenses of mass meeting at Philadelphia, Feb. 1, 1887, and printing report of proceedings in *American Athlete* 139 50	
Transportation expenses of Chief Consul and Representatives to St. Louis Meet 188 40	
Costs, in suit of Delp vs. Curry, 2 36	
Expenses of Committee to count the Mail Vote 8 80	
Printing, postage, etc. 32 30	
T. Howard Wright, on account of salary 75 00	
Total disbursements	$563 36
Balance	$98 55

Audited and found correct.

ISAAC ELWELL, FRANK READ, } *Committee.*

There is still due from Secretary-Editor Bassett $160 on the settlement to April 1, 1887, and there is due to him $7.50 for L. A. W. hand-books purchased from him. The understanding is that this bill shall stand until he has settled in full with the Division.

It will be noticed that I have drawn but $75 on account of the salary voted to me at the last meeting. The reason is that it is not clear whether it was the intention to make the salary $100 for the term from one annual meeting to the next, or at the rate of $100 per calendar year. It, therefore, rests with this meeting to determine what balance is still due.

The following is a statement of the road-book account since it has been in my charge: (The work of this Committee was turned over to me by Mr. Wood, about June 1, 1886.)

Balance received from Mr. H. S. Wood, ex-chairman of the committee	$19 56
Cash sales outside of Pennsylvania, New Jersey and Maryland	27 75
Sales of postage stamps	70 50
Pennsylvania Division, L. A. W.	117 00
New Jersey " " final settlement	26 52
Maryland Division, L. A. W., final settlement	66
E. Stanley Hart & Co., 8 books short delivered	3 16
Total receipts	$265 15
Maryland Division, stamps received on its account for books bought prior to June 1, 1887	2 52
E. Stanley Hart & Co., sundry bills	242 00
Postage stamps	12 75
Total disbursements	$257 27
Balance turned over to Pennsylvania Division	7 88

The disposition of the final edition of 592 books (the only one that passed through my hands), is as follows: —

Maryland	11 books.
New Jersey	84 "
Pennsylvania	455 "
Cash sales	29 "
Complimentary	6 books.
Unaccounted for	2 "
	487
Still on hand	5
	592

The five books remaining on hand have been kept for the use of the compilers of the next road-book issued by the Pennsylvania Division. The two books unaccounted for are supposed to be complimentary copies of which no account was taken.

The electrotypes are in the hands of Messrs. E. Stanley Hart & Co. In a letter written immediately after removing from the city, Mr. Wood informed me that the Maryland electrotypes belong to that Division, and that the New Jersey electros belong to New Jersey. No separation of this property has ever been asked for or made.

The membership of the Division at this time last year was 1,267, which was increased by the end of the year to 1,488. Of this number 1,191 renewed and the 306 applications to date (including list of June 24), and 12 life memberships, bring our numbers up to 1,509.

Respectfully submitted,

T. HOWARD WRIGHT,
Secretary-Treasurer.

Referring to the minutes of the last annual meeting it was found that the salary of the Secretary-Treasurer was at the rate of $100 per calendar year. On motion, the report of the Secretary-Treasurer was accepted and approved.

The Chief Consul then presented the following report: —

In presenting to you my annual report, I beg to say that I have very little to report in the line of business done.

I have appointed Consuls and have nominated three new Representatives. The number of League members has increased greatly, and the prospects for a year of prosperity are very encouraging.

There are several reforms necessary in the rules and regulations necessary for the governing of this division.

1. I would suggest that the members of this division act as a unit in endeavoring to get better roads and better streets in our cities and towns. There is a grand opportunity for work in this direction, and I am firmly of the opinion that we can wield our influence in this direction, which will be felt throughout the whole State. This matter of roads is the important one.

2. Our by-laws need a general overhauling, as in many instances they conflict with the L. A. W. rules.

3. A division of the State with districts making representatives for each, and making provision for representatives at large, for any increase in membership which would intitle us to more representation.

4. The necessity for a new road book is apparent to all, and some provision should be made to publish one at the first opportunity.

The duty of all L. A. W. members to work for the best interests of the League is apparent to all fair-minded men; working in a harmonious spirit we can accomplish much for the advancement of cycling. Let us band ourselves together in the bonds of fraternal fellowship and push on to larger usefulness.

I ask from you all help in this work; in union there is strength.

Let us lay aside all bickerings and jealousy, and work for the common cause, the advancement of cycling, good roads, and the same rights which are granted to other wheeled vehicles.

The next business in order was the election of a Secretary-Treasurer for the ensuing year. Mr. J. G. Carpenter of Wilkes Barre was nominated by Dr. Richards, and Mr. J. J. Van Nort of Scranton was nominated by Mr. Vaughn. Mr. Van Nort asked to be allowed to withdraw his name, and on motion the nominations were closed. The Secretary was instructed to cast the vote for the meeting, and he announced that Mr. J. G. Carpenter was unanimously elected.

On motion the subject of a new State Constitution was referred to the Committee on Rules and Regulations, with instructions to report as soon as possible after the report of the present committee on the revision of the League constitution.

It was moved and carried that it be the sentiment of the meeting that the State be districted, each member to vote for the representatives in his own district. Referred to the Committee on Rules and Regulations.

Mr. H. B. Hart moved the adoption of the following resolution,

Resolved, That the action of the Board of Officers in taking away the right of appeal, is against the best interests of the organization, inasmuch as by this action the wishes of the body at large could be defeated.

After some discussion, in which it was explained that the object of this resolution was not to stir up any ill-feeling, but to express to the committee now engaged in revising the League Constitution, the sentiments of the Pennsylvania Division. The resolution was adopted.

The following resolution was then unanimously carried,

Resolved, That it is the sense of this meeting that the State Divisions should have the power to appoint or elect officers — in such manner as they shall provide — to fill any vacancies which may occur from any cause whatever.

The advisability of getting out a new road book was then brought up, and after some discussion was referred to the Road Book Committee, with power to act.

On motion of Mr. Van Nort the following resolution was adopted,

Resolved, That it is the opinion of this Division that a larger portion of the annual dues should be paid to the division, and that the payment should be made to the Secretary-Treasurer of the Division instead of to the Secretary-Editor of the League.

On motion adjourned. JOHN A. WELLS,
Secretary pro tem.

WILKES BARRE, July 4, 1887.

THE OWL.

I NOTICED the other day a note in a wheel paper to the effect that Jack Prince could not "coast," and that Dick Howell could not mount a wheel unaided. I have always heard that English racing men were poor road riders, and this confirms my belief. This reminds me of a story Harry Corey told me when he came back from England last year, of a ride he had with his same Dick Howell. It seems that he had agreed to ride with him from Coventry to Stratford-on-Avon, a distance of eighteen miles, and as the roads were good, Corey mounted a 53-inch Rudge Light Roadster, while Howell came along on a 57-inch Rudge Racer. On the former's inquiry as to what he was going to do with the Racer, Howell replied, he intended to ride it, giving at the same time the information that he was no "horse," and that in consequence he always used a Racer. Howell had not ridden for six weeks, and weighed nearly 210 pounds, so it was but natural that Corey wanted to know if he intended a 22-pound racing wheel to carry his weight, especially at the gait Harry usually sets on excursions of this kind. The pair rode through Warwick, each bent on "scorching" the other. On the flats Howell would walk away from Corey, only to be passed by him when a hill was met. Finally, Stratford was reached, and Howell being pretty well done up, it took some time for him to make up his mind whether he would ride home on his machine or not. At last, desiring to avoid admitting himself beaten, they started to ride the return trip. Hardly three miles had been ridden, when Howell dismounted from his machine and swore he would not ride another yard, as he remarked that the "blooming" racing saddle on the backbone, was as hard as a "blawsted" rock. A compromise was finally arrived at by Corey letting Howell have his 53, and he getting Howell's 57. With many a grunt and groan, the champion was helped on to the 53, while Corey got into the saddle of the 57, and off they started once more. When about half the journey had been covered, Howell once more began to lament because the reach on the 53 was so short that his knees nearly struck his chin, and he kept shouting to Harry, who was kicking the 57 along for all he was worth, to "wait a bit, me boy." As Corey is well known as a practical joker, and Howell is anything but an angel when in a temper, it may well be imagined that the cry for mercy was only met by more energetic digging on the Boston man's part. The sight of Howell on the 53 and Corey on the 57, as they piled into Coventry was something laughable; when Howell was helped off the machine in front of the hotel, he swore he never would get on a machine on the road again, and it was many a day before it was healthy to ask him if the road was hilly between Coventry and Stratford.

I SEE my friend Kennedy-Child has lapsed into poetry, and has in verse narrated his "thoughts on opening a bottle of beer." The effusion is just too cunning for anything. Can't you induce Kennedy to run this in a sort of a serial form? Let his next be his "thoughts on opening a bottle of soda" to brace up on, on the follo ving morning, or his "thoughts on opening a jack-pot." This last is a theme I am sure he could dilate on extensively, and if he wants a little data concerning same, I have plenty I will place at his disposal.

I UNDERSTAND a Boston Professor intends lecturing on the "Uselessness of Profanity." Before he plunges into the affair, I would like to ask him if he has ever ridden a wheel with a melodious creak, which refused to be discovered, or drowned by even the most liberal and general application of oil? If he has, and still wants to make the above assertion, he is either an angel or fool, and in either case out of place on the lecture platform. My own impression is, he will find that in such cases, profanity is usually used, whether useless or not.

I AM afraid that the opening of Central Park to wheelmen, and the consequent large increase of tandem riders, is going to be followed by a corresponding decrease in the number of bachelor wheelmen. A case in point, came to my personal notice the other evening. We were returning from a moonlight tandem ride, she and I, and when we reached the Park entrance at 110th Street, I asked "Shall we take the East Drive home" and she replied "No; I would prefer the bridal-path, I think." Pretty desperate play that, eh? She didn't take any bridal-path that time, though.

IN the last issue of *Fiction*, appears a tricycle love story, which is an appreciated change from the old header-nurse-tandem idea. The hero is a tricyclist, and teaches the heroine how to ride. Many robberies have occurred in the neighborhood, and the thieves leave no trace, but escape mysteriously. Heroine is left alone in house, servants to dance, sees five trike riders steal into the grounds masked, she locks plate closet, sneaks out as they enter, removes steering bars from four of the wheels, mounts fifth, and speeds away for help, this secured, robbers convicted, and the usual God-bless-you-my-children act is indulged in, and the miseries of their future lives are doubled by marriage.

THE order giving the wheelmen the unrestricted use of Central Park, was issued to the Park-police at midnight on Friday. The delay was caused by the commissioners waiting for the corporation counsel's opinion as to the legality of same. It took this gentleman over a week to deliver the learned opinion that it was all right, a fact any wheelman could have answered in ten seconds, but of course the latter does not get a salary for his opinion, while the legal gentleman has to go through the form of earning his salary.

THE racing cut on your second page, is one of the very few pictures, that to a cyclist correctly convey the spirit and action of a race. It is strange that among the many artists who are wheelmen, none seem competent to correctly picture a wheelman riding. George Moore seems to be the only one, and the Rudge people recognizing it, get him to do their illustrating for them.

I THINK the Park Commissioners intend to drive all the tandem riders off of the Riverside Drive, since I see they propose to light it up with electric lights. Well! thank goodness we have got the Park now, and they don't dare light that up in any way, or there would be a riot in New York.

THE editor of the *Scientific American* became so enthusiastic over his Rudge Bicyclette, that he inserted, under date of June 25, a full description of this machine in the columns of that paper.

MESSRS. STODDARD, LOVERING & CO. offer some very desirable bargains in racing machines, and take second-hand machines of reliable make in part payment for the same. Aspirants for racing honors cannot do better than to write to them for terms.

AT the great hill-climbing contest in Cheshire, Eng., promoted by the London *Athletic News*, the first prize was won by a Rudge Bicyclette, which was an easy winner from a field of seventeen starters.

FROM A FEMININE POINT OF VIEW.

WE are all going to Oak Bluffs, as it used to be called, to Cottage City, as it is now known. The fiat has gone forth, and we must needs pack our trunks, clean our wheels and hie away. The ladies will go in goodly numbers, I am told, though I fear that they will find more attraction in the hops than they have found as yet in the wheel.

THE dancing element will be largely in the ascendant in the feminine contingent, though many lady riders will go. Perhaps we shall be able to lure the non-riders to a trial of wheeling on the asphalt, and it may be that the outing will result in more lady riders. Let us hope so.

I AM asked by the Massachusetts officials to extend a most cordial invitation to the ladies of the League and to those who are not League members, as well, to go to Cottage City and enjoy the wheeling on the asphalt, as well as to engage in the sports incident to the occasion. I do this most cheerfully. Come, all of you that can. If you that have no escorts will write to Mr. Hayes he will see that you have good quarters, and are well taken care of. A number of us will be housed in a group of cottages and there is accommodation for more ladies if they apply at once.

I SUGGESTED, a few weeks since, that it would be a good idea if the ladies could have the use of some of the abandoned skating rinks, for private riding and practice. A Philadelphia friend writes me on this subject as follows: "This is what H. B. Hart, the Philadelphia agent for the Columbia, has been doing for years past. He rents the West Philadelphia Rink, with machines and instructor, to parties for three dollars an evening."

THE ladies of Philadelphia are to be congratulated on the opportunity they have to enjoy a pleasant evening at moderate cost. Let us hope that some other rink proprietor will follow the example of Mr. Hart.

THE same friend writes: "One lady pupil of Hart's, in company with her husband, on July 4, made a trip from Morristown, Pa. to Broad Axe and return, a distance altogether of thirteen miles in just one hour. The machine ridden was the new Columbia tandem, and the road such as would have made a Bostonese quite ill."

I HAVE always been surprised to notice the apathy of Providence men and women towards the wheel. They have fine roads and the opportunity for delightful runs to Pawtuxet and Pawtucket, to say nothing of the fine park roads. But now I am told that the city has gone wild over the wheel, and that there are thirteen tandems in the city. A Providence paper has been sent to me, which gives me this cheering news. The paper enumerates the riders and tells a story as follows: The Rhode Island Wheelmen own a Columbia tandem, Dr. Bogman and wife ride a Columbia, Mr. Breckenridge has one also; so have Whitten & Company, and they also have a Rudge Humber; Mr. and Mrs. Thurber enjoy outings on a Quadrant; Mr. George R. McAuslin takes comfort and his acquaintances out on a Royal Salvo; Mr. Talbot rides a Rudge Crescent; Mr. H. L. Spencer, of Pawtucket, a Singer Humber; Mr. Knight, and Mr. and Mrs. Davol, of Warren, ride each a Rudge Humber; Mr. and Mrs. Ely are devoted to a Coventry Rotary, and the Misses Rhodes find the Marlboro' Club exactly suited to their wants. They say that more tandems are coming; perhaps so, but one benedict at least has learned that one woman at least, prefers a tricycle. She has been riding a Marlboro' trike and now has no use for the front seat of a tandem. On the tricycle she is supreme, and she coasts, climbs hills, and races with an exhilaration and enjoyment that is born of freedom, and the realization that she is "running her own machine."

"Speaking of tandems there is a good little story going around. Mr. A. is an enthusiastic and muscular tandemon. Mrs. B. had never ridden until the other day, but she has aspirations in that direction. Mr. A. is visiting Mr. and Mrs. B., and he offers to take Mrs. B. out in his tandem. They go six or

seven miles and return. The roads were typical Rhode Island roads, in their typical condition — rough, stony, and dusty. But Mrs. B. is delighted. 'Why, John," she cries to her husband, as she springs across the threshold, 'It was just too delightful for anything. Why, it was no effort at all; I'm not tired or anything; the machine just ran itself.' At this juncture Mr. A. enters, dusty, and dripping with perspiration; he drops into a chair and calls faintly for a glass of water. Mr. B. discovers at a glance how the machine 'just ran itself,' and now Mrs. B. wonders why her husband is so dead set against tandems."

WE shall certainly expect a large delegation from Providence at the annual North Shore Ladies' Run, and it may be that our ladies will ride to Providence later in the season. DAISIE.

CHICAGO.

THE annual meeting of the Illinois Division, L. A. W., held at Peoria, July 4, was, by far, the most successful of any meet held since the organization of the division. The runs to Chillicothe and Mooseville on Sunday were abandoned on account of rain, so the visiting wheelmen had the pleasure of sitting about the hotel and swapping jokes with the club liar, and indulging in other harmless amusements.

ABOUT fifty wheelmen attended the special wheelmen's service at the First Congregational Church, and listened to an eloquent sermon, in which the bicycle race was compared to the Race of Life. The sermon was confined mostly to racing, but I am sorry to say the able divine did not give us any new information on the all-absorbing amateur question.

THE business meeting was held Monday morning. The office of Secretary-Treasurer resulted in the unanimous election of A. J. Street, of the Illinois Club, Chicago. The new racing board is as follows: N. H. Van Sicklen, chairman. L. D. Munger, of Chicago; F. F. Patee, of Peoria; H. G. Ridgely, of Springfield; and E. P. Blake, of Blomington. The most important step of the meeting was, dividing the State into districts, and having only one representative to each district. This, we believe, will be beneficial to the division, as it distributes the representatives more evenly throughout the State. Of course, this leaves Chicago with only one representative for over two hundred wheelmen, but as we now have three active clubs, among which can be found some hard League workers, we are confident that we can pull through all right.

THE picnic dinner at Prospect Hill will always be a pleasant remembrance to those who have the never-tiring appetites. The moonlight excursion on the lake was the only feature of the meet in which the "fair sex" were allowed to participate. They were out in large numbers, and did honor to the occasion, as well as to the ice-cream and cake.

THE party of ten wheelmen that undertook to ride to the meet had bad luck from beginning to end. They were overtaken by the rain when only a few miles out of Aurora, and were compelled to complete their journey in a hay cart until a railroad station could be reached, where they took the train for Peoria, arriving there in time for the parade on Monday morning. "Birdie" Munger was with them, and won a name for himself as a volunteer fireman in one of the towns where they stopped over night.

THE Illinois Club will start five members on a club run to Milwaukee on Sunday next. They are all scorchers, and will attempt to lower the record between Chicago and Milwaukee, which is, at present, sixteen hours, including stops. The fact that this club turned out twenty-seven members on a run a few evenings since, goes to show that the interest manifested in wheeling is increasing daily.

THREE cheers for Bidwell and the Liberty Bill! We wish we could borrow his services long enough to have Lincoln Park open to wheelmen after 8 P. M. SPECTATOR.

MESSRS. STODDARD, LOVERING & Co. have found the demand for the Bicyclette to be so great that Harry Corey sold his own private machine to accommodate a customer.

ST. LOUIS.

THE Fourth was a gala day with us. C. C Brewster and Alex. Lewis went to Indiana on Friday, touring to Springfield, O., *via* Dayton and Xenia. At Springfield, President Kirkpatrick, who is a regular road man himself, took them in hand and showed them the elephant. Lewis sent St. Louis to the front by winning a climbing contest on College Hill. The St. Louis Cycle Club went to Quincy, and on their return reported a very hilarious time. At Greenville, Harry Gordon captured a five-mile race, Hollister, second, natives, nowhere.

I WENT to a barbecue, at Forest Park, and found there quite a scattering of other stay-at-homes. Incidentally, I beg to be excused from barbecues hereafter. It's to be hoped clam-bakes are not half as bad.

ERE my cycling days began, I often saw Ralph Friedburg (Temple) in my native town, Havana, Ill. In those days he rode a 50-inch Standard. He hailed from Galesburg, and in the summer time "turned" an honest penny by travelling through the neighboring towns with a screen painter. Friedburg did the advertising by doing fancy work on the unicycle in the main streets, while his partner decorated the screen of every store in town with Italian castles and the like.

THE only difference between the work of New York and Missouri in road matters was, that New York "got there," and poor old Missouri didn't. The scheme proposed by ex-C. C. Rogers last year and this, pertained to the repairing of public highways by convict labor or by a money tax. Georgia is now enjoying some sensational revelations relative to the pernicious contract, or lease, system of convict labor, and a proposition is afoot to place state prisoners at work on highways exclusively. A query — if New York L. A. W. members can accomplish so much, why cannot the Missouri Division add another feather to the plumes by agitating either convict labor on the public roads, or money taxation for road repairs. Either cause would meet with popular sympathy, if properly presented.

ST. LOUIS can give bigger centres pointers on the dispensing of cycling news. Likewise, the Kansas City *Journal* and *Times* can give the *P-D* a number of tips by the entertaining manner in which they dish up wheel notes for Kansas City readers. The *Journal* averages over a column of closely printed matter weekly, and has a corps of correspondents at St. Joe, Leavenworth, and other points, beside a regular contributor, signing himself "Rambler."

THAT was a cheesy joke, Mr. Editor. We all remember how, when we were under seven, we used to make faces and stick out our tongues because our bit of sweetmeat (meet) wasn't quite as big as the other fellow's, though just as good. But come, Mr. B., you're getting a big boy now.

PHOENIX.

LETTER FROM BROOKLYN.

FOURTH of July has come and gone, and a glorious Fourth it was. The three days holiday was thoroughly appreciated by the wheelmen of this city, every one who could manage a "bike" taking advantage of the opportunity of getting so long a breathing spell away from the sweltering town. All day Saturday, and also on Sunday morning, merry parties of cyclers were passing down the Pike in frequent succession, the astonished toll-gate keepers wondering where the vast army came from, and where it was going. Patchogue was the objective point of the majority, about two hundred going there, while about fifty tarried at Babylon, and many others found enjoyment at Far Rockaway, Roslyn, and the numerous other resorts on either shore.

At Patchogue the crowd was unprecedented, cyclers, militia, and civilians, helping to swell the throng, and the fun was immense. The town had made great preparations to celebrate the day, and the militia were its guests, invited to participate in the celebration and parade. The wheelmen were not left out in the cold by any means; they never are, and they managed to have a good old time both at their own and other people's expense. Sunday night the guns of the Gatling battery were mysteriously removed and secreted in a convenient hay-loft. At sunrise Monday morning there were no guns with which to fire the customary salute. Of course, nobody knew anything about them, and there was some lively hustling around before the guns were recovered and the salute fired about ten minutes late. The wheelmen were accused of stealing the guns, though the 13th Regiment boys were undoubtedly the guilty parties. The whole affair was regarded as a good joke, and much merriment ensued, the pass-word of the day being "who stole the guns."

The tour of the Brooklyn Club was a grand success, they being on this occasion, contrary to custom, favored with fair weather. They were met at Jamaica by a delegation from the Mercury Wheel Club, and escorted to Flushing over the Black Stump road, the less said about which the better. At Flushing a visit was made to the athletic grounds, which deserve a passing word. Beautifully located and nicely kept, they contain tennis courts, a ball field, a well-made cycling and running track, and a well-appointed and model gymnasium, besides which is a very pretty ladies' summer house and parlor, in which the party were invited to partake of refreshments that had been prepared for them by the young ladies of the village who were present. Refreshed and reinforced by an additional number of Flushing boys, saddles were resumed, and a run taken over the macadam to Bayside, thence to the fort at Willett's Point, returning to Crocheron's Hotel at the beach at Bayside, where a dinner was served at eight o'clock, such as it is seldom the luck of a hungry cycler to obtain on Long Island. This charming spot is but five miles from the Jericho Pike, from whence there are good roads *via* Queens. Pretty views, plenty of shade, boating and bathing, and an excellent dinner are here to be obtained, and I wonder that we Brooklynites have not discovered this delightful retreat before. Dinner over, the return ride to Flushing was delightful, the moon full and unclouded, rendering the use of lamps unnecessary, the pleasant evening breeze a most refreshing change from the glare and heat of the afternoon sun.

Sunday morning, accompanied by League Accountant Veysey, of the Harlem Wheelmen, the party wheeled to Babylon for dinner. Captain Peck, of the Massachusetts Club, and his party of Washington tourists, were here met journeying towards Brooklyn. Every inducement was offered them to remain over at Babylon and proceed the following day, but having resisted the strong temptation to remain with the many good fellows at Patchogue, they likewise conquered the stronger temptations of the Babylonians, and started for a hot and dusty ride to Jamaica, where they were well entertained at mine host Pettit's, and proceeded the following day to New York.

Reports of the overflowing crowd and cramped accommodations at Patchogue decided the party to spend the afternoon sailing on the Great South Bay, and the night at Babylon. The following morning the party divided, part going to Patchogue and the Jubilee, the others returning to Jamaica for dinner, and attending the bicycle races at Queens in the afternoon, at which the only open event, a two-mile handicap, was won by Todd of the Brooklyns, in 7.07, with Meeteer second. The track at Queens is of hard clay, six laps to the mile, well proportioned and in very good shape. The management is most courteous, and Brooklyn wheelmen will be repaid if they patronize the frequent events which are given there.

The Patchogue party arrived in time for the fun. Immediately upon arrival they were accused of having "stolen the guns," were invited to join sailing parties, and received other courtesies and attentions innumerable.

The majority of the wheelmen at Patchogue left there Monday forenoon and wheeled back to the city, missing the biggest part of the racket, but nevertheless, displaying their good sense, as those who remained all day paid dearly for their fun by the many discomforts and annoyances incidental to the return by rail. The railroad was taxed far beyond its capacity, the crowd filling the aisles of the cars and overflowing out on the platforms. Things went well enough however, until Jamaica was reached, where it is necessary to change for Brooklyn. Here the platforms were so crowded that people were literally falling off the edges, and a tedious, and apparently unnecessary delay of over one hour changed a good-natured crowd into a maddened, howling, cursing mob. Baggage cars were all full, and no accommodation was to be found for wheels, nor did the employees seem disposed to make any. At last, after both the wheelmen and the gentlemanly employees of this grand monopoly had exhausted all their energy and bad French, a box car was obtained, and into this the wheels were put, the wheelmen laboring under the delusion that they were being accommodated. They appreciated the accommodation when the train pulled out from the depot, leaving the box car behind. Arrived at Brooklyn, another long and tiresome wait at the station was necessary, for the offending box car, which came in on a later train, containing not only the wheels, but a good cargo of milk cans, which latter being the more robust, had suffered least from the journey. Only one wheel, however, was seriously damaged; but this did not improve the joviality of those unfortunates who had been from 7 P. M. until 1.30 A. M. indulging in the luxuries supplied by the Long Island Railroad to its patrons every Fourth of July, and as much oftener as opportunity offers.

BON.

QUAKERTOWN QUILLINGS.

THE *Times* has this last week been digging pretty sharply into Captain Chasteau, of the Park Guards, for inefficiency in the management of his small force during the July 4 celebration exercises. This of course is real "nuts" to the wheelmen of the city, to whom Chasteau has long been a bugbear. To him Philadelphia riders are indebted for the remark that wheelmen are a "set of harlequins in variegated clothing, fit only to amuse nursemaids and children," and to him was due much of the bitter opposition to the admission of cycles to the drives of Fairmount Park. It is much to be desired that now that his uselessness has been practically demonstrated, he will be supplanted by a more capable man, and one with no prejudices against the wheel.

THE boys returning from Wilkes Barre, looked pretty well broken up and tired out, but reported a "glorious Fourth "indeed. The races were voted fair, the parade good, and the business meeting *nil*. It is remarkable what little interest is taken in the Division business meetings, and has been from the first. A big hurrah is made each year over an election of officers, and then the whole division simmers down and goes to sleep again until the next election, while at every business meeting there is a slim attendance, and nothing of importance done. One reason may be, that there is very little to do, but there is certainly room for work, if there is nothing more pressing, in following New York's example with the State legislature. Or, we might give New Jersey a helping hand in suppressing the West Jersey road-hog.

MR. F. S. HARRIS and his wife have returned from their trip across the water looking happy and hearty.

CAPTAIN LON PECK and his companions have arrived in Philadelphia — and gone again. They found very little to interest them I fear, and were obliged, on account of poor roads, to take the train at Trenton, N. J. Acting on advice from those who had been over the road, they have doubtless also trained to Wilmington, Del. "Lonnie" is so well known by reputation, that we rather expected to see a slight, small-boned active chap instead of the big strapping six-footer he really is. He has a very taking manner, and will leave lots of friends on his trip. The tourists managed to get to Philadelphia, however, on a bad day to get acquainted, as pretty much all the riders were off on their Saturday holiday.

"CHRIS" in a late issue of a Philadelphia paper says: "The South End Wheelmen, one of the latest formed of Philadelphia wheel organizations, was represented at the Wilkes Barre Meet, while, strange to say, "Germantown" had not a single representative present. Germantown is perhaps laying low for that Tryon Cup. There are a few pretty trim riders in "Old Germantown." If the race ever comes off the highflyers of Pennsylvania, and the Century and University Clubs may find that it is not toothless old age which keeps this old club so quiet.

"Louis Kolb of the South End Wheelmen, did well at Wilkes Barre, but the track did not suit his light wheel, and its poorness threw all the chances in favor of Wilhelm and his now well-known "Star." Wilhelm, without a doubt, is a good all-round man.

"Very little is heard from Richwine, but the idea still exists that he is watching and waiting, after the fashion of the Little Tycoon young lady, for a chance at the Pennsylvania Club's cup."

"CHRIS" may say what best suits him of the merit of the Philadelphia riders, but there is no question in the minds of the majority of the experienced wheelmen who saw the State championship, that the best man in the State is now the champion.

PHACTO.

ORANGE NOTES.

ON July 4, J. E. Baker is said to have climbed Eagle Rock Hill in the presence of witnesses. He rode his new 48 inch Victor. The only other crank machine that has been up is Meade's old 48 inch Harvard, which Meade has ridden up three times.

The Wanderers had a coasting match last Saturday on the Park Avenue Hill, from Prospect Street. The hill is about seven hundred feet long. The following distances were coasted by the different machines: —

58-inch	Humber Light Roadster	. .	1,010 feet
52 "	Rudge " "	. .	1,035 "
54 "	Victor (1885) . .	. .	1,172 "
54 "	" Light Roadster	. .	1,292 "
56 "	" " "	. .	1,316 "

A 54-inch Sanspariel, not in the contest, coasted about 950 feet, and a Rover about 1,050 feet.

RIGHTS OF BICYCLISTS IN THE PARKS.

CORPORATION COUNSEL O'BRIEN, of New York, has given an opinion to the Department of Parks, relative to the use of bicycles and tricycles in the parks. He says that the intent and effect of the act in question, is such that the Board of Commissioners of Public Parks may not prohibit the use of bicycles and tricycles upon any road where other pleasure carriages are permitted, or at any time when the use of other pleasure carriages is permitted. Ordinances may be passed limiting the speed at which bicycles and tricycles may be propelled, and requiring the use of lamps, bells, or other proper appurtenances intended to secure the safety of the public. Subject, however, to such prudential restrictions, persons using bicycles and tricycles are entitled to go upon any road or place where other pleasure carriages are permitted.

President Borden of the Park Department, made an order accordingly, imposing the same restrictions on bicycles as on other vehicles.

CYCLETS.

W. H. GILLETTE, the author of "The Professor," is an enthusiastic rider.

CLEVELAND will have the one-mile championship this year. We put down Crist for winner.

IT is understood that the project of holding a tournament at Worcester this fall has been abandoned.

LEAGUE clubs should not fail to file a certificate at this office and get copy of BULLETIN they are entitled to.

PARTIES who write for articles advertised in the BULLETIN, will do us a good turn if they will mention the paper.

BOSTON subscribers to Karl Kron's "XM Miles" can obtain their books from the Pope Manufacturing Company.

DR. N. M. BECKWITH will spend his vacation, during August, touring around the neighborhood of his home in Ohio.

MORGAN and Ace have signed articles to ride a match for the championship of Wales. Morgan will find it hard to beat the ace.

IT is reported that Rhode Island wheelmen will go to Cottage City to enjoy the meet of the Massachusetts Division, and that the Capital Club of Washington will be there.

WHITTAKER has been beating John S. Prince and W. F. Knapp, at Omaha. And now Prince wants to race him for a big stake.

CHARLES SCHWALBACH has succeeded Schwalbach and Willdigg down in Brooklyn, and will conduct the business under his own name.

WHEELMEN may not be troubled with "Charley horse," like the baseball players, but a great many of them have "calf" fever. — *Herald*.

WHEN a young man takes his best girl and walks on the bluffs at Cottage City, they call it "bluffing." What a very comprehensive title.

RACE committees, who desire to give notice of race meetings in our columns, are reminded that we make important reductions in this class of advertising.

PROVIDENCE never does anything by halves. The ladies have got the cycle fever just now, and there are thirteen wheels already, with more to come, in the city.

IT has remained for Ralph Temple to do what no other American has done. He has beaten all of the best professionals in England, including Howell, Lee, Battensby, and English.

WHITTAKER has been beating the record. We saw him at Clarksville and said "How-d'ye-do," and he has built the little expression into an impossible discussion of the amateur question.

WE of Boston are all going to Cottage City, many of us with our ladies. Let him who has no lady be not discouraged, however, for there are many young ladies on the island.

NEW YORK Clubs are enticing members to meetings by providing refreshments after adjournment. The plan works well. The cracker-and-cheese element in clubs is always very large.

AT the meeting of the New Jersey Division, a vote of thanks was passed to the Missouri Club for the very generous entertainment of the New Jersey representatives during the League Meet.

THE pen with which Governor Hill signed the Liberty Bill has been presented to I. B. Potter, Esq., and he in turn has presented it to the Brooklyn Bi Club. It will be framed and hung up in the clubhouse.

D. ROGERS & Co., of Newark, are reported closed up. They have been doing a large amount of advertising, and the cycling press will suffer. Word comes to us that they mortgaged their stock for its full value and disappeared.

IN using Temple's victories to advertise their machines, an English firm calls him a "little American boy." The advertisement goes on to say that he rides a 53-inch wheel. Little American boys do not-ride 53-inch wheels.

THE Massachusetts Club will have no road officers. It would seem that a bicycle club could better spare its executive officers. Wheel clubs should ride and they should have those whose duty it is to plan runs and tours. If a club is to do nothing more than desultory riding, the question arises, why have a clubhouse?

W. B. EVERETT & Co. have just put in a plant for applying the genuine Harrington's enamel. They claim to be the only house in America that imports and uses this enamel. Skillful workmen have been employed to attend to the enamelling, and the very best results have been secured in the work that has been turned out.

GEORGE M. HENDEE and his trainer, Harry Cornish, are to take up their residence at Agricultural Park, Worcester, where the ex-champion will try and get himself in trim for coming events. It is stated that his friends expect him to be in sufficiently good form before the season is over to warrant him challenging Rowe to a championship contest.

THEODORE W. ROBERTS, of Poughkeepsie, thinks our reporter did him an injustice in his account of the races at Roseville, July 4. He claims that he was not responsible for the fall which occurred in the two-mile handicap, and writes a detailed statement of the occurrence. Mr. Roberts does not seem to have been at fault, though it may have appeared so to one who saw the collision.

NEW YORK is to have an asphalt street. The Commissioner of Public Works is authorized by the Mayor and Aldermen to pave the roadway of Madison avenue with asphalt, from Twenty-third to Thirty-third Street. The movement looks like a job, and New York wheelmen think that if it proves a good steal they will have many miles of asphalt. "It is an ill wind, etc."

AMONG the many curious propositions submitted to the Pope Manufacturing Company, was one the other day, which, for startling originality, carried off the palm. It was an offer to exchange for one of their bicycles a grave lot, "conveniently handy." This was filed for reference next to that of an offer expressing a great desire to become the happy possessor of a bicycle through the results of moonlight labor, in the shape of barrel of whiskey. — *Globe*.

A PARTY of wheelmen sailed from New York on Saturday, July 2, on the steamer Furnessia, for Glasgow. They were Mr. J. W. Dickerson, Mr. Irving Washington, Mr. George H. Walker, Mr. Robert G. Walker, all now living in Rochester, N. Y. Mr. Dickerson is connected with the *Post-Express*, while Mr. Washington and Mr. George Walker, are principals of public schools. The last-named is a stu-

dent yet. The last two are sons of Rev. E. S. Walker, of Springfield, Ill.; the other is a son of Rev. S. Washington, of Essex, N. J. They will wheel through England and Scotland, and possibly on the continent.

THE American team was in Edinburgh, Scotland, June 18, and speaking of the future intentions of Woodside, Morgan, and Temple, the *Evening Despatch* of that city on that date says: "The trio will be kept busy with engagements which they have made from now till September. Thereafter they intend visiting France, Germany, and Austria, their principal match being that against Duncan's team, a noted English cyclist now resident on the continent, whose team consists of Medinga, Dubois, and Duncan. They will meet them in a series of matches for the championship of the continent. About Christmas time Morgan, who rides a 54-in., intends going in for six-day races, and will appear in London, and, possibly, the Waverly Market, Edinburgh, and in Paris.

THE latest from New York, per *Wheel*, is very important if true, and decidedly interesting. Here it is: "It is doubtful if Sete Rich will be seen on the path this year. The boy has grown stout and lazy, and can be induced to do nothing but play tennis at the Staten Island Club grounds. We don't blame him. The Staten Island girls, as observed at the club games last Saturday, are a rare looking lot.

"Chewing-gum Powers will retire from the path for a little while, that is, he will only race occasionally. He has sensibly concluded that too much racing will interfere with his growth, and, as he smilingly observed to the writer, between two vicious digs at a 'hunk' of gum, 'I want to be a six-footer.'"

J. C. SIMPSON, editor of the *Breeder and Sportsman*, states that there is little trouble in overcoming the dread which some horses have at the sight of a bicycle if the right course is pursued, especially if seen some distance before it is met. As soon as the horse is aware of its approach, drive slowly — a walk is preferable — and if there is an inclination to stop, do so. Speak soothingly to the animal. Keep a tight hold of the reins to prevent a sudden wheel. We have yet to meet a rider who did not slow, and, as a general thing, offer to dismount. In a majority of cases this will not be necessary, and when the animal recognizes that it is merely a man on a wheel, the fear is overcome. There must be no severe punishment. At the furthest, a touch of the whip to straighten it up, and words of encouragement will effect the purpose. One of the most nervous colts we ever drove, after two trials, cared no more for a bicycle than a buggy.

SAYS a Lewiston exchange: "A Lewiston bicyclist was leisurely wheeling along the Sabatus turnpike, talking horse and bicycle with a friend of his driving along in a one-horse chaise. When the wheelman told his friend that a Yankee bicyclist had recently beaten 2.30 in a mile dash on the bicycle, and that a three wheelman not many months ago in a Western State travelled a one hundred miles over a good turnpike road in less than seven hours, he did n't believe it. 'Why,' said the man in the chaise, 'I'll wager a tall hat that you can't go to Sabatus and back inside of two hours.' 'And I'll wager you a tall hat that I can make the round trip to Sabatus quicker than you can whip that horse of yours along,' was the wheelman's quiet rejoinder. They struck a bargain, and started at the watering trough on Main Street. It was an exciting race. The horse was faster than the ordinary steed, and the wheelman was the best in the city. When they reached Sabatus the one-horse chaise was a quarter of a mile ahead. On the home stretch the wheelman passed the horse about a mile out of the city, climbing a hill, and came up to the watering trough a minute ahead. The horse was about exhausted, and so was the bicycle man, for that matter. The bicycle made the run, twelve miles it is called, in sixty-eight minutes, without a dismount. This morning he appeared on Lisbon Street with a new silk hat."

ENGLISH cycling papers are condemning the use of safety machines on the track in competition with ordinaries. In the first place they are hard to steer, and the erratic course taken by a safety has brought many a field of riders to grief. It is said, however, that erratic steering is not the only trouble. The rider of the safety is placed on a different level to his fellow-competitors, and forms to them a sort of ever-present obstacle, over which they instinctively feel they might fall. The presence of a safety unnerves and undsteadies many riders of the high machine. This in itself is, of course, an element of danger, and this has been the cause of several notable tumbles. Another source of danger lies in the fact that — whereas with the taller machine the handle-bars of the riders are about on a level with each other, and thus they have some sort of a guide to go by when passing, and, although they may ride perilously close, there is rarely any danger of a collision — in the safety bicycle the handle-bar is just about on a level with the pedals and feet of the racer on the taller mount. This introduces a great amount of uncertainty in the steering of the ordinary machine, and as the position of the pedal is not a constant one like that of the handle-bars, it is a comparatively easy matter for the rider of the safety to miscalculate his distance by a fraction of an inch, or by the swerving of himself or his opponent bring about, by a mere touch, a serious accident.

A "ROAD HOG," of imposing proportions, was met by a mild-mannered wheelman yesterday afternoon, on the Warren road — nothing less, in fact, than a big man, a low-gear loaded with big stones, and drawn by two big horses. They all kept persistently to their left of the road, and so did the mild-mannered wheelman in keeping to his right, until the latter was forced to dismount or else tumble off among the big man, the horses, and the rocks. He dismounted, but stood in his place on the road as if he had no thought of proceeding farther for a month or so. The big man said "Whoa" to the horses, and the low-gear came to a standstill, the horses' feet almost touching the rim of the wheel. "Are n't you going to get out of the way, young feller?" said the big man. The mild-mannered wheelman assured the big man that such an idea as getting out of his way never entered his head. He allowed to the big man to the effect that he had the right of way, and that he should proceed that way, and no other; and the low-gear must either get on its own side of the road or drive over the mild-mannered wheelman's corpse, and its owner pay consequence damages. The big man reflected a few moments, swore a little, said he did n't care if the bicycle was a "vehicle," he would n't get out of its way, and wound up by backing and driving very carefully about the wheelman and his wheel, with as much solicitation as is displayed by the elephant when he promenades about his recumbent keeper in the circus. — *Providence Journal.*

He made fish out of that fellow, for after the encounter the R. H. was a taut 'og.

A ST. LOUIS policeman would like to see the guardians of the public peace mounted on wheels. He says: "If the city authorities would increase a man's usefulness five times they would make him equal to five men. A man's usefulness as a policeman is measured by his ability to cover a beat in good time. The oftener he covers his beat the more he will be in favor with the residents, and the more value he will be to the community. Now, I have had the means of increasing my usefulness five times at least, but have been prevented from employing it by my superiors. The way I came to think of quintupling my efficiency was by studying my conditions. I saw that my beat lay over asphalt and other excellently paved streets. I said to myself, here I am as long getting over my beat as if it had the poorest streets. So I came to the conclusion that I ought to take advantage of the good streets by riding a tricycle. On it I knew I could cover my beat five times as fast, and I also knew that where formerly I was helpless in the matter of catching fast drivers on the asphalt, I could now get a better chance to arrest them. But it was at night I expected the wheel to be especially valuable, for then, instead of making any noise, as we do in our heavy shoes, I could glide along quietly, and not be heard till I was upon the evil-doer. I could jump from it more quickly than I could from a horse, and it would n't need tying, but would stand anywhere. So, with all these intentions in mind, I made a play at the Chief through a friend, but the answer I got convinced me my beat would be vacant if I tried my plan, and consequently I gave it up."

JOSEPH L. BLEY, the "champion infantile bicycle rider of America," took a trial trip, on Sunday last, of twenty miles to San Mateo. Leaving Ellis Street and Van Ness Avenue at 10.27 A. M., he arrived at Twenty-Sixth Street and San Bruno road (old Mission) at 10.36. The wind blew a gale, making record breaking almost an impossibility. By cyclometer measurement, seven miles were walked, during which a vast number of teams passed him. Two miles on the other side of San Bruno the wind calmed, and the lost time was picked up to some extent. One team after another was passed, and he rode up to the station of San Mateo, twenty miles, cyclometer measurement, from Ellis and Van Ness, in exactly two hours and three minutes. Considering the weather and the heavy machine he was handicapped with, the time was remarkably good for so young a boy. Yesterday he took a trip to Belmont, riding the same wheel. On Sunday next he will take the final trip to San Jose, upon which occasion a prominent importer of cycles has offered him a light wheel to ride. He expects to lower the record for boys of thirteen years and under for America, which he now holds. Master Bley weighs scarcely seventy-five pounds, and his figure is small, but well developed. Three months after he commenced to ride he entered the Bay City Wheelmen's race for boys sixteen years old and under at the Mechanics' Pavilion. He gained second place and a silver medal, being beaten by George Dixon by a foot. In company with A. Ganbitz, he has ridden to Salinas City, one hundred and twenty miles, in eighteen hours' riding time. He headed a number of the "boys" during the Stevens run to Haywards, arriving among the first, and riding back on his wheel, while many older riders took the train. — *San Francisco Chronicle.*

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

PERCENTAGE.

EDITOR BULLETIN: — The cyclers of Warren, R. I., numbering sixty-four riders, think that they have constituted Warren the banner town in America for cycling. The population of Warren is 4,200, so that there is one cycler for each 65.6 of the population. This proportion would give Boston over 6,000 and New York more than 25,000 riders. If any town can beat us, we would like to hear from it.

A WARREN, R. I., CYCLER.

POOR TRACKS.

EDITOR BULLETIN: — I wish to raise my usually quiet voice against such racers as Crist, Brown, Wilhelm, Snyder, and Kolp being allowed by their clubs or trainers, and *consenting themselves*, to race on such a track as was offered at Wilkes Barre, July Fourth. Three men took "headers," Brown of Washington, getting two very bad falls, the second quite serious, and will affect him for some time to come. The track was full of bad holes, and no one knew where they were until too late. The Wilkes Barre boys have a fine club, a fine city, the finest eight-mile cinder path. They do everything "up to the handle," and have their community *with* them. Under these circumstances they can afford to build a track where annual races can be run, *without* endangering life and limb of such men as mentioned above. I think all who attended the races at "Lee Driving Park," July 4, will coincide with me.

J. USTICE.

CENTRAL PARK.

EDITOR BULLETIN: — At a meeting of the Board of Park Commissioners, held yesterday, the 6th inst., the following resolution was adopted: "President

$73 SAVED.

EDITOR BULLETIN: — I want to give you an idea of what the League is worth to me. My business takes me upon the road a great deal, and I have to live in hotels a good portion of the year. I try to select a League hotel every time, and I find by looking at my cash book that my League ticket has saved me $73 the past year. This includes a discount obtained at the hotel where I spent my vacation. Can any one beat that for a record?

D. R. UMMER.

FOREIGN NOTES.

JOHN KEEN was married last month.

R. J. MECREDY, of Dublin, on June 24, took the starting quarter and half-mile tricycle record at Alexandra Park, London., doing 42 1-5s., and 1m. 25 3-5s.

AT Coventry, on June 23, A. P. Engleheart on a "Brookes" safety lowered the mile safety record to 2.39.

DANIEL JAMES CANARY, frequently mentioned as "Professor" Canary, who is now fulfilling an engagement at the Cirque Price in Madrid, has been elected a member of the Société Vélocipédique Métropolitaine (Paris). "Dan" has a two months' engagement at Madrid, after which he goes to Stockholm and Copenhagen, returning to Paris for Nov. 1, when he "opens" at the Folies Bergères for his second season.

AT Leicester, July 9, Howell and Temple were entered to contest three races at a quarter of a mile, half mile, and a mile. The quarter-mile race was won by Howell by half a yard. He also won the half-mile race by five yards. Temple declined to contest the mile race.

LARGE crowds attended the jubilee international cycling tournament at Alexandra Palace, London, June 23, 24, 25. W. A. Illston made the first heat of a half mile amateur handicap, starting from scratch, in 1.18 4-5. He won the first heat of the second round in 1.19 3-5, and the final in 1.18 3-5 in the face of a strong east wind.

Temple ran in the mile professional handicap, and beat Bob Englsh in the fourth trial heat, winning from scratch in a fine struggle. In the final he was a good third to Marlow, 100 yards, and Patrick, 100, beating Lees and Battensby.

In the first heat of the five-mile scratch race, W. A. Illston won a grand race by ten yards from Osmond, Fenlon, E. M. Mayes, Adams, Snyder, and Hale in 15 15 4-5.

In the mile tricycle handicap, Kiderlen, a Dutch rider won his trial heats in 3.1 4-5 and 2.59 2-5. Mecredy won his heats in 2.57 4-5, making the quarter mile in 42 1-5, and the half mile in 1.25 3-4, both English records, and the next in 2.59 3 5. The final was won by Kiderlep in 2.59 3-5 by half a yard from Mecredy.

Lees won the five-mile international bicycle championship professional race in 15.56 by five yards from Howell. English won the second heat in 15.43 2-5 by four yards from Battensby, Woodside, third, and Morgan fourth. Lees won the final heat in 15.4 1-5 by five yards from English, Battensby third, and Woodside fifth.

In the two mile international tricycle scratch race, Kiderlen won trial heats in 6.22 4-5, 6 2-5, beating Frank Moore and Mecredy in the latter. Mecredy won his first heat in 6.30 1-5, and F. Moore won his in 6.13 4-5. Gatehouse won his heats in 6.23 3-4 and 6.32 1-5.

Illston won the first heat of the five-mile scratch, race for the international cycling challenge shield, valued at fifty guineas, defeating Pattison, of Scotland; Scheoonner, of Germany, and Williamson, of Ireland. Time, 16.18 4-5. In the second heat, Osmond defeated Fenlon, Mendy-Parry, of Wales; Lender, of Germany, and E. Mayes. Time, 15.27. Illston won the final heat in 15.52 2-5; Osmond, second; Fenlon, third.

AT Alexandra Park, June 27, A. J. Mecredy covered half a mile on a bicycle in 1.24, and the three-quarter tricycle record in 2.4. King, on a tricycle, covered twenty-five miles in 1.14.43 3-5, lowering English records.

THE PATH.

NEW CASTLE, PA. — Paces under the auspices of the New Castle Bi. Club, July 4.

Hill climbing, — Harry B. Schwartz, Reading (1), 2.5 1-2; A. C. Banker, Pittsburg (2), 2.10; L. W. Bigham (3); S. M. Robinson (4).

One-mile novice, — George Randolph (1), 3.24; E. H. Lotze (2).

Half-mile, — J. T. Huntington (1), 1.21 2-5; W. D. Banker (2).

One-mile 3-10 class, — W. S. Upson (1), 3.30 3-5; A. C. Banker (2).

One-mile, — H. B. Schwartz (1), 2.52 2-5; J. T. Huntington (2).

Half-mile, hands off, — W. D. Banker (1), 1.42 2-5; John Fleming (2).

Two-miles, — H. B. Schwartz (1), 6.25; A. C. Banker (2).

One-mile 3-minute class, — W. D. Banker (1), 3.00 1-5; W. S. Upson (2).

Half-mile, boys, — Frank Marquis (1), 1.30 2-5; Ralph Bowers (2).

Team race, — Allegheny Cyclers (1).

Half-mile, Penn. championship, — W. D. Banker (1), 1.22 1-5; H. B. Schwartz (2); W. L. Horner (3.).

Three-mile lap, — H. B. Schwartz (1), 36 points; A. C. Banker (2), 27 points; C. M. Brown (3), 12 points.

The only accident was a header by J. T. Huntington, just as he crossed the tape in the one-mile open only about three inches behind Schwartz, but spoiled his chances for balance of races although not seriously injured. The timing was done by electricity and worked perfectly. Great credit is due to Messrs. C. L. White and H. B. Cubbison for their untiring efforts, and great ingenuity to make the electric apparatus a success, and they may justly feel proud of it. It is the first instance we know of where both the time and laps have been registered correctly by electricity.

The attendance was large and every one had a good time. T.

AT the athletic sports held at Manasquan, N. J., July 4, Joseph McDermott, of Freehold, won the one-mile bicycle race, on a Star, with great ease, his opponent Rue, having no chance against him. Time not taken. McDermott also did some fancy riding.

WOODSTOCK, VA. — Races under the auspices of the Shenandoah County Agricultural Society, July 4.

Slow race, 100-yards, — W. W. Baker, Winchester (1).

One-mile, — Ken Grandstoff, Edinburgh (1), 3.40; C. D. Schmitt, Woodstock (2), 3.45. The track was a half-mile trotting track.

QUEENS, R. I. — Races under the auspices of Queens A. A. A., July 4.

One-mile, — C. L. Mitchell (1), 3.46; R. A. Kissom (2).

One-mile, — N. F. Waters (1), 3.43; R. A. Kissom (2).

One-mile tricycle, — G. A. S. Wieners (w. o.) 4.36.

Two-mile, — G. E. Todd, 80 yards (1), 7.07; W. H. Meeker, 100 yards (2); N. F. Waters, 30 yards (3).

OMAHA, NEB., July 2 and 3. — Races under the auspices of the Omaha Wheel Club.

FIRST DAY.

Amateur One-mile, best two in three heats, — First heat Stockdale (1), 3.18; Wurtz (2), 3.18 2-5; Patterson (3), 3.22. Second heat, Stockdale (1), 3.52 3-5; Wurtz (2), 3.59; Patterson (3), 3.59 3-5.

Boys' race — Pixley (1), 1.23; Barthel (2), 2.11. Barthel had 100 yards start.

Three-minute class, — First heat, Peabody (1), 3.19; Smith (2), 3.19 2-5; Savage (3), 3.20. Second heat, Peabody (1) 3.08 3-5; Smith (2), 3.09 1-5; Savage (3), 3.09 1-5.

One-mile, professional handicap, — First heat, Whittaker (1), 2.59 2-5; Knapp (2), 3.05; Prince (3), 3.05. Second heat, time, Whittaker (1), 3.00 4-5; Knapp (2), 3.01 1-5; Prince (3), 3.01 4-5

SECOND DAY.

Amateur three-mile dash, — Stockdale (1), 11.56; Wartz (2), 12.08; Lytle (3), 12.01 3-5.

Half-mile professional foot race, — First heat, Brezee (1), 2.16. Second heat, Kendall (1), no time. Final heat, Kendall (1), 2.22; Cunningham (2); Brezee (3).

Three-minute class, amateur, — Peabody (1), 16.46 1-2; Savage (2), 16.49 1-2; Smith (3), 16.50.

Quarter of a mile amateur foot race, — First heat, Mitchell won in 48 seconds. Second heat, Washburn won in 56 seconds. Third heat, Washburn won in 58 seconds.

Boys' race, mile dash, — Pixley, 100 yards start (1), 3.36. Pixley retired.

Ten-mile professional bicycle race. — Whittaker (1); Prince (2).

3.15 class amateur, — Smith (1), 10.16 2-5; Savage (2), 10.16 3-5.

DETROIT, July 11. — Postponed races of the Michigan Division.

One-mile, novice, — J. D. Lamont (1), 3.25 4-5; W. K. Bradish (2).

Half-mile, — Harry Davies (1), 1.23 1-2; T. R. Nicholson (2); B. Hedges (3).

One-mile, 3.20 class, — Geo. E. Lane (1), 3.11 2-5; J. D. Lamont (2).

Quarter-mile, — Geo. E. Lane (1), 43 2-5; W. E. Metzger (2).

One-mile State championship, — F. X. Spranger (1), 3.58.

One mile Tandem, ride for a record, — W. E. Metzger and A. E. Peck, 3.31 1-5, State record.

Three-mile L. A. W. championship, — T. B. Nicholson, Crawfordsville, Ind. (1), 9.42; F. X. Spranger (2).

Two-mile, lap, — Harry Davis (1); W. W. Todd (2); T. B. Nicholson (3).

OFFICIAL ANNOUNCEMENTS.

NEW YORK ROAD BOOK.

MEMBERS of the New York Division who joined during the second quarter, viz., from April 1 to June 30, may receive a copy upon payment of seventeen cents, and members who joined since June 30, upon payment of fifty cents.

A few surplus copies are for sale to League members of other States at $1.50 per copy. Address E. K. Austin, Sec'y-Treas., Box 157, Flatbush, N. Y., giving League number, name, and address *plainly written*.

A. B. BARKMAN,
Bookmaster.

July 1, 1887.

TRANSPORTATION IN THE SOUTHWEST.

THE interstate commerce law has been translated in the extreme west and southwest as prohibiting carriage of bicycles in baggage cars for wheelmen free. The Missouri Pacific, Atchison, Topeka, and Santa Fé and the Union Pacific railways, representing the roads west of Missouri River, had so translated the law, and wheelmen in that country found themselves excluded from old privileges. The latter company issued a circular specifically stating that the law prohibited continuance of the privilege. As no other railway lines in the United States made such a translation, but have continued to carry out their agreements with wheelmen same as before, it was brought to the attention of the above roads. After considerable negotiation, all the above lines have withdrawn from their position and agree to restore free transportation under old conditions. The Missouri Pacific, first and most liberal, announces its position as follows (covering 6,389 miles of railway):—

"Bicycles will be carried free in baggage cars, at owner's risk of damage, — it being understood that the owner carries no other baggage, and that the bicycles are not to be checked, and that the owner must hold a full first-class ticket. When not accompanied by the owner with transportation as above, bicycles are sent by express."

The following letter from General Passenger Agent Townsend, of the Missouri Pacific, states: —

"In order to show that it is the positive intention of our management to see that our rule requiring the free carriage of bicycles in baggage cars, when accompanied by owners, is enforced, I beg to refer to your letter of June 10, in which you enclosed correspondence, showing that one T. C. Kennedy, baggageman on our lines, between Junction City and Council Grove, Kas., made a charge for the transportation of a bicycle belonging to Mr. Chas. Davis, between Junction City and Council Grove, and in which correspondence claim was made that the baggageman was very rough and uncivil to Mr. Davis. The investigation of this case, which has been in progress ever since the receipt of your letter, has just been completed, and result shows that charge against the baggageman has been sustained, and on account of which he has been dismissed from the service of the company."

The general passenger agent of the Atchison, Topeka, and Santa Fé Railroad has agreed to restore the old arrangement. The Union Pacific, last in the list, has signified its intention to do likewise.

B. B. AYERS, *Chairman*.

NEW YORK STATE DIVISION.

SECRETARY-TREASURER'S SEVENTH QUARTERLY REPORT.

Members New York State Division, L. A. W.:

Dear Sirs,—Below, I submit you a statement of our Division's finances: —

1887.		Cash.	Dr.
April 2.	To balance per sixth quarterly report in Bulletin of April 8		$723 22
" 28.	" Abbot Bassett, Secretary-Editor, on account, 1887, dues first quarter		210 00
May 14.	" Abbot Bassett, Secretary-Editor, on account, 1887, dues first quarter		100 00
" 31.	" Abbot Bassett, Secretary-Editor, on account, 1887, dues first quarter		200 00
Total receipts			$1,233 22
1887.		Cash.	Dr.
April 5.	By road book account, Chairman Barkman's expense to March 1		$9 25
" 7.	" "Wheelmen's Rights" bill, paid to I. B. Potter, on account, expenses at Albany		100 00
" 11.	" road book account, expenses of Chairman Barkman to Philadelphia, Pa., to superintend the binding of books, etc.,		15 00
May 3.	" stationery and printing, paid bill of L. W. Ahern's, Stationery and Printing Company		68 88
" 6.	" "Wheelmen's Rights" bill, paid to I. B. Potter, on account, expenses at Albany		50 00
" 11.	" road book account, paid for composition and plates		476 10
" 11.	" road book account, Chairman Barkman, on account of expense of postage and delivering books		70 00
" 11.	" stationery and printing, 1,000 L'bds., 1,000 App. blanks for Chief Consul Bidwell		18 00
" 17.	" "Wheelmen's Rights" bill, paid to I. B. Potter, on account, expenses at Albany		50 00
" 17.	" expense paid Chief Consul Bidwell, postage, etc., to May 1		33 37
" 23.	" road book account, paid for map plates,		15 90
June 6.	" representative, C. S. Butler, delegate, expenses to St. Louis		35 75
" 6.	" representative, W. L. Beck, delegate, expenses to St. Louis		36 00
" 6.	" representative, J. Reynolds, delegate, expenses to St. Louis		41 41
" 6.	" representative, C. H. Luscomb, delegate, expenses to St. Louis		42 10
" 6.	" representative, W. W. Share, delegate, expenses to St. Louis		42 10
" 14.	" representative, H. Gallien, Jr., delegate, expenses to St. Louis		40 25
" 6.	" road book account, Chairman Barkman, postage, expenses, etc., to May 1		17 90
" 14.	" road book account, Chairman Barkman, 1,000 envelopes		3 00
" 30.	" expenses, postage, etc., to date		3 24
Total expenditures			$1,168 25
July 1.	By balance in Market National Bank of New York, to credit New York State Division, L. A. W., E. K. Austin, secretary-treasurer		64 97
Total			$1,233 22

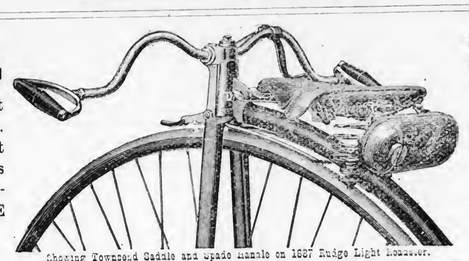
The assets of our Division at this date are summed up as follows: —

Cash in bank as above	$64 97
Postage stamps received from fifty-six members for their road books, at thirteen cents net	7 28
Due from Secretary-Editor of L. A. W., on first quarter	335 50
Due from Secretary-Editor of L. A. W., on second quarter	142 12
Total assets	$549 87

Townsend * Saddle.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, $6.00.



Showing Townsend Saddle and Spade Handle on 1887 Rudge Light Roadster.

SPADE * HANDLES.

More comfortable. Great power in hill climbing. Perfectly adjustable and detachable.

You are behind the times if you don't have them.

PRICE, $5.00.

To be happy, you must have your bicycle fitted with the TOWNSEND SADDLE and ADJUSTABLE SPADE HANDLES.
To be obtained or fitted by any of our agents. ☞ See *inside of front cover*

STODDARD, LOVERING & CO., 152 Congress Street, Boston, Mass.

I am unable to state what our liabilities are at this time, but they certainly exceed our assets by a considerable amount, owing as we do, a balance of some $500 on the road book, and an amount on the "Wheelmen's Rights" bill, as well as numerous other smaller amounts.

It will thus be apparent that while our Division is in a flourishing condition, as regards good work accomplished and numerical strength, our membership at this date being 2,032, we are otherwise financially embarrassed. Respectfully,

E. K. AUSTIN, *Sec.-Treas.*

FLATBUSH, N. Y., July 1, 1887.

CONNECTICUT DIVISION.

SECOND SEMI-ANNUAL REPORT OF SECRETARY-TREASURER.

Dr.

Jan. 1, 1887.	Balance on hand as per report, BULLETIN, Jan. 21	$261 33
" 13, 1887.	Cash from E. M. Aaron, dues to Jan. 1, 1887	1 13
April 29, 1887.	Cash from Abbot Bassett, dues account,	85 00
" 17, 1887.	Cash from Abbot Bassett, dues account,	50 00
		$397 46

Cr.

July 20, 1887.	Expense of entertaining members at annual Meet, June 9, 1887	123 95
Feb. 12, 1887.	Division hand books	38 75
	Set of books for Secretary-Treasurer	15 10
	Total for stationery and printing	23 50
	Total for postage	23 65
	Letter book for Chief Consul	1 60
	Expressage paid	25
	Balance deposited with Connecticut River Banking Co., Hartford, Conn.,	170 64
		$397 46

There is yet due the Division from the L. A. W., on dues account, to July 1, 1887, $151.62. Respectfully submitted,

DAVID J. POST, *Sec.-Treas.*

HARTFORD, CONN., July 1, 1887.

NEW YORK CONSULS.

APPOINTED to March 1, 1888: —

No.	*Name.*	*Place.*	*Address.*
112.	C. E. Titchener.	Binghamton.	Binghamton.
113.	Neil Campbell.	Niagara Falls.	Cataract Bank, Main St.
114.	C. H. Baldwin.	Hornellsville.	Res., cor. Ferry and 7th St. 26 Canisteo St.
115.	J. L. Beaumont.	Gainesville.	Res., 9 Center St. Gainesville.

HOTELS.

No.	*Place.*	*Hotel.*	*L. A. W. rate.*	*Reg. rate.*
132.	Canastota.	Lewis House.	$1.25.	$1.25v.
133.	Suffern.	Mountain House.	1.50.	2.00.
134.	Hornellsville.	Page House.	1.50.	2.00.
135.	Oneonta.	Windsor.	2.00.	2.00.
136.	Richburg.	Akin House.	75.	
137.	Richfield Springs.	Darrow House.	2.00.	3.00.
138.	Whitney's Point.	Beach House.	1.00.	2.00.
139.	Thousand Islands.	Round Island House.	1.50.	

MASSACHUSETTS CONSULS.

EDITOR BULLETIN, please note the following appointments: —

Consuls.

Northboro.	E. P. Howe.
Danvers.	J. E. Nightingale.

Hotels.

Taunton.	Burns House.	$1.50.
Rowley.	Eagle House.	1.25.
Northboro.	Northboro House.	2.00.

H. W. HAYES, *C. C.*

MARYLAND HOTEL.

EDITOR BULLETIN, please announce that the "Emmit House," of Emmitsburg, Md., has this day been appointed League hotel. Rates, $2.00 per day; to members, $1.50 per day.

J. KEMP BARTLETT, JR., *C. C.*

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 95 — Total 78.

BOSTON, July 11, 1887.

CALIFORNIA DIVISION — 1.

Unattached.
15680 Stewart, Alex. T., 1252 Franklin St. Oakland.

CONNECTICUT DIVISION — 3.

Unattached.
15660 Gordon, W. W., Hazardville.
15693 Hunt, Edwin S., Essex.
15694 Wurts, P. J., 65 Whitney Ave., New Haven.

DISTRICT OF COLUMBIA DIVISION — 1.

Washington Cycle Club.
15704 Lamb, Horace K., 1328 Riggs St., Washington.

ILLINOIS DIVISION. — 14.

Queen City Bi. Club.
15705 Anson, Fred B., Centralia.
15706 Bailey, Herbert Edw., "
15707 Davis, John L., "
15708 Hamm, Harry B., "
15709 Hobbs, Chas. Rollin, "
15710 Kohl, Ferd., Jr., "
15711 Parkinson, O. V., "
15712 Schindler, Geo. A., "
15713 Scott, Edwin E., "
15714 Warner, H. M., "
15715 Young, R. J., Jr., "

Qui Vive Bi. Club.
15716 Sproule, J. H., Sparta.

Unattached.
15681 Howe, Jay, 611 Franklin St., Peoria.
15682 Rinn, Geo. P., 615 LaSalle Ave., Chicago.

INDIANA DIVISION — 1.

Unattached.
15661 Doan, I. C., Richmond.

IOWA DIVISION — 2.

Unattached.
15695 Crosby, Jno. Q. A., Traer.
15696 Emerson, O. F., Grinnell.

KANSAS DIVISION — 2.

Unattached.
15662 Abernathy, Omar M., Leavenworth.
15683 Bachman, Henry W., Garden City.

MARYLAND DIVISION — 3.

Unattached.
15717 Cameron, Frank K., 217 N. Fulton Ave., Baltimore.
15684 Gross, John, 2131 Madison Ave., "
15685 Rowe, Albert S., Emmettsburg.

MASSACHUSETTS DIVISION — 2.

Taunton Bi. Club.
15663 Stockwell, Fred C., Taunton.

Unattached.
15697 Anthony, Frank, 3417 Washington St., Boston.

MICHIGAN DIVISION — 4.

Unattached.
15698 Farnsworth, W. A., E. Saginaw. Saline.
15686 Hawkins, O. E., "
15687 Rouse, Elmer E., "
15699 Long, I. M., Niles.

MISSOURI DIVISION — 2.

Unattached.
15718 Graham, W. N., 2610 Thomas St., St. Louis.
15719 Wriedler, F. W., 2891 Morgan St., "

NEW JERSEY DIVISION — 3.

Unattached.
15664 Cooper, Clark, 194 Broad St., Trenton.
15720 Decker, Edgar J., 218 Belleville Ave., Newark.
15721 Smith, Charles P., Jr., 216 High St., Burlington.

NEW YORK DIVISION — 17.

Ilderan Bi. Club.
15665 Bellows, Clarence, 216 Hancock St., Brooklyn.
15666 Candler, Robert, 11 Munroe Pl., "
15667 Cleverly, W. K., Seaboard National Bank, New York.
15668 Squires, A. J., 70 Pineapple St., Brooklyn.

King's County Wheelmen.
15700 Dean, J. E., 89 Lee Ave., "

Long Island Wheelmen.
15722 Hancock, John, 43 Cambridge Pl., "
15723 Hunt, Geo. W., 131 Fort Greene Pl., "
15724 Pearce, Frank, 1061 Bedford Ave., "
15725 Shipley, S. H., 456 Vanderbilt Ave., "
15726 Stewright, 204 Montague St., "

Yonkers Bi. Club.
15701 Stanton, Edw. W., Main St., Yonkers.

Unattached.
15670 Newcome, Louis A., 551 Manhattan Ave., New York.
15671 Newcome, Mrs. Louis A., 551 Manhattan Ave., "
15727 Rothschild, Solon P., 422 E. 122d St., "
15669 Coe, C. W., 125 Lafayette Ave., Brooklyn.
15672 Troy, John M., 109 Meeker Ave., "
15688 Young, Chas. Dean, Box 691, Rochester.

OHIO DIVISION — 9.

Marion Bi. Club.
15689 Johnston, H. C., Marion.

Quaker City Wheelmen.
15690 Whildey, W. H., Salem.

Richland Ramblers.
9301 Buechler, Paul E., Mansfield.
15673 Finfrock, Ira F., "
15674 Kern, Rufus A., "
15675 Strong, Frank E., Plymouth.

Unattached.
15728 Harmon, F. C., Girard.
15676 Syman, David A., 5 W. Main St., Springfield.
15702 Voorhes, C. M., Coshocton.

PENNSYLVANIA DIVISION — 10.

Clarion Bi. Club.
15703 Titley, W. E., Sherret, Armstrong Co.

Lancaster Cycle Touring Club.
15729 Ammon, H. Barton, 240 N. Queen St., Lancaster.
15730 Keeport, M. A., 40 N. Duke St., "
15731 Yeagley, Dr. J. M., 144 N. Prince St., "

Sewickley Valley Wheelmen.
15691 Osburn, Frank C., Sewickley.

Unattached.
15677 Cressman, Rev. M. S., Muncy.
15732 Hadden, Henry B., cor. Pittsburg and Peter Sts., Uniontown.
15733 Hanna, T. S., cor. 17th and Penn. Sts., Pittsburgh.
15734 Jenkinson, J. M., Shady Ave., "

RHODE ISLAND DIVISION. — 2.

Kent County Bi. Club.
15678 Carpenter, E. G., M. D., E. Greenwich.

Unattached.
15735 Cooke, G. L., Jr., 129 Bowen St., Providence.

TENNESSEE DIVISION — 1.

Unattached.
15736 Mewbord, A. D., 251 Main St., Memphis.

VERMONT DIVISION. — 1.

Unattached.
15679 Gorham, J. A., W. Randolph.

AT the Harvard-Yale ball game at Cambridge, June 25, one of the most interesting sights was a beautiful Rudge Crescent Tricycle. It was on exhibition in front of the grand stand, and was surrounded by an admiring crowd of spectators.

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

Advertisements will be inserted in this column as follows: $1.00 for four lines, first insertion; 50 cts. for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FOR SALE. — Bicycle (53-inch), first-class English make, in good condition, nickel plated, ball bearings to both wheels and pedals; price reasonable. Address BICYCLE, 51 E. Forty-First Street, New York City.

STOLEN. — A 52-inch Victor Light Roadster, No. 5,610, spade handles, 1887 make. A liberal reward will be paid for information leading to the recovery of the wheel. I. C. DOAN, No. 8 North 9th Street., Richmond, Ind.

54-INCH ROYAL MAIL FOR SALE. — Has ball head, spade handles, Victor pedals, and Tangent spokes; in perfect order; a great bargain for $100. F. P. JEWETT, Box 8, Brick Church, N. J.

FOR SALE. — Royal Mail Tandem, new July, 1886, in good condition, been run about two hundred miles; adjustable to any size, balls all over; can be ridden by two ladies. Ill health cause of sale. Price, $150.00. Address DAN'L HENCHEY, Box 354, Saco, Me.

CASH SALE! BIG SNAPS! 52-inch Victor Light Roadster, $132.50 for $117.00; 50-inch Rudge Roadster, $105.00 for $90.00. Both *brand new* and *perfect*. '87 pattern 58-inch American Rudge $70.00; *fine order*, very little used. Send $10.00 if C. O. D. E. A. EISELE, 283 Main Street, Buffalo, N. Y.

FOR SALE. — 48-inch Special Star, enamel finish, cowhorn bars, 1887 steering-rod and bearing cones to front wheel. In excellent condition. Price, $75.00. A. H. DEPLEDGE, 37 Stebbins Street, Springfield, Mass.

48-INCH STAR (NOT SILENT RACHET); IN good condition, $45; 50-inch Standard, good as new, $40; 52-inch Expert, $60; 50-inch new Harvard, full nickelled, $60; 52-inch Standard, ball, $55, and others; L. D. saddles, $150. SPEAD, So. Newmarket, N. H.

STARS. We have a number of Special Stars, sizes 42 to 51 inches, silent ratchets, all improvements, very cheap for cash or in exchange. NEW YORK BICYCLE CO., 38 PARK PLACE, N. Y.

FOR SALE. — New "Royal Salvo Tandem," 38-inch drivers and 30-inch steering wheel; lady can ride comfortably either seat; balls to all bearings except pedals; probably one of the finest tandems in America; price, $200. E. C. MANNERS, 120 East 26th Street, New York City.

FOR SALE. Rudge Racing Humber Tandem, only used at the Springfield Races, brand new, latest pattern, $150. Apply at The Rudge Agency, STODDARD, LOVERING & CO., 152 Congress Street, Boston, Mass.

OUR SPECIAL BARGAINS IN NEW AND second-hand machines are having an unprecedented sale, and we are going to keep it up. We are constantly receiving fresh stock in all the desirable patterns of bicycles, tricycles, and Safeties. Write to us what you want, *it will pay you.* List free. L. H. JOHNSON, Orange, N. J.

LARGE STOCK OF SECOND-HAND BICYCLES, all sizes, always on hand, at extraordinary bargains; sole Brooklyn agents for Columbia cycles; wheels sold on instalments. BROOKLYN BICYCLE COMPANY, 161 Clymer Street, Brooklyn, N. Y.

BICYCLES FOR SALE. — Bicycles and Tricycles — all kinds, descriptions, and prices — from $35.00 upwards. Call and examine, or send for list to RUDGE AGENCY, 158 Congress St., Boston, Mass.

FOR SALE. A 52-inch Rudge Light Roadster. Ball pedals, in perfect condition. Price $90.00. Apply to Rudge Agency, 152 Congress St., Boston.

FOR SALE. Two Rudge Humber Tandems, suitable for 52 and 54-inch respectively. Ball pedals, latest pattern, in good order. For particulars, apply at the Rudge Agency, 152 Congress St., City.

SPECIAL BARGAINS in New and Second-Hand Machines, prior to renioval April 1st to more central location in Orange. Bicycles, Tricycles, Tandems, and Safeties. Send for list. Write to us what you want, *it will pay you.* L. H. JOHNSON, East Orange, N. J.

BARGAINS! Don't fail to send for our list of one hundred choice second-hand wheels. We have a full line of all sizes of Standard and Expert Columbias, Victor, Rudge, Mail, Special Stars and Safety bicycles; Two-track and Cripper, Single and Humber, and Quadrant Tandem tricycles. Correspondence solicited. NEW YORK BICYCLE CO., 38 Park Place, New York.

WANTED for cash or in exchange for new machines. Good Second-hand Bicycles, Single and Tandem Tricycles. Give full particulars and bottom price. NEW YORK BICYCLE CO., 38 Park Place, New York.

"TEN THOUS. MILES ON A BI." — *Pub. at the University Building, New York City, D., by the author,* KARL KRON, who will send two copies of it, pre-paid (to any office of the Adams, American, and many connecting expresses which carry 4 lbs. of printed matter for 25c.) on receiving a notice from any two League members that they will either remit at $2.00 a copy, or will return the books to certain designated addresses, pre-paying postage at 17c. each. Subscribers in Boston-region can get their books at the half-price promised, if they make payment at 79 Franklin St., before Aug. 1. Copies may be bought there at $2.00; also at 509 Tremont St., at 107 Washington St., and at agencies in 160 other towns, whereof a list will be sent on application. Subscribers beyond the reach of these agencies should send $1.20 to the publisher; or, better, should send him a request for the despatch of two books, — the second one to be returned, if no buyer is found at $2.00. Pamphlets of 48 pp., giving specimens of the text and indexes may be had at any depository, or will be mailed free by K. K. The book contains 908 pp.; 675,000 words; 22,806 index references; and is mailed for $2.00 by the SPRINGFIELD PRINTING CO., SPRINGFIELD, MASS.

BICYCLE BUSINESS FOR SALE!

Very profitable; doing largest second-hand business in the country. The exclusive agency for an A 1 line of wheels goes with it; also, agency of a specialty for winter trade. Large renting business which bids fair to excel anything yet done in that line; also, complete repair shop always full of work. Best opportunity ever offered. Central Park now open which will increase business *threefold* within a year. Price very reasonable to *prompt* buyer. Address, "X. Y. Z." Post Box 444, N. Y. City.

CARTER'S FOOT REST.

FOR THE  FOR THE

★ ★

FOR THE STAR.

Every STAR Rider should have one. It is for Comfort and Easy Position in coasting. All old STAR riders use it and give it the heartiest endorsement. PRICE, $1.00.

HOWARD A. SMITH & CO.

Mf'rs of and Dealers in Cycles and Cycle Sundries.

ORATON HALL - - - NEWARK, N. J.

Sold by all Dealers.

NEW JERSEY DIVISION, L. A. W.

Photographs of the Annual Race Meet at Roseville, July 4.

1. Grand Stand, and general view of the Grounds.
2. One-mile Novice Race.
3. Three-mile Lap Race.
4. Tricycle Championship (in-stantaneous).
5. Five-mile L. A. W. Championship.
6. Championship Union Company Wheelmen.
7. Two-mile Handicap (instantaneous).

All Clear and Sharp, Cabinet Size.

Will be mailed, post-paid, on receipt of Fifty Cents each. Two-Cent Stamps taken.

L. H. JOHNSON - - - Orange, N. J.

CHAS. SULZNER,

11th and Oxford Sts. . . Philadelphia,

CONSULTING BICYCLIST

Gentlemen contemplating the purchase of a new wheel or wheels should not fail to consult me. Fees, 50 cents in advance. **Independent of all Manufacturers. Controlled by no Dealers or Importers.** Nigh four years' experience with many wheels, the basis of knowledge on which I solicit your patronage.

BEFORE YOU BUY A BICYCLE OR GUN



Send to **A. W. GUMP, Dayton, Oh o,** for ILLUSTRATED NEW AND SECOND-HAND PRICE LIST. Bicycles repaired and nickelled. Second-hand **BICYCLES, GUNS and REVOLVERS taken in exchange.**

DAYTON BICYCLE STAND AND CAMP STOOL

Can be used as a stand or stool; used for cleaning; adjusted to different size wheels. Price **$2,** delivered free of express to any point east of Omaha. Patented by A. W. GUMP, Dayton, O.

ANNUAL RACES CLEVELAND BICYCLE CLUB

AUGUST 11, 12 AND 13.

LARGEST AMATEUR RACES IN THE WORLD.

1-MILE BICYCLE AND 1-MILE TRICYCLE, L. A. W. CHAMPIONSHIPS.

Finest Quarter-Mile Track in the World.

RACING MEN ARE REQUESTED TO SEND FOR PROGRAMME OF RACES AND LIST OF PRIZES.

AMONG THE MANY BATTLES

Which grace the shield of the **VICTOR**, are the names of Clarksville, Crawfordsville, "Big 4" 100 miles, Boston 100 miles—all 100-mile events and all open to the World.

Many races, such as the "Eastern Club Race," the "Wanderers' Road Race," etc., have been won on **VICTORS**, but we mention only the fields which have been open to all comers. The **VICTOR** fears no competition and glories in no race where any rider is barred.

In several instances, such as the Clarksville Race, and the Chicago Road Race, where a choice of different Bicycles was given the winner as a prize, the **VICTOR** has been chosen.

OVERMAN WHEEL COMPANY,

182-188 Columbus Avenue - - - BOSTON

Illustrated Catalog FREE.

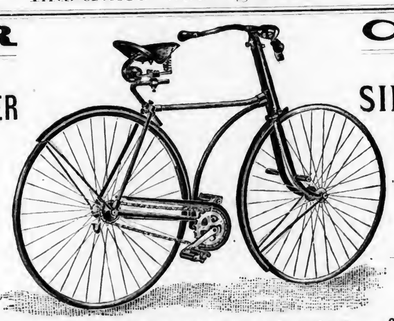
SINGER CYCLES.

BUY THE BEST!

The APOLLO LIGHT ROADSTER

Has a Ball-Bearing Head, Spade Handles, Detachable Bar, and Double Ball Bearings.

THE EASIEST RUNNING AND FASTEST COASTING MACHINE ON THE MARKET.



1887 CATALOGUES

NOW READY.

APOLLO SAFETY. FAST AND LIGHT.

BUY THE BEST!

SINGER'S CHALLENGE

Is the Best Wheel ever put out at the price,

$105.00.

Balls to Both Wheels, Detachable Bar, Spade Handles. Weight of 50-inch, 40 pounds.

A Well-Built, Durable Machine. All Steel.

W. B. EVERETT & CO.,

Sole U. S. Agents,

6 and 8 BERKELEY ST. - - BOSTON.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

(YOST & McCUNE PATENTS),

19 PEARL STREET - - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.

THE NEW PATTERN

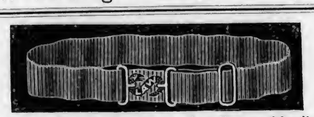
Butcher Cyclometer!

NOW READY.

The most Accurate, the Easiest to Read from the Saddle, and the BEST WORKMANSHIP ever put into a Cyclometer. Hub Cyclometer (Pat. Feb. 15, 1887), $10. Spoke Cyclometer (Pat. Nov. 30, 1886), $5. Either Cyclometer sent Post-Paid on receipt of Price.

BUTCHER CYCLOMETER CO.

6 and 8 Berkeley Street, BOSTON, MASS.



L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1 00.

Members who may desire the old style of outfittings can be supplied at the following low prices: *Cap* or *Helmet*, $1.50 each; *Shirt*, $2.25; *Hose*, $1.10.

L. A. W. *Seersucker Norfolk Coats*, $3.00 each, reduced from $5.00. The lightest and best summer riding coat made.

Ira Perego

128 & 130 Fulton Street and 87 Nassau Street,

NEW YORK.

Send 2-cent stamp for our new 52-page illustrated catalogue.

ATTENTION, CYCLISTS!



Tucker's Elastic Strap,

(Pat. applied for.)

For Cyclists, Military Men and Equestrians.

Endorsed by the leading Wheelmen and Military men.

It holds the pants close to the **Ankle** and **free** from the **Wheel**, with nothing **visible** from the outside of the pants.

It is Neat, Stylish, and Easily Applied or Detached. For sale by Bicycle Agencies and Gents' Furnishing Goods Houses. Also by the Manufacturers, **TUCKER & HUBBARD, P. O. Box 1029, Hartford, Conn.** Liberal Discount to the Trade. **Price, 25c. per pair** (mailed). Full directions with every pair.

For Sale by A. G. SPALDING & BRO., and at all their Agencies

We make a specialty in

SECOND-HAND BI TRI CYCLES.

Have large stock, many as good as new. Enclose stamp for List.

PRICES LOW.

JOHN HARRIOTT.

MEDALS AND BADGES,

—ALSO—

Bicycle Club Pins of Every Description.

Designs on application.

3 Winter Street - - BOSTON, MASS.



BROOKLYN BICYCLE CO.

161 & 163 Clymer Street,

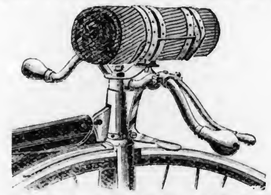
BROOKLYN - - NEW YORK.

SOLE BROOKLYN AGENTS FOR THE

Columbia Bicycles and Tricycles

Large Riding School on premises. Purchasers Taught Free. Wheels Rented for Road Use. Bicycles sold on Instalments. Repairs of all kinds a Specialty. See, also, our "ad." in "For Sale" column.

A BIG THING FOR WHEELMEN



The Rose Improved Detachable Luggage Carrier.

Don't buy any other. You certainly won't when you know what a convenience it is. We haven't space to fully describe it, but it is detachable and can be turned entirely out of the way in coasting, (as per cut.) Acknowledged by everybody to be the most convenient Luggage Carrier ever offered to wheelmen. Send for one and you will be delighted with it. For both crank and star bicycles. Nickelled: price only $1 00 by mail, $1 10. C. H. ROSE & CO., 46 Columbia Street, Albany, N. Y. P. S In ordering, give name of wheel.

SPADE HANDLES!

Handsomest, Strongest, and best Handles in the Market

Only $2.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.

C. W. SPINNEY - - Fitchburg, Mass.

SOLE AGENTS

For New York for the celebrated New Rapids, Quadrant and Sparkbrook Cycles.

New York Bicycle Co,

38 PARK PLACE, NEW YORK.

HARLEM BRANCH, 124th ST. and 7th AVE.

Send for Circulars.

JOHNSON'S

HUMBERS.

A line of Genuine Beeston Humber Light Roadster Bicycles, with improvements for 1887. Weight, 50-inch, 33 pounds. A few 36-inch Cripper Tricycles at specially low prices.

SPARKBROOKS.

A line of the celebrated Sparkbrook Bicycles, with all improvements. Weight, 50-inch, 35 pounds.

ROVERS.

A line of Genuine Rover Safeties, greatly improved in every detail, for 1887. Weight, full roadster, 45 pounds.

SECOND-HAND WHEELS,

Bicycles, Tricycles, Tandems and Safeties. For example:—

36-inch Kangaroo, fair, B	$30
36-inch Rudge Safety, good, B	60
46-inch Special Columbia, good, B., N	45
48-inch Premier, good, B. N	60
50-inch Standard Columbia, good, B. N	55
52-inch Humber, equal new, B	90
54-inch Humber, first class, B	75
54-inch Standard Columbia, fair, B	40
55-inch Light Rudge, good, B. N	75
56-inch Expert, good, B. N	70
56-inch Standard Columbia, good	40
56-inch Humber, good, B	60
57-inch Yale, plain, B	35
58-inch Expert, good, B	75
58-inch Expert, good, B., N	85
60-inch Spalding, fair, B	70
Victor Tricycle, fair, B	50
Carrier Tricycle, new	90
Premier Sociable, good, B	90
Humber, Ladies', good, B	100
Humber Tandem, new, B	175
Cunard Tandem, good, B	100
Meteor Tandem, good, B	150

B, Ball Bearing. N, Full Nickel.

Sent subject to approval if desired,

DEALERS.

Will find it of special advantage to write for discounts, terms, etc.

REPAIRERS.

Can obtain parts for Humber Cycles from us without delay.

Send for Illustrated Catalogue to

L. H. JOHNSON, No. 401 Main Street, ORANGE, N. J.

And you will undoubtedly find what you want on our

LIST.

Second-Hand Machines

TAKEN IN EXCHANGE

For New Rapid, Quadrant, Sparkbrook, Victors, Star, New Mail, Facile, Rover, Humbers, or any other machines made.

CORRESPONDENCE SOLICITED

STEEL BALL OF BEST CAST-STEEL. FOR ANTI-FRICTION BEARINGS.

HARDENED, GROUND, AND BURNISHED

3-16" to 3" diam. Samples and prices on application.

SIMONDS ROLLING-MACHINE COMPANY, Fitchburg, Mass.

JERSEY-FITTING, SELF-SUPPORTING

BICYCLE STOCKING.

The attention of the Wheelmen and the trade is kindly called to our new Self Supporter Stocking, for which we have obtained Letters Patent June 14, 1887. The enclosed cut gives a correct description of this stocking and its design, and needs no argument to show that they are the best thing that has been made for holding the stocking in position. They are Ribbed, Jersey-Fitting, and very elastic, regular made, double heel and toes. The form and proportions of the foot, heel, toe, ankle, calf and leg are perfect, as represented in the cut, and there is no better made or better fitting stocking in the market. The part above the stocking for holding it in position is made of cotton or wool, thin or heavy, as may be desired, and comes up and fastens around the waist, same as tights, and holds the stockings where they belong. Price, $2.25; or stockings without supporter, $1.50.



Any infringement will be prosecuted to the full extent of the law. Send us your order for either of these, with color, size of foot, and length from bottom of foot to waist, and post office order for amount, and we will send same by mail or express to any part of the country; and if you do not find them satisfactory, return them, and we will return amount paid for them. Address,

HOLMES & CO.,

17 Kingston Street, BOSTON, MASS.

THE

Genuine Royal Mail

Bicycles and Tricycles

THE BEST IN THE WORLD.



I have just received a large consignment of new machines, with all 1887 improvements. Either call and examine them, or send for Catalog to

HENRY C. SQUIRES,

Sole Agent for United States,

No. 178 BROADWAY, N. Y.

League Uniforms.

John Wanamaker, Philadelphia,

OFFICIAL CONTRACTOR.

These are the prices: Coat, $6.20; Knee Breeches, $4.34; Shirt, $1.95; Hose, 80 cts.; Cap, 84 cts.; Delivered without extra cost to any part of the U. S. where there is mail or express service.

Regulation League Cloth, Burlington Mills, $2.18 a yard; League Buttons, large, 5 cts. each; small, 2 1-2 cts., full set for suit, 55 cts. Uniform sent C. O. D., privilege of examining, and ONLY TO LEAGUE MEMBERS. We do not pay delivery charges on cloth.

All orders must be accompanied by League Number.

JOHN WANAMAKER,

PHILADELPHIA.

E. H. WILCOX. W. L. SURPRISE.

CHICKASAW BICYCLE AGENCY,

134 and 136 Jefferson Street, MEMPHIS TENN.

State Agents for the

American Cycles.

Second-hand Wheels Bought, Sold and Exchanged.

YANKEE ENAMEL,

The Latest and Best.

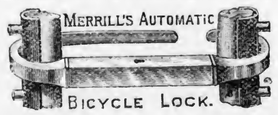
Put up and for sale by

BENNETT & HALE,

112 ORANGE ST., NEW HAVEN, CT.

Price Per Bottle, with Brush, 50 cts.

A full line of cycling sundries always on hand. We have an extensive Repair Shop, and pay particular attention to difficult repairs on bicycles and tricycles.



For locking Bicycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neat, compact and cheap. Weighs only 2½ ounces, and length only 4 inches.

Dr. W. D. Ball, of Boston, writes: "I bought one of your locks the first of the season, and can say it is really the only lock on the market good for anything. I leave my bicycle anywhere and have never had it tampered with, and yet two bicycles have been stolen within a stone's throw of my office."

Can be had of any dealer in bicycles, or sent post-paid on receipt of $1.00.

MARLIN FIRE ARMS CO., New Haven, Ct.

ST. LOUIS WHEEL CO.

Difficult Repairing a Specialty.

Enamelling, Nickelling, Etc. at Lowest Prices

LARGEST STOCK OF SECOND-HAND BICYCLES in the WEST. WRITE FOR LIST.

$3.00.  $3.00.

TOULMIN'S BUFFALO BICYCLE SHOE

Is made of the Finest Kangaroo or Dongola, in any size or width and warranted superior to any Bicycle Shoe made.

Price, per pair, **$8.00.**

These shoes being laced to the toe, afford comfort to the wearer, in whatever position the foot is placed; and, also, are the most durable shoe made.

LIBERAL DISCOUNTS TO CLUBS

Ordering six or more pairs. Sent by express on receipt of $3.00, or by mail for $3.30. Send for circular containing prices of other shoes, and directions for self-measurement. Address,

W. B. TOULMIN,

152 to 160 Seneca St. - - BUFFALO, N. Y.

A HYDROMETRIC PARADOX.

The favorite run from Boston, through Brighton, Newton, Newtonville and West Newton to the Woodland Park Hotel, is ten miles.

A bath or swim in Allen's charming pond of pure running water (with every bathing and dressing convenience, will make the return run one of eight miles. Try it.

Everything necessary provided for 15 cents.

JAMES T. ALLEN.

N. B.—Private entrance to pond midway between West Newton and the hotel, off Washington Street, opposite Greenough.

Patented 1881. **L. A. W. BADGES.**



For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle St., Portland, Me.

The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges,** $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.



Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; G. R. Bidwell, 313 West 58th Street; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.



STILL AT THE TOP.

THE

Z. and S. Hose Supporter

The Cut Illustrates How it is Worn.

Price Per Pair, 65 Cts.

HOWARD A. SMITH & CO.

Oraton Hall, Newark, N. J.

Jersey-Fitting Underwear Company.

We Call Special Attention to our



BICYCLE, TENNIS, YACHTING and ROWING JERSEYS,

In Long or One-Quarter Sleeves, or Sleeveless, High or Low Neck, Lace Front, or Standing Collar, Plain or Fancy Colors.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders, Arm Holes and Neck,** as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.

OUR BICYCLE FULL TIGHTS

Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.





BICYCLE KNEE TIGHTS.

Made same as full tights, to three inches below the knee.

TRUNKS

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.



JERSEY FITTING KNEE PANTS,

Buttoned in Front, same as Pantaloons, without Certain Objections.



We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

LADIES' JERSEY FITTING TRICYCLE PANTS.

A NEW THING.

These Pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.



HOLMES & CO., 17 Kingston St., Boston, Mass.

CUSTOM MADE PANTS, $3

Vests to Match for $2.25.

Also, FULL SUITS at Popular Prices.



Send 6 cents for samples of Cloths, rules for Self-measurement, and other particulars showing how we can make to measure, a pair of

The Celebrated

Bay State Pants,

For $3,

We give excellent value for the money, incredible as it may seem. Satisfaction guaranteed



We also Manufacture Bicycle, Base Ball, Polo, Lawn Tennis and all Fancy Garments or Uniforms required by clubs or other organizations. We should be glad to make proposals to those having such orders to fill. Address

BAY STATE PANTS CO.

32 HAWLEY ST., BOSTON, MASS.

For Sale, Cheap!

BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. O. P. Drawer 64.

UNQUALIFIEDLY FIRST CLASS!

HIGH GRADE IN EVERY SENSE.

From the Very Start,—from the Opening of the Season,

THE NEW MAIL

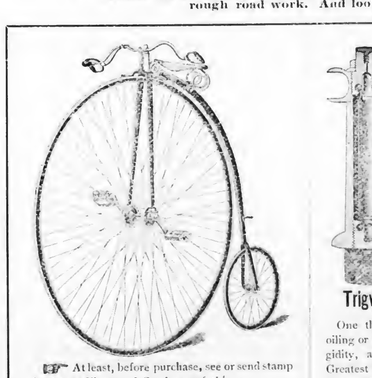
Has received the Best Evidences of Merit; viz.:

A constantly increasing demand, and unasked testimonials. Wherever one has been shown, other orders surely and quickly followed. In fact, ☞ AT NO SINGLE TIME SINCE JANUARY 🗓 have we been up with our orders. This means something. It means a good wheel.

AN AMERICAN MADE WHEEL, WITH ALL PARTS INTERCHANGEABLE

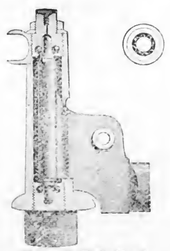
WITH

Trigwell's ball-bearing head, and perfection backbone and forks. The ball head has been PROVED by two years' use a great success, and the best criticisers are not competing dealers, but the users and riders, and we refer to the latter's testimonials in our catalogue. Did any rider ever see too rigid and strong backbone and forks? Are not the Strengthened Perfection Pattern Backbones and Forks common sense improvements? Notice the advantanges. Perfectly rigid forks and backbones which do not break nor spring out. Especially fitted for rough road work. And look at our rim with the thickened base; no such thing as buckling.



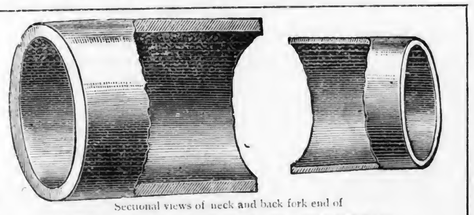
☞ At least, before purchase, see or send stamp for Large Illustrated Catalogue of this

SUPERB WHEEL.



Trigwell Ball Head.

One thousand miles without oiling or adjusting. Perfect rigidity, and ease of steering. Greatest modern improvement. See testimonials in our catalogue.



Sectional views of neck and back fork end of

NEW PERFECTION BACKBONE,

Giving increased thickness and strength at upper end, where is the greatest strain Forks, also, same construction.



WARWICK'S NEW RIM.

No seam outside. Thickened metal at bottom. Cemented Tire.

Also, New England Agents for the

IDEAL

Boys' Bicycle.

We only ask for you to SEE a New Mail, and you will buy one.

REMEMBER EXCHANGE.

We offer a splendid opportunity to exchange your old wheel for a new Royal Mail with ball head and late improvements, and having the New Mail Rim and Tire, at very low terms. Send description of your wheel, with your estimate of value, stating size wanted.

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A FEW OF THE SUNDRIES WE MANUFACTURE.



The Cobblestone Saddle

(Our own patent)

Is a practical Anti-Header.

PRICE - - - - - - $6.00



The Wonder Saddle.

(Our own patent.)

PRICE - - - - - - $6.00



The Lillibridge Saddle.

(Our own patent.)

ALWAYS POPULAR.

PRICE - - - - - $5.00

WE ALSO MAKE THE DURYEA. PRICE, $4.00.



The Ideal Lamp

Will fit all sizes from 30 inch upwards, or any other make of boys' or youth's bicycle. See cut.

Price, Japanned - - - $2.25
" Nickelled - - - 3.00

The Challenge Lamp

Fits any size except smaller sizes of "Ideal." See cut.

Price, Japanned - - - $3.00
" Nickelled - - 3.75



The Champion Lamp

Fits any size over 50 inch. See cut.

Price, Japanned - - - $5.00
" Nickelled - - 3.00



Ideal Tricycle Lamp.

Useful also as a bicycle head lamp.

Price, Japanned - - - $2.25
" Nickelled - - 3.00



Price, 75 Cts. Price, P't Can, 50 Cts. Price, Q't Can, 60 Cts.



CHICAGO KANGAROO. PRICE, $5.00.



CHICAGO CANVAS. PRICE, $3.50.



Youth's Bell. Price, 50 Cts.



The Favorite. Price, 75 Cts.



The Standard. Price, $1.00.



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The Superb. Price, 2.00.

A complete line of Leather Sundries we make on the premises, such as BELTS, TOOL BAGS, etc., and many other Sundries, all of which are described in our Catalog, which is mailed on application. We invite the trade generally to correspond with us in this regard. .

Largest Manufacturers of Cycles and Sundries in America.

GORMULLY & JEFFERY MFG. CO. CHICAGO, ILL.

THE L. A. W. BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED WEEKLY.

$1.00 A YEAR. 3 CENTS PER COPY.

BOSTON, JULY 22, 1887.

VOL. V. No. 3. WHOLE NUMBER, 108.

SOME COLUMBIAS

SPRINGFIELD, JULY 4, 1887.

RACES.	WINNERS.	MACHINES RIDDEN.
One-mile, novice	H. B. Arnold	Columbia Light Roadster.
One-mile, for boys	Geo. McClelland	Victor.
One-mile, 3.20 class	Geo. C. Dresser	Columbia Light Roadster.
One-mile, handicap	E. A. DeBlois	Columbia Light Roadster.
One-mile, club	W. H. Jordan	Expert Columbia.
Special challenge	H. B. Wordsworth	Victor.
Five-mile Lap		
One-mile, ride and run	Thomas Harvey	Columbia Light Roadster.
One-mile, open	E. A. DeBlois	Columbia Light Roadster.
One-mile, consolation	D. P. Williams	Victor.

TEAM RACE.

E. A. DeBlois, Hartford, largest number of points; H. S. Hart, New Britain, next largest number of points; E. B. Smith, Springfield, next largest number of points.

ALL RODE COLUMBIAS.

ROSEVILLE, N. J., JULY 4, 1887.

RACES.	WINNERS.	MACHINES RIDDEN.
One-mile, L. A. W. Champ'p	A. B. Rich	Columbia Racer.
Three-mile, lap	J. W. Powers, Jr.	Columbia Racer.
One-mile, Championship Union County Wheelmen,	A. W. Pierson	Columbia Light Roadster.
Three-mile, team	J. W. Powers	Columbia Racer.
One-mile, consolation	H. Powers	Columbia Racer.

Lynn, Mass., July 4, 1887.

3-mile amateur, 3-mile professional handicap, boys' mile handicap, 2-mile professional handicap, 2-mile amateur handicap, 1-mile run.

WON ON COLUMBIAS.

American Athletic Club, NEW YORK.

Sat, June 25, 1887.

2-mile Handicap won on a COLUMBIA LIGHT ROADSTER.

THE CHICAGO HERALD.

TUESDAY, MAY 31, 1887.

RACING ON BICYCLES.

H. R. Winship wins the Chicago Wheelmen's Trophy.

The great bicycle race between nearly two score of the fleetest wheelmen of the Chicago clubs was run yesterday from the Leland Hotel to the plaza in front of the Florence Hotel in Pullman, a distance of sixteen and a half miles. The course was along Michigan Avenue.

* * * * * * *

STARTERS.	Actua Time.	Minutes' Start.	Position.
H. R. Winship	1:12:55	8½	1
C. H. Seig	1:6:45	11	2
W. J. Maas	1:7:3	11½	3
T. F. Palmer	1:7:51	9½	4
H. Mangle	1:10:23	11	5
W. M. Cook	1:8:55	8½	6
F. E. Spooner	1:11:43	11½	7
C. B. Pierce	1:7:30	6½	8
R. E. Schmidt	1:10:50	9½	9
H. L. Wheeler	1:15:32	14	10
Martin Bowbeen	1:8:55	6	11
F. T. Harmon	1:9:47	6½	12
T. M. Crennon	1:09:00	5	13
B. B. Ayres	1:11:7	6½	14
M. D. Wilber	1:10:43	6½	15
W. D. Buckley	1:14:00	9½	16
W. A. Davis	1:12:5	6½	17
Frank Riggs	1:16:23	10½	18
H. L. Fulton	1:18:20	11	19
R. A. Ehlert	1:8:30	*	20

*Scratch.

Position at finish.	MACHINE RIDDEN.
1	Columbia Light Roadster
2	Columbia Light Roadster
3	Columbia Light Roadster
4	Victor
5	Columbia Light Roadster
6	Star
7	Expert Columbia
8	Columbia Light Roadster
9	Columbia Light Roadster
10	Expert Columbia
11	Champion
12	Columbia Light Roadster
13	Columbia Light Roadster
14	Columbia Light Roadster
15	Columbia Light Roadster
16	Star
17	Star
18	Victor
19	Expert Columbia
20	Champion

BOSTON DAILY GLOBE.

Monday, June 27, 1887.

RHODE ISLAND WHEELMEN.

PROVIDENCE, R. I., June 26.—The R. I. Division, L. A. W., held a 25-mile road race yesterday for three medals. There were five starters, and M. Turner, of Warren, came in first, Time, 1 hour, 42 minutes, 5 seconds. L. A. Dawson, of Pawtucket, second; C. M. Morse, of Pawtucket, third. Turner rode a Columbia, Dawes a Star, and Morse a Rudge.

THE TWENTY-FIVE MILE ROAD RACE AT HARTFORD, CONN.

The race held at Hartford, June 9th, was one of the hardest ridden in this country; it was a genuine scorcher's race over the worst, heaviest, and muddiest roads, in a pelting rain storm. . . . The men mounted at 4.10 and were pushed off a minute later in the presence of a large crowd of wheelmen and spectators. . . . Considering the conditions, the time was creditable in the extreme. The race was a great one, and all the contestants showed elements of pluck and endurance that only those who knew the condition of the roads can realize.—*Bicycling World, June 17, 1887.*

L. A. Miller, 54-inch Columbia Light Roadster, first; Wm. Harding, 52-inch Columbia Light Roadster, second; E. A. DeBlois, 52-inch Columbia Light Roadster, third; F. L. Damery, 51-inch Columbia Light Roadster, fourth; Ludwig Forster, 54-inch Victor, fifth; S. J. Mills, 58-inch Expert Columbia, did not finish.

Kings County Wheelmen.

6th ANNUAL MEET,

SATURDAY, JUNE 25, 1887.

8 OUT OF 10 RACES WON ON COLUMBIAS, VIZ.:

1-mile novice, 2-mile handicap relay race, 1-2 mile boys', 1-mile championship, Ilderan Club, 1-mile handicap, 5-mile State Championship, 1-mile consolation.

POPE MFG. CO.
COLUMBIA BICYCLES and TRICYCLES.
Boston, New York, Chicago. Catalog sent Free.

THE

RUDGE RACER.

NEW

OR

Second-Hand

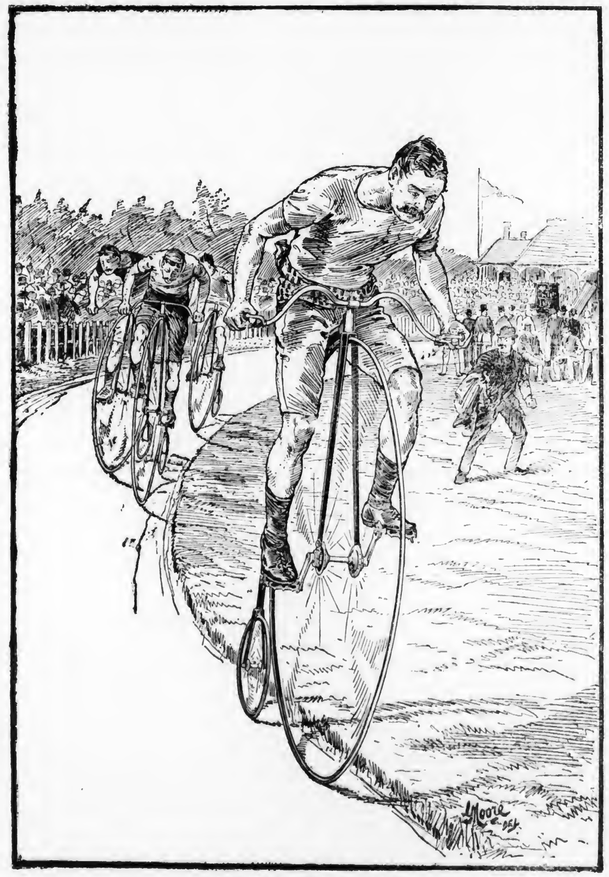
MACHINES

OF ANY

RELIABLE MAKE

TAKEN IN

PART PAYMENT.



NEW

OR

Second-Hand

MACHINES

OF ANY

RELIABLE MAKE

TAKEN IN

PART PAYMENT.

KING OF THE PATH.

If you are thinking of going into Racing, let us hear from you.

STODDARD, LOVERING & CO.,

125 TO 158 CONGRESS STREET - - BOSTON, MASS.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

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CLUBS OF FIVE - - - - - - $4.00 "

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Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

JUDGE BROADY, of Nebraska, has rendered a decision which pronounces "unreasonable" an ordinance made to prohibit the riding of bicycles on the highway. We give his decision in full. It will repay reading.

ONE of the first steps to be taken for the improvement of roads is a movement to secure broader wheel tires on heavy wagons. Massachusetts tried to pass some such law several years ago, but it was defeated. Down in Rockland, Me., an ordinance has just been passed relating to wheel tires. After Oct. 1, 1887, all limestone and other carts conveying merchandise using tires less than four inches wide, drawn by two horses or one yoke of oxen, or tires less than five inches upon carts drawn by more than two horses and more than one pair of oxen, will have to pay into the county treasury $5 for the first offence and a crisp $10 note for the second. The heavy limestone teams leave the roads in such an unfortunate condition that the Rockland top buggy can only appear in the suburbs with any degree of safety to buggy and occupant, and the bicycle can hardly be ridden at all.

WE have received an autograph copy of "Ten Thousand Miles on a Bicycle." We do not propose to review it. One does not review an encyclopedia. The book is not one to be read through from beginning to end. It is a book of reference, and as such it is a valuable addition to literature. Karl Kron has given several years of his life and much of his money to the completion of this work, and it credits him to a great degree. The author is eccentricity personified, and his book is full of eccentric notions and ideas, but these raise it above dulness, and make it all the more interesting. We have read the biography of "Curl," the bull dog, with a great deal of interest, though we do not wonder that a dozen magazine editors refuse to print it. Much that is in the book has been published in the cycling press, and little of it sees the light for the first time, but the collection of these wandering essays between two covers makes a valuable book, and one well worth the price asked for it. The book is cheap at $2. We should want it in our library, and should have it there if we had to pay $5 for it. We hope that every League member will see his way clear to the purchase of the book, and we will guarantee that he will be satisfied with his outlay.

AT the annual meet of the Maryland Division, a resolution was passed in which it was affirmed that the Secretary-Editor had refused to print in the BULLETIN the official notices of that Division. The Secretary-Editor has made no public reply to the charge, but he placed the whole matter in the hands of the Executive Committee, emphatically denied the charge, and demanded an investigation. The Executive Committee has investigated the charge, and a report is published this week. We have letters from Chief Consul Bartlett and from Secretary-Treasurer Lockwood, in which they tell us that never has an official notice from them been refused place in the BULLETIN, and both these officials were opposed to the passage of the resolution. The gist of the whole thing turns upon the disappointment of certain persons who have sent us long reports of club runs, and had them rejected. These parties claim that the Secretary-Editor should publish everything that is sent to him. We would like to have them see our pile of MSS., and then ask them if they are of the same opinion. The editor without a blue pencil and deprived of a waste basket would make an extraordinary paper, — he could not edit without these indispensables.

IT has been our aim to get over this little affair without a quarrel, but our official honor demanded that the truth must be known. We have been pleased to receive very cordial and complimentary letters from the officers of the Maryland Division, with whom we have always been on the most friendly terms, and nothing that has occurred will be allowed to disturb these relations.

WE are having letters which place the transactions of D. Rogers Co. in a very queer light. Several cyclers have been duped out of their cycles and accessories, and remittances have been retained by the firm without a return of goods.

THANKS are due to Messrs. J. A. Spahr, Wm. Taylor, J. J. Grace, F. H. Norris, T. Hare, W. S. Harper, E. L. Ferguson, J. Kemp Bartlett, Jr., W. E. Yost, J. Tracy Hardy, A. B. Irvin, and many other faithful workers for the League, the result of whose labors the past week is shown in our application list: Total 170.

GREENWOOD'S medal for winning the De Soto race will have his initials in shaded gold depending from a chain. In the centre of the medal will be an engraving representing him climbing Corey Hill, which he considers his next greatest feat to the De Soto race. The feat will be shown in the engraving, but somewhat reduced. The date of the race and the time made will also be on the ornament.

THE Missouri Division had a surplus of $515 from the League Meet. Half of this they covered into their treasury, and half of it they turned over to the League treasury.

HURRAH FOR GREENWOOD!

BY a terrible struggle over a terrible road, in a tremendous heat, he assumed the position of master of the De Soto road. The race was started at 5.03 this morning. Stone took the lead at once, being mounted on a light 55-inch Victor, equipped with two well wrapped "Bulltown brake-levers." Greenwood's mount was a special 48-inch Star, and his start was rather slow and his stroke deliberate. Stone looked the freshest at the start, Greenwood having worn himself by hard work on the De Soto hills.

At Pt. Breeze Percy was about a mile ahead, having ridden the first nine miles in thirty-eight minutes over badly gravelled streets and a rutty, dusty, macadam road. He was riding at a furious gait, but his reason was understood. He wanted to distance Greenwood at the start, and did succeed in leaving him eleven minutes in his rear at Maxville, eighteen miles south. On Kimmswick Greenwood passed him, and the two remained in close proximity till Bulltown was reached. Both walked up Frisco, Greenwood climbing every other hill both ways. When Bulltown Hill was reached Greenwood led by one hundred and fifty yards, but Stone to the astonishment of the watchers at the bottom, put his feet to the pedals, chucked his head over the bar and spurted. The race down the hill was terrific, and they were neck and neck at the bottom. Greenwood dismounted and rested ten minutes at Bulltown, but Stone kept on, and was still leading at Hillsboro, where Greenwood again gained on him. Stone had taken desperate chances in the land of hills, and it was hardly expected that he would succumb in the remaining stretch of ten miles. He did, however, and was utterly exhausted when Victoria was reached. He walked every little hill in the remaining three miles, and at De Soto was put into bed, Greenwood beating him by two minutes, finishing the first half of the race, forty-six miles in four hours, twenty-three minutes.

After half an hour's rest, Greenwood started back, and after a hard, hot pull, and a vexatious delay at Bulltown by a disabled machine, rode to the club-house door at 5.53 P. M., making the round trip, ninety-two miles, in eleven hours, fifty minutes. STONE returned by train, and is all right this evening, admitting that his defeat was an honest one, and was not caused by sickness.

Seven hundred and fifty dollars is claimed to have changed hands. Stone himself is a loser by eighty-five dollars, though neither he nor Greenwood made direct bets.

"AQUEOUS Air," is what we now call the suffocating heat which is so peculiar to St. Louis, and the weather clerk tells us that one day this week the air contained over sixty parts of water. Oh, wirrah, but it has been hot, so hot that the tire cement melted off one's wheel when the machine stood long in the sunlight.

"IT's a hot day that does nobody good," remarked a rider last Sunday. "Whenever I feel sick or have a cold, I pick out my winter clothes, button up to the neck and mount my wheel. Then I tear up and down the asphalt, till there isn't a bit of spirit left. This process and a bath generally brings me back to tip-top shape."

THE St Louis Cycle Club, at last Tuesday's meeting, decided to waive initiation fees until August 11, and is now endeavoring, by means of a circular to the unattached, to swell its roll as much as possible ere that date. The club is getting on very smoothly, and has even cajoled one Missouri man into its ranks. Greenwood was called upon for a speech Tuesday night, and his club-mates will tender him a banquet to-night. A team road race with the missouri Club, was also broached, with a suggestion that the event occur this fall on the Manchester road. Missouri men are willing, though those of the Cycle Club who would run are habitual scorchers.

ST. LOUIS may well be proud of Greenwood as a hill-climber and coaster, for his feat of last Sunday was wonderful — a fact, probably, that no one will appreciate who has not himself seen the De Soto road. Greenwood lost six pounds in the effort, and last Monday looked decidedly tough. He felt tip-top, however, and even asserts that he can make the trip one way over the De Soto road in four hours. He undoubtedly owns that particular road.

BEER is a very nice beverage. The "brewers contingent" at the meet vouched for that; but isn't it about time, boys, to blow the foam and drop the

liquid into obscurity, lest the other pleasures we had be lost in a beery blur? Even Bob Holm's ardent lovers will admit that there were other good things. Keep your eye on this — there are more a-coming.

WHAT has become of the Clarksville cup? A handsome "life-size" photo of it is all that remains in St. Louis. If Bob Neilson has concluded not to exhibit the trophy in Boston, it is a pity, for it is undoubtedly the gem of cycling prizes.

F. K. AUSTIN, of Kansas City, is with us to stay a while. The Kansas City boys did things up very brown for their friends on the Fourth, and it seems the good example set by St. Louis is having its effect in that section. The St. Louis wheelmen will soon get up a banquet on general principles, and Leavenworth and Kansas City wheelmen will be invited to "come and eat." The Kansas meet at Paola, July 18, 19, and 20, will wind up in a spread, too, which will taste all the better in the presence of the ruddy-cheeked maidens who will serve it.

AT their last meeting, the Ruralists, of St. Joseph, elected Thomas Stevens an honorary member, as he hails from that part of Missouri.

EX-REPRESENTATIVE "Jim" Neill writes interestingly about his experiences at El Paso, Tex., lying on the border of Old Mexico. He says: "I 've often thought of you fellows and the good time I would have had, if I only had stayed in old Missouri and taken in the Meet. I sold my old 60-pound Champion, and have not yet bought a new one, though I will have to in the near future. Can't stand it any longer, I believe. This is a curious place, — only one little piece of a street about five blocks long which is fit to ride. The rest is sand and loose gravel, and both. Across the river (in Mexico), there are miles of good, hard, level roads, occasionally broken by sandy patches and the inevitable *acequia* or irrigating ditch. To get across the river, one has half a mile of sand to wade or the street car to tackle. Despite all this, I will get a wheel, of course. There are several wheels here, and several riders who have wheels at their Eastern homes, so I think if I once get them started they will turn out hustlers. I wear my old League uniform continually, and though it excites some comment, as yet none of a disagreeable nature. Our smelting works are growing fast, and nearly ready for work. I have a big force of mechanics and about one hundred Mexicans. . . . Regards to the boys."

TO-DAY'S *Spectator* gives a rider's description of the DeSoto road, which is facts in a nutshell. "Road!" said he, "well, we hooped it over seven miles of dirt from Montesano, and then struck a streak where we climbed up stone walls and fell into quarries the rest of the way to Bulltown, if that 's what you call a road." PHŒNIX.

LETTER FROM BROOKLYN.

THE very hot weather and absence from town of the majority of our cyclers has caused a perfect famine in news of an interesting nature. Club men are very scarce on the park drives and boulevards; but the unattached shines forth in all his glory and in numbers truly marvellous, and the club men can look for a rich harvest during the coming fall.

In conversing with these unattached men it is surprising how many there are who live in blissful ignorance of there being any such organization as the League of American Wheelmen. In almost every case a half hour's missionary work will suffice to impress upon them the necessity and importance of affiliating themselves with our grand organization, and participating in its many benefits. Nearly all report that they have been approached in the interests of some one of our many clubs, but in the enthusiasm to increase their membership, club men seem to forget the League and its influence as a stepping stone to future club life.

THE recent disaffection in the Kings County Wheelmen, though causing the resignation of a few of its oldest members, does not seem to have left any lasting effect, the club being, seemingly, as prosperous as ever. Their former captain, the well-known and genial Edward Pettus, has been elected a member of the Long Island Wheelmen, and rumor has it that he is organizing a drill team in that club, which report his friends deny.

SCHWALBACH informs me that the number of lady cyclers in this town is largely increasing, as judged from his increased patronage by those of the fair sex. Among his patrons are several ladies who are recommended by their physicians to use the wheel as a healthful means of exercise. Thus is prejudice and mock modesty gradually giving way to common sense, even in this old-fashioned and over-conservative village of propriety.

THE gates of Central Park have at last been thrown open to the cycling public. As soon as possible after the Governor signed the bill a certified copy was served upon the Park Commission by Mr. Potter, Chairman of the Rights and Privileges Committee of this State, together with a request that the parks be immediately open to wheelmen. The matter was referred to the Corporation Counsel, presumedly to see if there was any way of getting around the provisions of the bill, and keeping them "bicycle fellows" out of the parks they are taxed to support. But it was no use, and the doleful Crimmins was compelled to issue orders granting to us the rights we had so long fought to attain. Nothing has as yet been done regarding Prospect Park. In fact, we have at present about all we could desire, and as one good turn deserves another in consideration of the courteous treatment we have always received at the hands of the Brooklyn Park Commission, the wheelmen of this city will probably not request the use of the little piece of roadway from which they were formerly debarred by rule, and which they now refrain from using through courtesy.

What has become of the committees appointed at the meeting of the board of officers to arrange for a State meet? We think it is about time something was heard of their plans and arrangements. Greenman has been married, Eagan is soliloquizing at the seashore, and Josh Reynolds has returned to the mountain fastness of his rural home, all of which may account for their lethargy. The summer is half gone and the time rapidly approaching when all vacations will be at an end and a three days' holiday a thing of the past. Wake up, gentlemen, the eyes of the Division are upon you.

The Canadian tour of the Ilderans started in good shape, and they are doubtless at present congratulating themselves and sympathizing with us poor, sweltering, unfortunates who had to stay at home.

The ten-mile road race of the Brooklyn Bicycle Club, being the second of the series, will be held over the Irvington-Milburn course on the afternoon of Saturday, July 30. This club is happy in the possession of the pen and holder with which Gov. Hill signed the now famous "Liberty Bill." The same was sent by the Governor to Mr. Potter with a certificate of its genuineness, and presented by Mr. Potter to the club, where it may be seen suitably framed, hanging in the hallway. It is, indeed, a trophy to be proud of. BON.

JULY 16, 1887.

FROM A FEMININE POINT OF VIEW.

I HAVE just received a very charming epistle from a lady who is touring in the North Shore district of Massachusetts, riding a tandem with her husband, I give you the greater portion of it just as it came to me.

MY DEAR DAISIE: — I am at Gloucester, sitting at a window overlooking the broad ocean. It looks as though I could jump from the window into the water, so near does the hotel stand to the sea; but I do not propose to do such a foolish thing, for it would do me no good, it would make me very wet, and it would interfere with my pleasure. You are responsible for my being here, though you do not know it, and so I think it my solemn duty to write you. I read your accounts of the ladies' run to the North Shore, both last year and the year before, and I have been terribly anxious to visit the locality. I live in the interior of New York State, and have never seen the sea till I came to it this month. When Jack told me he was booked for a vacation the first two weeks in July, I said to him, "We must go to Eastern Massachusetts and have some good riding." He laughed at the idea at first, but when he found that he could express the tandem at little cost, and as a result of my urgent appeals, he yielded and we started. We trained to Boston, and the first day Jack made a visit to Secretary Bassett to get points. We got our points, purchased J. S. Webber's "Cape Ann," and the "Cyclist's Road Book," by A. L. Atkins, and then we started. Our first day was spent at Nahant. We wheeled through Cambridge, where we took a look at the outside of Harvard College, and a peep at the inside of the beautiful gymnasium, then to Malden, where we visited the Converse Library; then to Lynn, where we dined at a restaurant and got a very satisfying dinner at moderate cost; then over the isthmus to Nahant. I think no more lovely road exists than that isthmus road. Hard, smooth and level, with the sea on each side; cool, comfortable, and intensely satisfying, I have never seen a road that yields so much to wheelmen. We did Nahant thoroughly. It was an ideal day. It was my first look at the sea, and I saw it fancy free and unrestrained by docks, wharves, or other artificial restraints. I looked down upon it from rocky headlands and saw it dash itself into foam, and lash and beat the shores as though angered by their presence. We wheeled all around the peninsula, and then I had my triumph, for Jack said, "Grace, you did a good thing when you got me to come out here." We rode over to Salem in the early evening, and spent the first night in that quiet place. We strolled about the place during the evening, and saw several of the old landmarks, and heard tales of the witches from native lips.

NEXT we rode through Beverly, Manchester-by-the-sea and Magnolia. Jack had a business friend at Magnolia, and his cottage sheltered us. We saw Kettle Cove, Norman's Woe, and all the rest of the sights, and then wheeled to Gloucester, where we now are. We are going to ride around the Cape, to tour through the "Essex district," and then push on to Newburyport. We shall ride to Boston by easy stages, and then train home. If I can judge the future by the past, I shall have had one of the most delightful vacations of my life. We have been wholly unused to such long stretches of good roads. In my city we have only about ten miles of good roads, five miles out into the country in either of two directions. I am much afraid that I shall be unfitted for the restricted riding when I get back. I want to thank you very much for the good you have done me with your pen. I have profited very much by your writings, and now I have a memory of a delightful outing, much of which goes to your credit.

Lovingly yours,

GRACE M —.

I HAVE now to enter on my list of friends one name more that comes to me through the wheel. I have a large list of these acquaintances, and they are among the most delightful of all my friends. I have never met the writer of the above, and until I got her letter I did not know of her existence, and yet I feel well acquainted with her, and shall need no introduction when we meet.

I DEARLY like to get these letters giving personal experiences, for they are always interesting. I hope others will send me lines to let me know what befalls them on the road, or what interests them in their riding experiences.

I WANT to speak a good word for the jersey garments which Holmes & Co. are making for lady riders. The firm advertises in the BULLETIN, and so I feel sure that the editor will not expunge what I say for fear a puff should creep in. I have been wearing the garments, and I find them very comfortable. I can heartily recommend the ladies to use them, for having worn them many times I would not now be without them, did they cost double what is charged for them. DAISIE.

QUAKERTOWN QUILLINGS.

OPINION appears to be divided on the rights of the recent Coningsby-Morton park fracas. Coningsby and one or two riders who were with him declare that Morton was in the wrong, and Morton is equally positive that Coningsby was not only on the wrong side of the road, but was impudent and profane also, and fully deserved all he got. It is certain, however, that Mr. Morton had no manner of right to use his whip on any one, and as the West Philadelphia riding contingent seemed very much disposed to prosecute for assault and battery, Mr. Morton has taken the sensible view of the matter, and compromised by paying the costs of the warrant issued for him, and by making an apology for the use of his whip. That the man was provoked, however, beyond all endurance, seems to be equally certain. Coningsby is only a boy, but is well known as a fast and daring rider, and is not at all inclined to an over-respect for horsemen whom he may meet in his

peregrinations, and the general verdict is that although he may have this time received somewhat more than he deserved, yet the balance may well go on account of other freshnesses for which he has gone scot free heretofore.

THE Tryon Cup, to be raced for by Philadelphia local clubs, is to be a really very handsome affair, and it will cost the firm a right neat little sum before they are through with it. The sub-committee appointed by the joint committees of all the clubs consists of Mr. Burt, of the Philadelphia Club, and Dr. E. H. Van Deusen, of the Tioga. They have been making every effort for a considerable time to arrange for an interview with Mr. Dunne, the superintendent of the Lancaster Avenue Improvement Company, but have not yet been successful, and really the best that can be hoped for is that no interference with the wheelmen will be made if it is decided to hold the races on the Lancaster Pike. One member of the prospective Tioga Club team has just received a 55-inch Victor light roadster — *very* light, too — on which he should be able to ride fast, if he can on anything. Two other members of the team ride 56-inch Columbia light roadsters, and the fourth member expects to have one soon, but is riding a 54-inch now. An aggregate wheel diameter of 220 inches ought to carry the Tioga along at a pretty good gait, and if there is anything in the "luck in odd numbers" adage, they should get third or fourth place anyhow. Of course, every one counts on seeing a great race between the representatives of Pennsylvania and the Century, with the University and South End somewhere around, and a possibility that the Germantown may sufficiently convalesce ere then to have a team in the race.

CHIEF CONSUL JESSUP, *in re* his appointment of John A. Wells to the representativeship in this State, somewhat oversteps the mark when he says that Mr. Wells' appointment was made at the "almost unanimous request of the Philadelphia members." We all like John Wells, but many of us do not think he should accept any office in the division at present, and if Mr. Jessup's appointment was made at the request of the Philadelphia representation at the Wilkes Barre meet, he should remember that about half of the Philadelphians there present belonged to Mr. Wells' own club. The Philadelphia Club had but one man present, and the lack of interest taken by this powerful club is attributable entirely to a feeling of disgust with all League matters, — a feeling for which Mr. Wells himself is in no small degree responsible. PHACTO.

CYCLETS.

VACATIONS

COME at this time.

AND absorb the interest of nearly all wheelmen.

WHEELS are rolling by the seashore and around the mountains.

AND the editor sits at his desk crowding out items that he fears will never be read.

FOR when it is warm the evening lamp is not lighted, and the doorstep attracts the heated householder.

NEVERTHELESS, the editor must work, the items must come out, and the paper must go on its errand.

BUT wait! The editor will soon hie himself away and then the readers must be at the mercy of the office boy.

FURNIVALL now carries his arm in a sling. Coasting.

THE Prince of Wales presented the prizes at a recent bicycle race at Norwich.

MALTBY and Aginton have been showing their tricks on the wheel in India.

HAL GREENWOOD has been banqueted by his club, the St. Louis Cycle Club.

ONE hundred and seventy applications this week, and a total membership of 10,590.

THE New Haven Bicycle Club had a very successful illuminated parade last week.

THE Lynn Cycle Track Association will hold a fireman's tournament on their grounds in August.

GREENWOOD was barred in the hill-climbing contest at Terre Haute, Ind. No chance against him.

HOWELL wants a big prize in his race with Rowe. He will get a big surprise if the men ever meet.

THE Hartford Wheel Club has denounced sidewalk riding by members under a penalty of expulsion from the club.

THE route of the next race of the Eastern Road Club will be over the road race course of the Newton Bicycle Club.

ARIZONA is heard from. We publish to-day the first names that ever came to the League from that territory.

ROWE will have a new manager, Henry Murphy. He will continue under contract with the Pope Manufacturing Company.

BURLEY B. AYERS is going to California on business and pleasure combined. He will take his wheel with him and try a few of the California roads.

MRS. HERBERT W. GASKELL left on Thursday last by the steamer Cephalonia for a three months' visit to friends in England.

HOWELL will race Rowe for a stake of $2,500 in England, and will allow $250 for Rowe's expenses. Howell's terms are very high, but a race may come off.

HAL GREENWOOD is not a bright particular star on the path. Witness his success at Terre Haute. He prefers the rough roads "Under the Greenwood tree."

IT is very probable that the Lynn Club will hold a cycle tournament in September next. They have fixed upon Monday and Saturday, September 3 and 5, for the dates.

THE Cambridgeport Cycle Club has joined the Eastern Road Club, and already has in practice a number of men, from whom a crack racing team will be formed.

KINNEY LOWE, of Newport, Ky., who lost his amateur status as a roller skater, has been reinstated by the N. A. A. A. A., and may now be an amateur wheelman.

A VERY pretty programme of the Ohio meet comes to us. It give full details of the proposed meeting on July 26, 27, and 28, and is ornamented with a number of unique designs.

MAJOR KNOX HOLMES, who is the "grand old man" of cycling, being over eighty years of age, recently won the London 10-mile tricycle road race in the excellent time of 49.50.

CAPTAIN L. H. FROST, formerly of the Chelsea Cycle Club, has left Chicago, and taken up his residence in Kansas City, Mo., and, moreover, he has taken unto himself a partner for life, Miss Mabel M. Peterson, of Somerville, Mass.

W. H. SENTER, of Rockland, Mass., has challenged any boy of fifteen or sixteen years of age to race a mile on a bicycle for the "amateur boy championship of the United States."

THE C. T. C. is about to issue a handbook of Continental Europe, in three volumes, as follows: — 1, France; 2, Germany and Austria-Hungary; 3, Belgium, Denmark, Holland, Italy, Norway, Russia, Servia, Spain, Sweden, Switzerland, and Turkey. Price, 3s. 6d. per volume, or 10s. for the three.

IT is reported that orders for over fifty tandem tricycles have been taken since Governor Hill has opened Central Park to wheelmen, through the signing of the bill putting cycles upon an equal footing with other pleasure vehicles. This would indicate that the number of lady riders will shortly be largely increased.

IT is rumored that William M. Wright, of New York, will resume cycling. Wright was one of the pioneers; a rider, a racer, a dealer, a maker of wheelmen. In the early days no one was more prominent in the wheeling world than W. M. Wright. He will be welcomed back.

A CURIOUS bicycle accident recently occurred at Landport, Eng. A young letter carrier named James Folan, who was out riding after supper, ran into a pedestrian, was overturned, falling on his head. He picked himself up and rode home, when he became insensible, and in an hour died. The doctor pronounced it a case of fracture of the skull.

A BAD-TEMPERED dog was encountered by a goodly party of Hudson County and New Jersey wheelmen while on a club run to Caldwell "once upon a time." As the dog was thoroughly enjoying the nervousness he was causing, the rider of an Expert put his weight on his pedals, and took that heathen dog amidships, mounted him, slid over safely, gave a parting rap with the little wheel, and sat back in his saddle contented, while the dog made a tortuous and howling retreat houseward. No. 4616.

AUGUSTUS WEBER, of Burlington, New Jersey, a brother of the late George Weber, and a very fast rider, met with an accident last week which will put a check to his riding. While attempting to pass between the lathe bed and the wall, in McNeal's iron and pipe foundry, where he is employed, he was caught and terribly squeezed by the lathe bed. It is probable that he will lose the use of his legs.

THERE is a disposition among some people who were never boys, who never went in swimming against their parents' commands, and came home with the other boy's shirt on, to look on the enthusiasm that others manifest in athletic sports with disdain, if not contempt. — *Wheeling Intelligencer.*

REV. JOHN C. MITCHELL, formerly pastor of the Wenham (Mass.) Church, but who now lives in Danvers, had an engagement to preach on Sunday in North Andover. He missed the late train, Saturday night, and no train ran on Sunday morning. The parson was equal to the emergency. He mounted his bicycle, and rode to the appointed place, a distance of fifteen miles, preached his sermon, and returned by the same mode of conveyance.

ONE of the most unique and peculiar celebrations in connection with the jubilee took place this week, it being a jubilee parade of the General Post Office. The procession was from the City to Victoria Park, over one hundred vehicles of all shapes and sizes being included in its ranks. It was designed to show the improvements which have been made in the postal modes of conveyance during the fifty years of Her Majesty's reign. Not the least important feature of the procession was the inclusion in it of a large "Victoria" carrier driven by two riders, and five single carriers, these being the latest form of vehicles officially employed in parcel post service. — *News.*

PERCY STONE'S collapse at De Soto, was not due to the heat, or a general prostration. His head and stomach were all right, and the only thing that ailed him was that his legs gave out. The muscles couldn't stand the strain, he says, that's all. He is not built for such a race, while Greenwood seems to have been molded for hill-climbing. Stone is tall and quite slender, built for speedy work on the track; Greenwood is short and chunky, with a stout, thick pair of legs that enjoy the biggest hill in the country. Percy's desperate and nearly successful effort to stay with his sturdier opponent in the hills, and beat him at least to De Soto, explains why he was run off his legs. As the race down was made between 5 and 9.30 A. M. the heat cut no figure. — *Post-Dispatch.*

EVEN the winsome, header-giving bicycle can be a nuisance when it leaves its own place, and gets on to the sidewalk. The Hartford Wheel Club set a good example in declaring such riders irresponsible, and the custom a nuisance to pedestrians. Further, the club is to expel members who persist in using the sidewalk as a track. Country villages are especially afflicted with this mania for taking the easiest course, no matter who is hit. Given a country bicycle, without light or bell, and let it sweep the sidewalk on a dark night, and you will have all the material necessary for mischief. It would be a pity if the wild-eyed herdic driver, as seen by frightened people on foot, should be outdone by heedless and impudent boys on bicycles, which belong in the street, and should be kept there, by force, if necessary. — *Record.*

JAMES FOLAN, a postman of Landport, England, was racing at the rate of fifteen miles an hour on the public highway. He ran into a pedestrian, was thrown heavily from his bicycle and died a few hours afterwards. Such accidents tend greatly to influence the public mind against the sport, as cycling is not yet sufficiently strong in its hold on outsiders as even a safe amusement, to say nothing of its practical features. In the near future, perhaps, with the preponderance of safety machines that seems bound to come, accidents will become fewer and fewer, and the public will regard an occasional serious fall as one of the accidents which usually occur in every pleasure or in business. Such time is not yet, however, and until then it behooves the wheelmen to use every care, in his own behalf, of the pedestrian public.

UNQUALIFIEDLY FIRST CLASS!

HIGH GRADE IN EVERY SENSE.

From the Very Start,—from the Opening of the Season,

THE NEW MAIL

Has received the Best Evidences of Merit; viz.:

A constantly increasing demand, and unasked testimonials. Wherever one has been shown, other orders surely and quickly followed. In fact, ☞ AT NO SINGLE TIME SINCE JANUARY ☜ have we been up with our orders. This means something. It means a good wheel.

AN AMERICAN MADE WHEEL, WITH ALL PARTS INTERCHANGEABLE

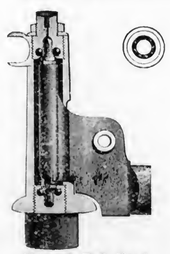
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Trigwell's ball-bearing head, and perfection backbone and forks. The ball head has been PROVED by two years' use a great success, and the best criticisers are not competing dealers, but the users and riders, and we refer to the latter's testimonials in our catalogue. Did any rider ever see too rigid and strong backbone and forks? Are not the Strengthened Perfection Pattern Backbones and Forks common sense improvements? Notice the advantanges. Perfectly rigid forks and backbones which do not break nor spring out. Especially fitted for rough road work. And look at our rim with the thickened base; no such thing as buckling.



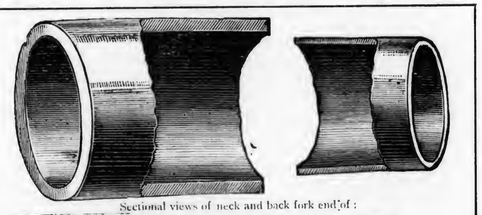
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SUPERB WHEEL.



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One thousand miles without oiling or adjusting. Perfect rigidity, and ease of steering. Greatest modern improvement. See testimonials in our catalogue.



Sectional views of neck and back fork end of:

NEW PERFECTION BACKBONE,

Giving increased thickness and strength at upper end, where is the greatest strain Forks, also, same construction.



WARWICK'S NEW RIM.

No seam outside. Thickened metal at bottom. Cemented Tire.

Also, New England Agents for the

IDEAL

Boys' Bicycle.

We only ask for you to SEE a New Mail, and you will buy one.

REMEMBER EXCHANGE.

We offer a splendid opportunity to exchange your old wheel for a new Royal Mail with ball head and late improvements, and having the New Mail Rim and Tire, at very low terms. Send description of your wheel, with your estimate of value, stating size wanted.

WM. READ & SONS,

107 Washington Street - - - - BOSTON, MASS.

ELWELL's touring party left Boston on Sunday evening at seven o'clock for a two weeks' tour through Maine to Quebec. The party comprised J. E. Beal, Ann Arbor, Mich.; N. J. Foulks, Vincennes Ind; E. H. Kennedy, North Eaton, Mass.; E. P. J. Morton, B. F. Eddy, H. C. Robbins, E. G. Whitney, all of Boston; C. W. Flanders, Malden; G. E. Cain, Franklin, Mass.; G. G. Tyler, Baltimore; W. S. Mills, Naugatuck, Ct.; F. W. Davis, Hartford, Ct.; F. A. Elwell, H. S. Higgins, R. F. Sawyer, J. B. Moore, H. D. Cahill, C. C. Tukesbury, N. S. Studley, all of Portland, Me.; R. J. Patten, Skowhegan, Me.; H. F. Totman, Fairfield, Me. In addition to the above, a party of wheelmen from St. John will meet the tourists at MacAdam Junction.

THE De Soto road is famous among wheelmen the world over for its great hills. Twenty miles south of St. Louis the road seems suddenly to enter a mountain range. From the crest of one hill one can look across deep narrow valleys, and see the yellowish white path climbing tortuously up the opposite grade. A ride over it is a dipping down and a climbing up, like the path of a steamer in an ocean storm. Some of the hills are over two miles long, and so rough with loose stones and ledges of projecting rocks, worn out by rains, that it is hard work for a team to pull up an empty wagon even with numerous rests. Stone's performance, as far as he went, was the greatest feat ever performed on a crank bicycle. His pedaling down those hills without a fall on the entire trip is conceded by all to have been phenomenal.

AT the run of the Southsea T. C. last night, Mr. Izod, the captain, was riding a "Quadrant" lighted by electricity. It seems that the idea came into his head that an electric light of small power would be far more effectual than an ordinary light of greater power produced from oil, and after the usual preliminary experiments and failures, he has, by perseverance, produced a light which is strikingly pretty, and, as far as it has gone, quite a success. The ordinary lamp-box is used, but instead of the oil can inside a small incandescent lamp is fixed. This, in front of the bright reflector, throws up the pure white light with great effect. Mr. Izod has had this idea very thoroughly carried out through the patience and trouble devoted by Messrs. Rastrick, Son & Co., of King's Road, Southsea, who, in their electrical department, have had the complete apparatus fitted up. It remains to be proved whether this light will be found to answer all purposes in touring. Last night's experiments, at any rate, was in every respect a complete success. — *Evening News*, June 16.

FREDERICK CONINGSBY, son of Albert Coningsby, of the West Philadelphia Athletic Association, while riding on his bicycle on the concourse drive, near Elm Avenue, yesterday, raced past W. H. Morton, the manager of McCaull's Opera House, frightening that gentleman's horse, who nearly succeeded in upsetting Mr. Morton and his companion. Mr. Morton demanded in excited tones what the young man meant by such recklessness. He was answered with epigrammatic profanity. This addition of insult to injury was too much for Mr. Morton, who struck young Coningsby twice with his whip. F. Richwine, who is a member of the League of American Wheelmen, witnessed the occurrence and demanded Mr. Morton's name and address, which were given him. It is understood that the matter has been placed in the hands of Lawyer Isaac Elwell, counsel for the League of American Wheelmen, who will probably bring suit, young Coningsby claiming that he was struck in the face. Mr. Morton said last night in reference to the matter: "I was driving within three feet of the curb when this bicycler flew past me on the inside. He startled me as well as the horse, which reared and turned the buggy up on one side, so that it was as much as I could do to get him quiet again. I don't think the boy belongs to the League, or he would not have done so foolish a thing as to try to pass between me and the curb. I have always found the wheelmen very considerate, and when I have asked them to keep to one side, so as not to frighten my horse, they have always done so.—*Press*.

CYCLING IN CINCINNATI.

THE vernal showers, the summer heat, the new granite and asphalt pavements have caused the cycling booms in this vicinity to flourish, to blossom, and to hold out hopes of an abundant crop ere the season's close.

The different clubs of the city and suburbs have taken on new life, and are monthly adding to their list of members till they number now as follows:

Cincinnati Bicycle Club,	20
Central Wheelmen,	30
Brighton Bicycle Club,	13
Avondale Bicycle Club,	24
Northside Bicycle Club,	13
Kenton (Ky.,) Bicycle Club,	30
Newport (Ky.,) Bicycle Club,	12
Dayton (Ky.,) Bicycle Club,	10
Hartwell Bicycle Club,	14
Madisonville Bicycle Club,	14
College Hill Bicycle Club,	10

This by no means includes all the riders in this vicinity, for the number of unattached is even greater. Then, besides, the number of boy cyclists who in a few years will be old enough to join the L. A. W., is astonishing and on the increase.

The community is beginning to view the sport in a different light, and many of those who four years ago laughed at us for riding one of those *things* and making boys of ourselves, now come to us and begin to make serious inquiries as to the cost of a machine, the method of riding, difficulty of learning, etc., etc.; and we therefore hope in the near future to have large accessions to our ranks.

WILLIAM D. KEMPTON, 14353.

ENTHUSIASM EXTRAORDINARY. — THE REMARKABLE CLUB RUN OF THE L. I. W.

THE full significance of the New York Bicycle Bill is not yet realized. When David Crockett said he would rather be right than be President, he voiced the exact thrill of pride which now stimulates wheelmen in every park and on every highway in the State where equal rights have won the great victory over prejudiced and reluctant toleration. Planted in enthusiasm and watered by liberty, cycling will now boom.

Five thousand membership for the New York division of the L. A. W. is predicted before the close of the year. All over the State the wings of freedom spread their ample folds. On the once-forbidden drives of the great parks the sensation is delicious. It is a moral intoxicant. It uplifts the soul. It prevents headers.

The energetic Brooklyn club of Long Island Wheelmen have thirty tricycle riders united in a special division under the leadership of Lieutenant Chas. E. Jane. During the next full of the moon a great three days' run will occur, embracing the entire strength of the division. Destination, Coney Island. Route, Bedford Avenue, etc., *via* New York and Long Island official road book. Start will be made from clubhouse, corner Fulton Street, at 6.30 A. M., riding direct to Cobblestone Hill, where a halt will be made to close up stragglers, and proceed in good form to the Park plaza, where a 10 o'clock al fresco breakfast will be served on the picnic ground if the club arrives in time. Each man will bring his own breakfast. The route will then lie through Prospect Park, where pickets will be stationed at all signboards to prevent surreptitious siestas under pretence of looking for cautionary signals against fast riding. Park Policeman No. 62 has just issued new and alarming orders. He may require interviewing, for he is a determined man, and illy brooks a slight to his haughty nuncio. A committee will do well to take him one side, and see what the gentleman will have.

At this point the division will go home for lunch. Bader's, beyond the Park, will be reached by 4 P. M. Ice-cream here for all who arrive in time. A detachment of hard riders will then lead the way at a hot pace, putting up for the night at Tony Dugan's.

The next day's run will carry survivors as far as the beach at the foot of the Boulevard. An effort will be made to reach Dixon's by moonlight. The run up the asphalt should be made handily in an evening, as two days in the saddle will produce quite a degree of toughness. Return will be by train on the third day. All preparations will be made on the regular L. A. W. touring plans. Meals contracted for and rooms secured two weeks in advance. Baggage and an informal commissary will follow by ambulance. The bicycling members of the club will turn out to a man and line the road as the brilliant brigade dashes out of the Park. Many will also walk down the Boulevard and watch progress, observing different machines in action, and noting the finer variations between gradual inertia and ultimate introspective contemplation.

A wagon will be sent back for all who are out of sight at noon on the second day, so that the sturdy tricyclers may arrive in a body, and count up strong at the tableaux triumphant at night. Deeper and wider local interest in cycling affairs will result from this practical demonstration that resolute tricyclers can, and actually have, performed the journey from Brooklyn to Coney Island, and as it is proved now to be only a question of time, this route should certainly become one of the most popular long-distance tours in the State. Full information may be obtained at the clubhouse, 120 Fulton Avenue, by any visiting wheelmen who desire to participate. If it rains or is a hot day, the tour will disband till the month following.

(Signed) SMITH.

NEW ORLEANS.

WANTED.—One middle-aged white man; must be a fluent and silvery tongued speaker and capable of exerting considerable influence on the Weather Bureau. Address, stating compensation expected, *New Orleans Wheelmen*, this office.

I DO not think it will be a great while before the wheelmen of this little hamlet will have to combine and employ some such individual as described in the above ad. (?) for, judging from our experience in the past, the boys of the Weather Bureau must have a long-standing, long-drawn-out grudge against us, for verily it does seem that any undertaking of a cycling nature is bound to be marred or postponed by inclement weather. First our Mardi Gras Lantern Parade was postponed one day by rain; then the races which were to have occurred during February were twice postponed by the same element, and virtually ruined thereby, so far as the financial part was concerned; next, Jupiter Pluvius interfered with Fairchild and Abbot in their Baton-Rouge-to-New-Orleans run, after they were well on their way; and lastly, two or three large runs which had been planned for July 4, were necessarily declared off, by reason of the tremendous rainfall. Now, really, ain't we in luck?

THE anti-League element has again bobbed up serenely in the New Orleans Bicycle Club, and is hard at work endeavoring to heal the wounds sustained in their two recent defeats, and they will, so it is said, again enter the ring at the approaching meeting of that club but slightly disfigured, and once more will sounds of wrangling shake the rafters of the building, as the glib-tongued expound to the assembled multitude the advantages and disadvantages of being a League club.

ON Sunday, June 26, Messrs. Fairchild and Abbot, of the New Orleans Club, left by rail for Baton Rouge, and at three o'clock the next morning left that place a-wheel, with the intention of making the run to this city within twenty-four hours. Before they had covered five miles they discovered that they had missed their route, and in attempting to find it, Fairchild, in the semi-darkness, walked off an eight-foot embankment. He landed on his feet, but one of them turning under him gave his ankle a severe twist. After rubbing it with liniment he managed to mount and ride thirty-five miles further, when the pain extending throughout his whole leg forced him to stop and await the train. Abbot pressed on, but a heavy rain coming up made the roads unridable, and he was reluctantly compelled to abandon the trip and join Fairchild on the train, after having covered a total of forty-five miles in some seven or eight hours, which included a great number of stops, made necessary by Fairchild's injury. The correspondent of the *Ev. World*, having seen fit to intimate that Fairchild's injury was not genuine, as a disinterested party I wish to say that I called on Fairchild the day after his return, and although the swelling of his ankle had decreased considerably in that time, it was still such as to prevent the buttoning of his shoe, and to cause him to limp somewhat.

THE *World's* correspondent by just such unfounded and uncalled for dings, is working no good either for himself or for his paper. He is only causing ill feeling and a straining of friendly relations; to which I can hardly believe the editor of that paper desires to become a willing party.

CHIEF CONSUL HODGSON arrived Wednesday, after an absence of seven weeks, in which the St. Louis Meet, New York, Boston, and several other places were visited. He is looking exceedingly well; a heavy coating of sunburn and a decided Bostonese style of brushing his hair adding considerably to his looks. A Chief Consul's badge with its crossed arrows — a present from Captain Peck, of the Massachusetts Club, adorns his manly bosom.

We make a specialty in

SECOND-HAND BI TRI CYCLES.

Have large stock, many as good as new. Enclose stamp for List.

PRICES LOW.

JOHN HARRIOTT.

MEDALS AND BADGES,

— ALSO —

Bicycle Club Pins of Every Description.

Designs on application.

3 Winter Street - - BOSTON, MASS.



BROOKLYN BICYCLE CO.

161 & 163 Clymer Street,

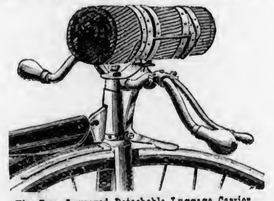
BROOKLYN - - NEW YORK.

SOLE BROOKLYN AGENTS FOR THE

Columbia Bicycles and Tricycles

Large Riding School on premises. Purchasers Taught Free. Wheels Rented for Road Use. Bicycles sold on Instalments. Repairs of all kinds a Specialty. See, also, our "ad." in "For Sale" column.

A BIG THING FOR WHEELMEN



The Rose Improved Detachable Luggage Carrier.

Don't buy any other. You certainly won't when you know what a convenience it is. We haven't space to fully describe it, but it is detachable and can be turned entirely out of the way in coasting, (as per cut.) Acknowledged by everybody to be the most convenient Luggage Carrier ever offered to wheelmen. Send for one and you will be delighted with it. For both crank and star bicycles. Nickelled; price only $1.00; by mail, $1.06. C. H. ROSS & CO., 46 Columbia Street, Albany, N. Y. P. S In ordering, give name of wheel.

SPADE HANDLES!

Handsomest, Strongest, and best Handles in the Market

Only $2.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.

C. W. SPINNEY - - Fitchburg, Mass.

SOLE AGENTS

For New York for the celebrated New Rapids, Quadrant and Sparkbrook Cycles.

New York Bicycle Co.,

38 PARK PLACE, NEW YORK.

HARLEM BRANCH, 124th ST. and 7th AVE.

Send for Circulars.

JOHNSON'S

HUMBERS.

A line of Genuine Beeston Humber Light Roadster Bicycles, with improvements for 1887. Weight, 50-inch, 33 pounds. A few 36-inch Cripper Tricycles at specially low prices.

SPARKBROOKS.

A line of the celebrated Sparkbrook Bicycles, with all improvements. Weight, 50-inch, 35 pounds.

ROVERS.

A line of Genuine Rover Safeties, greatly improved in every detail, for 1887. Weight, full roadster, 45 pounds.

SECOND-HAND WHEELS,

Bicycles, Tricycles, Tandems and Safeties. For example: —

36-inch Kangaroo, fair, B.	$50
36-inch Rudge Safety, good, B.	60
46-inch Special Columbia, good, B., N.	45
48-inch Premier, good, B. N.	60
50-inch Standard Columbia, good, B. N.	55
52-inch Humber, equal new, B.	90
54-inch Humber, first class, B.	75
54-inch Standard Columbia, fair, B.	40
55-inch Light Rudge, good, B. N.	75
56-inch Expert, good, B. N.	70
56-inch Standard Columbia, good	40
56-inch Humber, good, B.	60
57-inch Yale, plain, B.	35
58-inch Expert, good, B.	75
58-inch Expert, good, B., N.	85
59-inch Spalding, fair, B.	70
Victor Tricycle, fair, B.	50
Carrier Tricycle, new,	90
Premier Sociable, good, B.	90
Humber, Ladies', good, B.	100
Humber Tandem, new, B.	175
Cunard Tandem, good, B.	100
Meteor Tandem, good, B.	150

B, Ball Bearing. N, Full Nickel.

Sent subject to approval if desired,

DEALERS.

Will find it of special advantage to write for discounts, terms, etc.

REPAIRERS.

Can obtain parts for Humber Cycles from us without delay.

Send for Illustrated Catalogue to

L. H. JOHNSON, No. 401 Main Street, ORANGE, N. J.

And you will undoubtedly find what you want on our

LIST.

Second-Hand Machines

TAKEN IN EXCHANGE

For New Rapid, Quadrant, Sparkbrook, Victors, Star, New Mail, Facile, Rover, Humbers, or any other machines made.

CORRESPONDENCE SOLICITED

THE NEW PATTERN

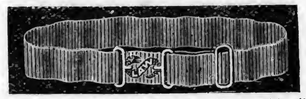
Butcher Cyclometer!

NOW READY.

The most Accurate, the Easiest to Read from the Saddle, and the BEST WORKMANSHIP ever put into a Cyclometer. Hub Cyclometer (Pat. Feb. 15, 1887), $10. Spoke Cyclometer (Pat. Nov. 30, 1886), $5. Either Cyclometer sent Post-Paid on receipt of Price.

BUTCHER CYCLOMETER CO.

6 and 8 Berkeley Street, BOSTON, MASS.



L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1 00.

Members who may desire the old style of outfittings can be supplied at the following low prices: *Cap* or *Helmet*, $1.50 each; *Shirt*, $2.25; *Hose*, $1.10.

L. A. W. *Seersucker Norfolk Coats*, $3.00 each, reduced from $5.00. The lightest and best summer riding coat made.

Ira Perego

128 & 130 Fulton Street and 87 Nassau Street,

NEW YORK.

Send 2-cent stamp for our new 52-page illustrated catalogue.

THE

Genuine Royal Mail

Bicycles and Tricycles

THE BEST IN THE WORLD.

I have just received a large consignment of new machines, with all 1887 improvements. Either call and examine them, or send for Catalog to

HENRY C. SQUIRES,

Sole Agent for United States,

No. 178 BROADWAY, N. Y.



BEESTON NOTTS!

Three Beeston Humber Tandems. The Best in the World for $200.00 each. Original price $260.00. These are Bargains.

A. G. SPALDING & BROS.

241 BROADWAY - - - - - NEW YORK CITY.

and affords many of the boys their initial glance at that insignia of office, being the first seen in the city.

FOR the last two or three weeks, rumors have been floating around regarding a new club to be formed in this city, and last night (July 7,) saw these rumors assume tangible shape in the organization of a live little club of eleven members. W. H. Renand was elected president, and J. P. Phelan, secretary-treasurer, and a committee of three was appointed to draft the constitution and by-laws, and was also empowered to choose a name for the club. They will submit their report at the next meeting, which occurs on the 19th inst., when a captain and other necessary officers will be elected. The club contains some good material, and starts off in the proper manner, *i. e.*, without undue haste in arranging the preliminaries, and as three or four members of the defunct Crescent Wheelmen are among its leading spirits, the new club will doubtless profit by their experience gained in the brief course of the Crescent's existence. Chief Consul Hodgson was present, and rendered valuable assistance in furthering the organization. In the course of his remarks, he stated that he wanted it understood that he was for no one club; that he was representing the League, and was as much for one club as for the other, and he proved his earnestness by enrolling his name as a member of the new club. It is most probable that the name selected will be Louisiana Cycling Club, Louisiana Wheelmen, or, possibly, Louisiana Cyclers.

A MEETING of the Division occurs to-night (July 8). It will be the first held in a long, long while, but unless I am greatly mistaken, it will prove the turning point, and will be the means of placing this State among the workers of the League, as Chief Consul Hodgson has given me a previous insight into his plans and good ones they are too. A secretary-treasurer will also be elected for the ensuing year.

GEORGE GUERDY, of the New Orleans Bicycle Club, expects to leave in two or three weeks for a tour through the Shenandoah Valley, starting from Staunton, Va., and winding up, I believe, at New York. BI.

LONG ISLAND NOTES.

THE League Consuls on the Island need waking up. The most important roads, even, are not "signed," and, paradise of wheelmen that the region is, it can never be better than a Chinese puzzle to the stranger when off the main routes, until some judicious signing is done.

The Flushing district is now nearly complete, and I find that, so far, the signs have been respected and of a good deal of use, especially as our roads are coming more and more into favor with the New Yorkers, both wheelmen and horsemen.

The visit of the Brooklyn Bicycle Club to Flushing on the 2d inst., and their entertainment by the Mercury's, will long be remembered by the participants as one of the pleasantest "times" on the records of each club. So much solid fun and enjoyment was crowded into Saturday afternoon, Sunday and Monday, that a volume of the BULLETIN would n't contain it all.

In the short time the Brooklyns were in town they took in a visit to the Athletic Club, where refreshments were served; a ride to and an inspection of the fort at Willett's Point; dinner at Crocheron's famed Bayside Hotel, the feed being served in the open pavilion, over the water; and after the return to town by moonlight, all took a swim from the boat house float.

Never was there brighter moonlight, clearer air, nor more delightful water. This account may seem a little incomplete without some reference to Flushing's "fairest daughters," etc., but suffice it to say that they did the fair thing by us all, and that there will be a big fight next year in the B. B. C. for position of bugler.

All retired to an early (?) and virtuous rest, tired but happy. Sunday, the next morning, broke clear and hot, and in company with Mr. Veysey of the Harlems, and a few Mercurys, the run to Babylon, by way of Jericho and Auntyville, was made in four and a half hours, thirty-six miles, thermometer one hundred and thirty-seven degrees on the ice, without losing a man.

After dinner at the Sherman House, all took a grand sail on Great South Bay, with a swim on the flats, in half a gale; the evening being spent in meditation, several different methods being employed. Billy and Charlie got their feet dry by morning, and Messrs. Jones, Corby, and Hawkins intend moving to Babylon for the summer.

The party separated on Monday morning, one division going to Patchogue, in hopes of getting their pictures in the *World*, and the remainder returned to Jamaica for dinner, going to Queens for the races in the afternoon, where Messrs. Todd and Meetur took first and second places respectively in the open two-mile handicap.

Among the wheelmen at the South Side on Monday, were members of the following clubs, viz.: K. C. W., Ilderan, Calumet, Long Island, Boston, Harlem, Mercury, Brooklyn, and Huntington, nearly two hundred in all.

The Mercurys would like very much to become acquainted with the Huntington Club, and intend making H. the objective point for a run before long. I have been told they ride nothing but Stars.

No. 7556.

JUDGE BROADY'S DECISION.

THE bicycle case which has been attracting attention in the district court was decided yesterday, July 9.

The case is a novel one, and no court of final jurisdiction has ever passed on it. The case will be appealed, and the Supreme Court of the State of Nebraska will be the first supreme court to pass on the question. We give space for Judge Broady's able decision in full.

The defendant was sentenced to imprisonment for riding a bicycle on Fifth Street, and sued out a writ of habeas corpus for release from his imprisonment. The hearing was had before Judge Broady.

The judge discharged the prisoner on the ground that so much of the ordinance as prohibits the simple act of riding a bicycle on certain streets of the city is void because unreasonable. The judge in his oral opinion in substance said: —

"It is undoubtedly in the power of the city to regulate the modes of travel by carriage or otherwise over the streets of the city by ordinances, according to the demands for police regulations, which vary according to the variations of the different parts of the city as to density of population, or business, or other condition. But there must be a reasonable cause for each such regulation to make it reasonable. It may, under this power, for sufficient reasons prohibit certain modes of travel in certain parts of the city, such as prohibiting omnibus lines on certain streets when the capacity of the street is insufficient for all the travel thereon without great inconvenience, and something taking up much room can be confined to other streets with no unreasonable hardship. Also, giving omnibus stands at depots something in the nature of monopolies to avoid the confusion of crowding carriages, with the understanding as to where any one will drive, stop, or stand. These are but illustrations. The reason of these ordinances do not obtain in the ordinances in question. There is no pretence that a bicycle occupies too much room on the street, or that the crowd of business thereon will not reasonably admit such way of going. There is no pretence that the bicycle in motion makes a noise to the annoyance of others. The sole and single objection is that horses are apt to be frightened at them. This is true of most, if not all, novel inventions for locomotion until horses have become somewhat familiar with them. I see nothing in the riding of a bicycle unusually calculated to frighten horses except its novelty, which applies to all new methods of travel in a greater or less degree until they have become familiar. A new thing so far beyond the comprehension of persons is to be deemed supernatural sometimes strikes some people with terror, and of course horses are more often frightened by novelties because their comprehension is much more limited. But they are equally susceptible of being made familiar with new things, so that there is no fear from them. In the foundation of this ordinance we see traces only to the ignorance of horses, which is a hardly a good basis for this ordinance. In the towns and counties where ox teams were common, they would mingle on the highways with horse teams without fright to either. But now teaming with oxen is so nearly obsolete that I would feel constrained to keep a firm hold on the lines if on driving on Court Street I should meet a team of oxen. The invention of locomotion with the bicycle is comparatively new, especially in this country, and I am unable to say that the invention has yet reached its maximum merits, or that it may not be a thing of merit in this great age of invention, progress, and improvement. It is, to say the least, a new way of going, and many of those who adhere to older ways will feel aggravated that the new way is permitted; but restraints should not be put upon enterprise or invention simply because they are unlike what we are accustomed to. It is said that the bicycle is a very rapid means of locomotion, and for that reason dangerous in populous places. So is a race horse; and it is a proper ordinance to prohibit his being ridden at full speed in the street, but improper to prohibit his being rode through the street at a proper gait because there is speed in him. So bicycle riding, as to speed and other things, may be regulated by ordinance, but such is not the ordinance in question. Objection is made to the motives of the persons riding bicycles, that it is not to facilitate business, but only for pleasure. If the regulation of the motives of the persons riding bicycles is proper matter for regulation it will require another ordinance, because the one in question does not treat of that subject. Health and happiness are said to be great objects of human actions. Some of the evidence tends to show that bicycle riding is only for exercise and pleasure. I am not able to say that exercise and pleasure in that way may not contribute to both health and happiness. I do not, however, see that it is necessary to investigate that subject. I hold that the ordinance is void because unreasonable, and discharge the prisoner." — *Beatrice (Neb.) Express.*

NEW HAMPSHIRE MEET.

I RESPECTFULLY submit the following report of the business transacted at the fifth annual meeting held at Manchester, July 4: —

The meeting was called to order at 1.50 P. M., in the parlor of the Manchester House, by Chief Consul Bennett.

The treasurer gave the following as the financial standing of the Division at the close of business June 30: —

League Uniforms.

John Wanamaker, Philadelphia,

OFFICIAL CONTRACTOR.

These are the prices: Coat, $6.20; Knee Breeches, $4.34; Shirt, $1.95; Hose, 80 cts.; Cap, 84 cts.; Delivered without extra cost to any part of the U. S. where there is mail or express service.

Regulation League Cloth, Burlington Mills, $2.18 a yard; League Buttons, large, 5 cts. each; small, 2 1-2 cts., full set for suit, 55 cts. Uniform sent C. O. D., privilege of examining, and ONLY TO LEAGUE MEMBERS. We do not pay delivery charges on cloth.

All orders must be accompanied by League Number.

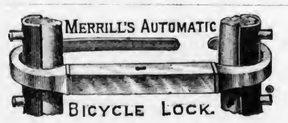
JOHN WANAMAKER,
PHILADELPHIA.

E. H. WILCOX. W. L. SURPRISE

CHICKASAW BICYCLE AGENCY,
134 and 136 Jefferson Street, MEMPHIS TENN.
State Agents for the
American Cycles.
Second-hand Wheels Bought, Sold and Exchanged.

YANKEE ENAMEL,
The Latest and Best.
Put up and for sale by
BENNETT & HALE,
112 ORANGE ST., NEW HAVEN, CT.
Price Per Bottle, with Brush, 50 cts.

A full line of cycling sundries always on hand. We have an extensive Repair Shop, and pay particular attention to difficult repairs on bicycles and tricycles.



For locking Bicycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neat, compact and cheap. Weighs only 2¼ ounces, and length only 4 inches.

Dr. W. D. Ball, of Boston, writes: "I bought one of your locks the first of the season, and can say it is really the only lock on the market good for anything. I leave my bicycle anywhere and have never had it tampered with, and yet two bicycles have been stolen within a stone's throw of my office."

Can be had of any dealer in bicycles, or sent post-paid on receipt of $1.00.

MARLIN FIRE ARMS CO., New Haven, Ct.

ST. LOUIS WHEEL CO.
Difficult Repairing a Specialty.
Enamelling, Nickelling, Etc. at Lowest Prices
LARGEST STOCK OF SECOND-HAND BICYCLES in the WEST. WRITE FOR LIST.

$3.00. TOULMIN'S BUFFALO **$3.00.**



BICYCLE SHOE

Is made of the Finest Kangaroo or Dongola, in any size or width

and warranted superior to any Bicycle Shoe made.

Price, per pair, **$3.00.**

These shoes being laced to the toe, afford comfort to the wearer, in whatever position the foot is placed; and, also, are the most durable shoe made.

LIBERAL DISCOUNTS TO CLUBS

Ordering six or more pairs. Sent by express on receipt of $3.00, or by mail for $3.30. Send for circular containing prices of other shoes, and directions for self-measurement. Address,

W. B. TOULMIN,
152 to 160 Seneca St. - - BUFFALO, N. Y.

A HYDROMETRIC PARADOX.

The favorite run from Boston, through Brighton, Newton, Newtonville and West Newton to the Woodland Park Hotel, is ten miles.

A bath or swim in Allen's charming pond of pure running water (with every bathing and dressing convenience, will make the return run one of eight miles. Try it.

Everything necessary provided for 15 cents.
JAMES T. ALLEN.

N. B. — Private entrance to pond midway between West Newton and the hotel, off Washington Street, opposite Greenough.

Patented 1881. **L. A. W. BADGES.**



For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,
177 Middle St., Portland, Me.

The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges,** $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.



Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; G. R. Bidwell, 313 West 58th Street; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.



STILL AT THE TOP.

THE
Z. and S. Hose Supporter
The Cut Illustrates How it is Worn.
Price Per Pair, 65 Cts.
HOWARD A. SMITH & CO.
Oraton Hall, Newark, N. J.

Jersey-Fitting Underwear Company.
We Call Special Attention to our



BICYCLE, TENNIS, YACHTING and ROWING JERSEYS,

In Long or One-Quarter Sleeves, or Sleeveless, High or Low Neck, Lace Front, or Standing Collar, Plain or Fancy Colors.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders, Arm Holes and Neck,** as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.

OUR BICYCLE FULL TIGHTS

Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.





BICYCLE KNEE TIGHTS.

Made same as full tights, to three inches below the knee.

TRUNKS

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.



JERSEY FITTING KNEE PANTS,
Buttoned in Front, same as Pantaloons, without Certain Objections.

We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.



LADIES' JERSEY FITTING TRICYCLE PANTS.
A NEW THING.

These Pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.



HOLMES & CO., 17 Kingston St., Boston, Mass.

CUSTOM MADE PANTS, $3.
Vests to Match for $2.25.
Also, FULL SUITS at Popular Prices.



Send 6 cents for samples of Cloths, rules for Self-measurement, and other particulars showing how we can make to measure, a pair of

The Celebrated
Bay State Pants,
For $3,

We give excellent value for the money, incredible as it may seem. Satisfaction guaranteed



We also Manufacture Bicycle, Base Ball, Polo, Lawn Tennis and all Fancy Garments or Uniforms required by clubs or other organizations. We should be glad to make proposals to those having such orders to fill. Address

BAY STATE PANTS CO.
32 HAWLEY ST., BOSTON, MASS.

For Sale, Cheap!
BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. O. P. Drawer 64.

RECEIPTS.

1886.			
Aug. 24.	Rec'd of Ex-Treas. B. O. Sawyer,		$116 22
Nov. 4.	" " Sec.-Ed. E. M. Aaron,		1 00
1887.			
Jan. 1.	" " " " "		13
Apl. 26.	" " " A. Bassett....		30 00
June 1.	" " " " "		30 83
			$178 18

EXPENDITURES.

1886.		
Sept. 1.	Paid Campbell & Williams, printing.....	$3 00
Oct. 14.	Paid Hale & Whittemore, printing	9 00
Nov. 3.	Paid Sec.-Ed. E. M. Aaron, certificate.....	50
1887.		
Feb. 7.	Paid C. A. Hazlitt expense of 1886 Meet.....	9 33
Mch. 4.	Paid O. D. Kimball, printing...	4 25
June 29.	" " " " ...	6 75
"	" Campbell & Williams....	1 85
	Postage and express for Secretary-Treasurer's office.....	5 13
		$39 81
Leaving a balance in the treasury, deposited with the Somersworth National Bank of Great Falls, of.....		$138 37
There is also due from the Secretary-Editor for dues and fees.....		18 30
Which would make a total of.....		$156 67

Voted to accept report.

Chief Consul Bennett then made a report, in which he stated that twenty-six hotels throughout the State had been made League hotels, to which he had issued certificates, and that he had appointed sixteen local consuls.

On motion of Mr. Hazlett, George F. Hill was re-elected secretary-treasurer.

Also by the same gentleman, a vote to make an appropriation for the chief consul, the amount to be fixed by the executive committee.

A vote was passed creating a nominating committee (composed of the president and secretary of each club in the State), whose duty it shall be to nominate candidates for the offices in the Division.

The meeting then adjourned to the dining-room, where the boys did justice to the excellent dinner prepared by Host Prescott.

During the parade in the forenoon, the boys were treated to a delicious drink of lemonade by Chief Consul and Mrs. Bennett. At Chandler's the party were photographed and again "watered," for which they said they would come again.

Nothing occurred to mar the pleasure of the day, and a unanimous vote of thanks was given the Manchester Club for their generous entertainment.

GEORGE F. HILL,
Secretary-Treasurer.

A 'CYCLIST PAYS A BILL.

A REMARKABLE case was decided yesterday at Elizabeth, N. J., in the District Court before Judge Gilhooley. It was the third trial of the suit of Fox against Sylvester for damages sustained by the former's boy in being struck, knocked down and injured by Sylvester, while riding his bicycle on the evening of Oct. 5, 1886. As the previous trials had resulted in disagreements, the jury this time was picked from Elizabethport's citizens.

Sylvester swore he was not the party that struck the boy and attempted to set up an alibi to prove that he was on his way to New York at the time. Two witnesses swore they saw him board a train at 6.45 P. M., while the accident, it was alleged, had occurred at 7 o'clock. The conductor of the train testified to seeing the defendant on it. To make Sylvester's case appear stronger, Jude Decker, another wheelman, swore that on the evening in question, at about the time mentioned, he, Decker, rode against, and knocked down a boy, while out riding on his bicycle. The boy, however, was positive that Sylvester was the party who injured him.

It was shown that the defendant sent Dr. Gner, after the accident, to Mrs. Fox, and offered to settle the case by paying her $25. The defendant tried to explain this away by saying that he would sooner lose that amount unjustly, than have his name dragged into court. The jury, however, took a different view, and regarded this evidence as proof positive, that Sylvester inflicted the injury. After an absence of half an hour, the jury brought in a verdict of guilty, assessing the plaintiff's damages at $300. — *N. Y. World*, July 15, '87.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

I SPEAK WHEN THE FOUNDATION IS SCRATCHED.

EDITOR BULLETIN: — A certain wheelman from New York, well known to readers of the BULLETIN, suggests some alterations in the government of the L. A. W. in the last issue, the subject of which, *reorganization*, is a matter that requires great thought. I agree with the gentleman in question only partially. A change is sometimes beneficial in the laws of an association, especially where its membership is scattered over vast area of territory. *Firstly*. The League is an organization of wheelmen and for wheelmen, and I fail to see Mr. ——'s object in giving more power to our officers and representatives, and furthermore in abolishing the annual general meeting of the League.

We are the wheelmen who pay our trivial annual dues to support an organization which we look to to protect our rights, being in the minority of citizens who traverse the highways and roads. Gentlemen, why should the members vest more power in the offices and abolish the very nucleus that holds the various divisions together, — *the annual meet*. But if Mr. ——'s ideas are to decrease the interest of members of the League by taking away the right of speech, and not allowing the average member to express his opinions except through a representative at a board meet, he probably must see the *ultimatum* if he thinks awhile, that to decrease general interest by these stepping stones, the renewals at the beginning of the fiscal year will undoubtedly be smaller, and thus shorten the longevity of the organization.

It is our ambition as members to induce wheelmen to join our ranks, that our treasury may swell and be adequate to protect our members on the highways, and facilitate touring.

Secondly. A point made strong in Mr. ——'s. article is, that the League should admit to it's ranks, without inquiry as to who the applicant is, any wheelman residing within the boundaries of the League. Gentlemen, this is not in accordance with reason, though admitting the fact, that the more dues means a larger organization and treasury.

Have we not been complimented at many annual banquets in our largest cities, as to the entirely different and enlightened class that composed our national organization than the cities, mayors, and other high officials supposed we were, — though we have 12,000, we have none who are not a credit to the organization, and to allow any and every rider of a wheel to join, regardless of who he is, would not be a just law to those members of years' standing, who have brought up the League from its infancy.

But as the request of the Chairman Special Committee on Revising L. A. W. Constitution is so willingly responded to by Mr. —— simply in manner of brief unexplanatory suggestions, I will not make further comment, but hope to read suggestions from the Western and Eastern divisions of the L. A. W. whose colors I ride under.

But words are things, and a small drop of ink,
Falling like dew upon a thought, produces
That which make thousands, perhaps millions, think.

SIRRAH.

REORGANIZATION.

C. H. LUSCOMB, Esq., *Chairman Special Committee on Revising L. A. W. Constitution.*

DEAR SIR: — The fourth article of the L. A. W. Constitution provides for an annual election on April 10, and an announcement of the result by May 1.

The result of these late dates is, that no meeting of the new board of officers in a State can be held before May 15; appointments of consuls cannot be made until a later date, and consuls cannot get to work till midsummer, or later. The hardest working weather of the year is reached before representatives and consuls learn their duties, and it is useless to expect that much will be accomplished during the balance of the season. Of course, if the same officers remain year after year, it makes less difference; but even then, the end of May is much too late for the yearly reorganization, and preparation for the year's work.

I therefore urge the necessity of having the new boards of officers assume office by March 1, thus enabling them to begin work with the riding season, and not, as at present, delaying everything until the very best of the season is over.

L. H. PORTER,
Representative.

OFFICIAL ANNOUNCEMENTS.

OFFICIAL NOTICES.

ABBOT BASSETT, ESQ., *Secretary-Editor:*

Dear Sir, — As it was charged at the recent meeting of the Maryland Division that you neglected to publish the *official notices*, our committee have investigated the matter and find that such was not the case, and the resolution charging same was passed under a misapprehension. Yours truly,

H. W. HAVES, *Vice-President, for Ex. Com.*

MICHIGAN REPRESENTATIVE.

I HAVE this day appointed Mr. A. B. Richmond, of Grand Rapids, Mich., as a representative of the Michigan Division.

Fraternally,
J. H. JOHNSON, *C. C.*

DETROIT, July 8, 1887.

MARYLAND APPOINTMENT.

CHIEF CONSUL BARTLETT has appointed the "Arlington Hotel," Halsteads, the L. A. W. hotel for Arlington. Regular rates, $2.50 per day; L. A. W. rates, $2.00 per day.

R. M. LOCKWOOD, *Sec.-Treas.*

MICHIGAN CONSULS AND HOTELS.

PERASH publish the following appointments of consuls and hotels, list No. 2: —

Consuls. — Kalamazoo, C. C. Packard; North Branch, J. H. Van DeCar; Sand Beach, A. H. Taggart.

Hotels. — Ronech House instead of Brunswick, at Bay City. Rates, L. A. W., $1.25. Repair shop, H. S. Wilson & Co., Kalamazoo. Fraternally,

J. H. JOHNSON, *C. C.*

CONNECTICUT APPOINTMENTS.

COMMITTERS:

Touring. — W. T. Williams, Norwich; William Collins, Meriden; Fred M. Drew, Ansonia.

Racing. — Chas G. Huntington, Hartford; H. E. Bidwell, East Hartford; E. A. DeBlois, Hartford.

Transportation. — W. H. Squire, Meriden; E. Stewart Sumner, Bridgeport; J. D. Candee, Hartford.

Rights and Privileges. — E. B. Gayer, Ansonia; J. G. Calhoun, Hartford; C. C. Roseberg, New Britain.

Rules. — Henry C. Ward, Middletown; Wm. M. Frisbie, New Haven; Dr. C. R. Upson, Waterbury.

Consuls, 1887-8. — Ansonia, Fred M. Drew; Bridgeport, A. E. Culver; Bristol, M. L. Tiffany; Birmingham, Geo. H. Scranton; Broadbrook, F. M. Hills; Burnside, Geo. L. Forbes; Cheshire, Dr. E. T. Cornwall; Danbury, L. L. Hubbell: Danielsonville, John C. Bassett; Derby, John H. Young; Durham, C. H. Leach; East Berlin, W. W. Milldrum; East Hartford, Dr. E. J. McKnight; Greenwich, E. W. Reynolds; Hartford, Frank H. Crygier; Hazardville, J. F. Skinner; Lime Rock, Walter R. Boardman; Litchfield, Wm. H. Sandford; Meriden, W. H. Squire; Middletown, E. G. Camp; Mount Carmel, Harry P. Woodruff; Naugatuck, W. S. Mills; New Britain, Chas. C. Roseberg; New Canaan, Frank H. Gleason; New Haven, Wm. H. Hale; New London, Dr. C. F. Codding; North Manchester, W. E. Hibbard; Norwalk, Oliver P. Jackson; Norwich, Herman Wolf; Plainville, Clinton W. Cowles; Riverton, F. L. Stevens; Rockville, E. R. Pratt; Stamford, Walter D. Daskam; Stratford, Geo. R. Fryer; South Manchester, J. B. Hubbard; South Norwalk, J. M. Ferris; Southport, L. B. Burtis; Suffield, Leroy H. Sykes; Southington, E. N. Walkley; Thomaston, Henry H. Leames; Unionville, Frank A. Andrews; Westville H. H. Taylor; West Winstead, Edward R. Holmes; Westport, W. G. Staples; Waterbury, Rollin R. Bird; Willimantic, C. H. Townsend; Wilton, Wm. K. J. Hubbell.

Hotels. — The list of hotels remains unchanged, with the exception of Willimantic, when the Hooker House has been appointed. Rates, L. A. W., $2.00. The complete list can be found in the Connecticut Division hand book.

LOUIS A. TRACY, *C. C.*

HARTFORD, July 11, 1887.

TRANSPORTATION.

SOME doubt having arisen as to the position of the Pennsylvania Company's lines in the matter of free carriage of bicycles, the general passenger agent was addressed on the subject, who replies under date July 11, through Mr. R. R. Bentley, general baggage agent, as follows: —

"Pennsylvania lines west of Pittsburg, comprising the Pennsylvania Company, Chicago, St. Louis, and Pittsburg Railroad Company, Pittsburg, Cincinnati, and St. Louis Railway Company, and the Vandalia line are still carrying bicycles free, when accompanied by owners, with full first-class tickets."

Wheelmen will please note, and should charges be exacted by train baggagemen, take receipts for same and forward to me.

B. B. AYERS, *Chairman.*

AMONG THE MANY BATTLES

Which grace the shield of the **VICTOR**, are the names of Clarksville, Crawfordsville, "Big 4" 100 miles, Boston 100 miles—all 100-mile events and all open to the World.

Many races, such as the "Eastern Club Race," the "Wanderers' Road Race," etc., have been won on **VICTORS**, but we mention only the fields which have been open to all comers. The **VICTOR** fears no competition and glories in no race where any rider is barred.

In several instances, such as the Clarksville Race, and the Chicago Road Race, where a choice of different Bicycles was given the winner as a prize, the **VICTOR** has been chosen.

OVERMAN WHEEL COMPANY,

182-188 Columbus Avenue - - - BOSTON

Illustrated Catalog FREE.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

(YOST & McCUNE PATENTS),

19 PEARL STREET - - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.

BICYCLES FOR SALE.—Bicycles and Tricycles—all kinds, descriptions, and prices—from $35.00 upward. Call and examine, or send for list to RUDGE AGENCY, 158 Congress St., Boston, Mass.

THE FAMOUS CUSTOM MADE

PLYMOUTH ROCK $3 PANTS.

(Coats and Vests cut to order at proportionate prices.)



DO YOU WEAR **PANTS**

If you do, you may save lots of money, and at same time **get a good fit**, by sending 6c. (and mentioning this paper) for a full line of samples of cloth, linen tape-measure and self-measurement blanks, with full particulars. *Satisfaction guaranteed.*

PLYMOUTH ROCK PANTS CO., 18 Summer Street, Boston.

BICYCLES ON EASY PAYMENTS.

New Rapid, American Champion, Star, Rival, Otto, and other Bicycles and Tricycles sold on easy payments, with no extra charge, except for interest. Prices guaranteed as low as the lowest. Low freight and express rates to all points. Large stock of accessories, including all latest novelties. Nickel-plating and repairing.

SECOND-HAND WHEELS

bought for cash, taken in exchange, and sold on instalments. Liberal discounts to agents. One of the largest stocks of new and second-hand wheels in America; rarely less than 200 wheels on hand to select from. Send for large illustrated catalogue and latest descriptive second-hand list and terms of easy payments; of interest to every actual or prospective wheelman. Correspondence solicited.

GEO. W. ROUSE & SON, 25 G Street, Peoria, Ill.

CHAS. SULZNER,

11th and Oxford Sts. . . Philadelphia,

CONSULTING BICYCLIST

Gentlemen contemplating the purchase of a new wheel or wheels should not fail to consult me. Fees, 50 cents in advance. **Independent of all Manufacturers. Controlled by no Dealers or Importers.** Nigh four years' experience with many wheels, the basis of knowledge on which I solicit your patronage.

ATTENTION, CYCLISTS!



Tucker's Elastic Strap,

(Pat. applied for.)

For Cyclists, Military Men and Equestrians.

Endorsed by the leading Wheelmen and Military men. It holds the pants close to the **Ankle** and **free** from the **Wheel**, with nothing **visible** from the outside of the pants. **It is Neat, Stylish, and Easily Applied or Detached.** For sale by Bicycle Agencies and Gents' Furnishing Goods Houses. Also by the Manufacturers, **TUCKER & HUBBARD, P. O. Box 1029, Hartford, Conn.** Liberal Discount to the Trade. **Price, 25c. per pair** (mailed). Full directions with every pair.

For Sale by A. G. SPALDING & BRO., and at all their Agencies

BICYCLE BUSINESS FOR SALE!

Very profitable; doing largest second-hand business in the country. The exclusive agency for an **A 1** line of wheels goes with it; also, agency of a specialty for winter trade. Large renting business which bids fair to excel anything yet done in that line; also, complete repair shop always full of work. Best opportunity ever offered. Central Park now open which will increase business *threefold* within a year. Price very reasonable to *prompt* buyer. Address, "X. Y. Z." Post Box 444, N. Y. City.

CARTER'S FOOT REST.

FOR THE  FOR THE

★ FOR THE STAR. ★

Every STAR Rider should have one. It is for Comfort and Easy Position in coasting. All old STAR riders use it and give it the heartiest endorsement. PRICE, $1.00.

HOWARD A. SMITH & CO.

Mf'rs of and Dealers in Cycles and Cycle Sundries.

ORATON HALL - - - NEWARK, N. J.

Sold by all Dealers.

NEW JERSEY DIVISION, L. A. W.

Photographs of the Annual Race Meet at Roseville, July 4.

1. Grand Stand, and general view of the Grounds.
2. One-mile Novice Race.
3. Three-mile Lap Race.
4. Tricycle Championship (instantaneous).
5. Five-mile L. A. W. Championship.
6. Championship Union Company Wheelmen.
7. Two-mile Handicap (instantaneous).

All Clear and Sharp, Cabinet Size.

Will be mailed, post-paid, on receipt of Fifty Cents each. Two-Cent Stamps taken.

L. H. JOHNSON - - - Orange, N. J.

BEFORE YOU BUY A

BICYCLE OR GUN

Send to **A. W. GUMP, Dayton, Oh o,** for ILLUSTRATED NEW AND SECOND-HAND PRICE LIST. Bicycles repaired and nickeled. Second-hand **BICYCLES, GUNS and REVOLVERS taken in exchange.**



DAYTON

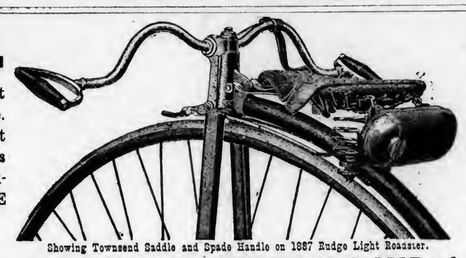
BICYCLE STAND AND CAMP STOOL

Can be used as a stand or stool; used for cleaning; adjusted to different size wheels. Price **$2,** delivered free of express to any point east of Omaha. Patented by A. W. GUMP, Dayton, O.

Townsend * Saddle.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, $6.00.



Showing Townsend Saddle and Spade Handle on 1887 Rudge Light Roadster.

SPADE ♠ HANDLES.

More comfortable. Great power in hill climbing. Perfectly adjustable and detachable.

You are behind the times if you don't have them.

PRICE, $5.00.

To be happy, you must have your bicycle fitted with the TOWNSEND SADDLE and ADJUSTABLE SPADE HANDLES. To be obtained or fitted by any of our agents. ☞ See *inside* of *front cover*

STODDARD, LOVERING & CO., 152 Congress Street, Boston, Mass.

While Harry Corey and a friend were riding a tandem through Waltham Friday afternoon they were assaulted by a young rowdy, who aimed a blow at them as they went past. Corey, who was on the rear seat of the tandem, received the benefit of the assault. Quickly dismounting, he chased the young ruffian, and administered to him a good thrashing, which will, doubtless, make him respect tricyclists a little more in the future.

The old, tried and celebrated Lillibridge saddle, believed by many who have ridden it for years, to be the best hammock saddle on the market. Made for all kinds of cycles. Price only five dollars. Gormully & Jeffery Manufacturing Company, Chicago, sole manufacturers.

The Wonder saddle, wonderfully well suited for hard riding. Is of admirable shape. Whittaker has used it on all his runs, and swears by it. In many sections of the country, riders will have nothing else. Price, six dollars. Gormully & Jeffery Manufacturing Company, Chicago, sole manufacturers.

The Cobblestone Saddle. With it one can ride off the ordinary city curb without danger. Embodies all the best points of all the hammock saddles. Price, six dollars. Gormully & Jeffery Manufacturing Company, Chicago, sole manufacturers.

THE CLUB.

Camden Wheelmen, Camden, N. J.—Officers elected July 14: President, Wm. M. Justice; vice-president, Harry Hood; treasurer, Geo. B. Brown; secretary, J. H. Crossley; captain, J. H. Crossley.

Kent County Wheelmen, East Greenwich, R. I.—Officers elected at annual meeting: President, Dr. Wm. Heald; secretary and treasurer; W. C. Miller; captain, E. E. Earnshaw.

Berkshire County Wheelmen, Pittsfield, Mass.—Officers elected July 5: President, E. H. Kennedy; vice-president, John N. Robbins; secretary, S. England; treasurer, E. F. Hill; captain, C. C. Kennedy.

Capital Cycle Club, Washington, D. C.—Officers elected for term ending Dec. 31: President, R. Kauffman; vice president, J. J. Checkering; treasurer, J. E. Leaming; recording secretary, C. A. Burnett; corresponding secretary, W. S. Dodge; captain, F. M. Boteler.

THE PATH.

Providence, R. I.—Races under the auspices of the Rhode Island Division:—

Half-mile bicycle.—G. J. Kilton (1), 1.32; E. M. Bixby (2).

Half-mile tandem.—Thurber and Kinghorn (1), 1.46 1-2.

Half-mile tricycle.—C. E. Doe (1), 1.51 1-4; H. R. Nightingale (2).

One-mile bicycle.—W. A. Bennett (1), 3.19 1-2; E. M. Bixby (2).

Terre Haute, July 13.—Races under the auspices of the Terre Haute Bi. Club:—

One mile club.—Anton Hulman (w. o.), 3.47.

One-mile novice.—Stanton Wilhite (1), 3.13 2-5; Arthur Griswold (2); O. F. Jamieson (3).

Two-mile State championship.—T. B. Nicholson (1), 6.12; Anton Hulman (2).

Half-mile run and ride.—Harry Gordon (1), 3.5 2-5; L. M. Wainwright (2); Hal Greenwood (3).

Three-mile Interstate championship.—Ed. Hulman (1), 11.42; Harry Gordon (2).

One-mile 3.50 class.—J. F. Lee (1) 3.15 2-5; Hooker Wilson (2); L. J. Keck (3).

Half-mile State championship.—A. W. Allen (1), 1.30 2-5; A. B. Taylor (2); Chas. Crain (3).

One-mile road wheels.—Ed. Hulman (1), 3.13; A. B. Taylor (2).

One mile.—T. B. Nicholson (1), 3.08; Chas. Crain (2); Hal Greenwood (3).

One-mile Star.—F. E. Eastlake (1), 3.16; Hal Greenwood (2).

Half-mile 1.40 class.—A. B. Taylor (1), 1.28 3-5; J. A. Lee (2).

Three-mile team race.—Terre H ute team (1); Crawfordsville team (2).

Prince, Wells and Harry Gordon gave an exhibition of trick riding. Wells made a mile on a unicycle in 4.47. About 1,500 people attended the races.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:—

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 96—Total 170.

Boston, July 18, 1887.

Arizona—2.

Unattached.

15876 Mayo, H. N., Phœnix.
15877 Pinney, W. "

California Division—3.

Unattached.

15749 Elliot, C. A., 110 Lillie Ave., San Francisco.
15878 Hess, Fred, 821 California St., "
15750 Wier, Will B. 1093 Union St., "

Connecticut Division—7.

Hartford Wheel Club.

15751 Kilbourne, A. Gray, room 19, 230 Main St., Hartford.
15752 Ripley, C. B., 49 Pearl St., "
15753 Williams, Denison P., Box 1033, "
15754 Woodhouse, E. R., Wethersfield.

Waterbury Wheel Club.

15879 Seymour, Howard, Waterbury.

Unattached.

15880 Morris, Robert C., Bridgeport.
15804 Webster, Edgar P., "

District of Columbia Division—2.

Washington Cycle Club.

15737 Johnson, Albert F., 224 I St., N. W., Washington.
15740 Smith, L. P., Hyattsville, Md.

Georgia—1.

Brunswick Wheelmen.

15881 McIver, R. S., Brunswick.

Illinois Division.—15.

Cairo Bi. Club.

15882 Miller, W. W., Cairo.

Illinois Cycling Club.

15805 Fahrney, J. H., 431 Oakley Ave., Chicago.
15806 Hiss, K., 363 Lake St., "
15807 Keeler, G. D., 164 So. Ashland Ave., "
15808 Livingston, Guy, ticket office, Canal and Adams Sts. "
15809 McCleery, J. B., 121 Albany Ave., "
15810 Van Houten, T., 873 Park Ave., "
15811 Vickery, A. W., 620 Monroe St., "

Unattached.

15812 DeLoss, H. H., 177 Dearborn St., "
15813 Lowther, Alfred, 28 Oakwood Ave., "
15833 Bowman, W. E., Whitehall.
15755 Kellinberger, J. W., Box 22, Gross Park.
15738 Loomis, L. W., Carrollton.
15884 Nelson, Albin, 203 No. 3d St., Rockford.
15814 Shockley, Ben. J., Decatur.

Indiana Division—8.

Unattached.

15815 Gimbel, Simon K., Vincennes.
15816 Hans, Chas. T., "
15817 O'Donnell, P. M., "
15886 Emmett, J. D., Lebanon.
15760 Whittaker, Chas. F., "
15458 Pilling, L. W., Logansport.
15859 Purcell, Harry, "
15857 Jenison, O. F., Cambridge City.

Iowa Division—3.

Fairfield Wheel Club.

15861 Scott, Ed. H., Mt. Pleasant.
15862 Teter, Frank M., "

Unattached.

15885 Crosby, Geo. L., Cedar Falls.

Kansas Division—11.

Salina Cycling Club.

15863 Cox, George, Salina.

Unattached.

15756 Bradshaw, Joe., 423 Kansas Ave., Topeka
15757 Brayton, J. W., 1 Ross Block, "
15758 Cauff, W. H., A. T. and Santa Fé Railroad, "
15759 Dolan, Frank, 1 Ross Block, "
15760 Fgg, Charley, 410 Kansas Ave., "
15761 Gardenhire, S. M., 1321 Jackson St., "
15762 Lyman, S. W., 417 Kansas Ave., "
15763 Newman, Jack, 111 W. 6th St., "
15764 Rowley, J. H., 114 E. 5th St., "
15765 Smith Stewart, cor. 6th and Quincy Sts., "

Kentucky Division—4.

Harrison Wheel Club.

15886 McClellan, Hugh, Cynthiana.

Unattached.

15841 Edelen, Robert Hogue, Lebanon.
15842 Edmonds, Ben. Ray, "
15887 Piper, W. E., Burlington.

Maryland Division—9.

Ramblers Cycle Club.

15818 Anschutz, F. H., 1531 Edmondson Ave., Baltimore.
15819 Dix, Edgar H., 1826 Linden Ave., "
15820 DuVal, Wm., 6 W. Preston St., "
15821 Hagerty, Geo., 1111 W. Lanvale St., "
15822 Hagerty, Summerfield, 1111 W. Lanvale St., "
15823 Lindsay, Thomas J., 1238 W. Lanvale St., "
15824 Perkins, Edgar S., 1827 Bolton St., "
15825 Power, J. W., 1100 Madison Ave., "
15826 Swindell, Wm., 1020 LaFayette Ave., "

Massachusetts Division—13.

Chelsea Cycle Club.

15766 Bailey, Albert E., 69 Broadway, Chelsea.
15767 Phelps, G. E., 13 Orange St., "

Chelsea Ramblers.

15827 Besse, David A., 82 Parker St., "

Northampton Bi. Club.

15844 Shearn, Fred. C., Northampton.

Unattached.

15845 Adams, Mrs. J. Fred., 35 Highland Ave., Haverhill.
15843 Ames, Arthur M., So. Abington Sta.
15768 Holder, James G., 9 Lowell St., Lynn.
15739 Hoyle, Raphael M., Norwood.
15888 Phipps, William W., Auburndale.
15769 Spears, Robert M., 1 Bellamy St., Worcester.
15828 Whiting, Jas. S., Wollaston.
15889 Bennett, Herbert O., 59 Walnut St., Springfield.
15890 Tegethoff, Wm. T., Boston Road, "

Michigan Division—5.

Unattached.

15864 Andrews, E. S., Williamston.
15865 Claflin, John, "
15866 Farnsworth, Geo. H., Adrian. "
15840 Merritt, Ed. A., Pontiac.
15867 Stiebler, Ed. W., Saline.

Missouri Division—9.

Joplin Bi. Club.

15829 Barney, Chas. H., Joplin.
15891 Becker, Julius, "
15830 Combs, F. L., "
15831 Glover, J. B., Jr., "

LEAGUE OFFICERS.

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VICE-PRESIDENT. — H. W. Hayes, Cambridge, Mass.

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SECRETARY-EDITOR. — Abbot Bassett, 22 School St., Boston, Mass.

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TOURMASTER. — W. S. Bomberger, Hagerstown, Md.

BUREAU OF INFORMATION. — A. B. Barkman, Chairman, No. 608 4th Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

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W. S. Bomberger, tourmaster, Hagerstown, Md.; A. B. Barkman, Bookmaster, 608 Fourth Ave., Brooklyn, N. Y.; Geo. R. Bidwell, Chief Marshal, New York; Joseph Pennell, Marshal Foreign Division, London, England; H. D. Corey, General Agent, Boston, Mass.; Fred. Jenkins, Chief Quartermaster, New Rochelle, N. Y.; Edwin Oliver, Secretary, Chicago, Ill.

The following works are officially recommended by the L. A. W. Bureau of Information:

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, advertisements. Price, 15 cents. Address Pope Manufacturing Company, 79 Franklin Street, Boston, Mass.

L. A. W. ROAD AND HAND-BOOK OF CALIFORNIA (Official): — Officers, Consuls, hotels, and By-Laws of California Division. California bicycle clubs and officers. Issued in monthly parts. Part I now ready, bound in flexible cloth, 25 cents. Address J. W. Gibson, No. 612 Hyde Street, San Francisco, Cal.

L. A. W. ROAD-BOOK OF CONNECTICUT (Official): — In progress. Address Charles G. Huntington, Hartford, Conn.

L. A. W. ROAD-BOOK OF LONG ISLAND, with the best riding within fifty miles of New York City — very thorough. Three fine maps on one sheet folded in the book, bound in flexible cloth. Price, $1.00. Address A. B. Barkman, 608 Fourth Ave., Brooklyn, N. Y.

L. A. W. HAND-BOOK OF MASSACHUSETTS (Official, 1884): — Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address H. W. Hayes, Cambridge, Mass. New Road Book in preparation; will probably be issued early in 1888.

L. A. W. ROAD-BOOK OF MICHIGAN (Official); with best roads of Ontario and through route from Chicago to N. Y. City Sectional and general maps; lists of Consuls, hotels, repair shops, and points of interest. Flexible leather cover. Free to Division members joining before July 1; after that date, 25 cents extra. Price to L. A. W. members of other States, $1.00. Address J. H. Johnson, 397 Second Ave., Detroit, Mich. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

L. A. W. HAND AND ROAD BOOK OF NEW YORK (Official): — Two hundred pages, numerous maps, lists of Consuls, hotels, and repair shops, general information about the L. A. W. and N. Y. Division, etc., with complete indexes. Tabulated reports of 14,000 miles of roadway, extending east to Mt. Desert, Maine; west to Cleveland, Ohio; north to Quebec, P. Q., and south to the Natural Bridge, Virginia, and Washington, D. C. General description of local riding districts, and much other information of value to cyclers, bound in flexible leather. Free to Division members joining in the first quarter; 17½cents to those joining in the second quarter, ending June 30, 1887; after that date, 50 cents. Price to League members of other States, $1.50 per copy. Address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

L. A. W. ROAD AND HAND-BOOK OF PA., N. J., AND MD. (Official): — Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, bound in flexible leather. This work is now out of print. A revised edition will probably appear in 1888.

RECORD BOOK OF SHELL ROADS IN VICINITY OF NORFOLK. — A description of the shell roads around the city of Norfolk. Contains in addition several pages for records of rides. Bound in paper: 10 cents. By V. Paul Ellis, Norfolk, Va.

L. A. W. HAND-BOOK OF OHIO (Official): — Complete official lists of officers, Consuls, hotels, etc. General description of riding districts, fine large folding road-map of the State. Price, $1.00. Address F. C. Meyer, 37 N. Market Street, Canton, Ohio.

ROAD-MAP OF CENTRAL INDIANA (L. A. W. Official), covering 90 miles N. and S., and 153 miles E. and W., and showing the famous Crawfordsville record-breaking district. Contains list of Consuls and hotels, and shows towns, railroads, etc. Free to Division members joining in first quarter, 13 cents in second quarter, 25 cents in third quarter, and 38 cents in fourth quarter. Price, to other League members, 75 cents. Scale of nine miles to one inch. Address Josh. Zimmerman, Secretary-Treasurer, 37 So. Alabama Street, Indianapolis, Ind.

ROAD-MAP OF NEW JERSEY (L. A. W. Official): — Three parts, Northern, Central, and Southern, folded in stiff covers. Price, 50 cents each, or $1.50 for the set. Address Dr. J. H. Cooley, Plainfield, N. J.

TEN THOUSAND MILES ON A BICYCLE; A Gazetteer of American Roads. — Cloth bound, gilt top, 42 chapters, 908 pages, elaborate indexes, no advertisements. Mailed on receipt of $2 00, by Karl Kron, University Building, Washington Square, New York City, D. Analytical contents-table, descriptive circulars, and specimen pages sent free.

ROAD-MAP OF OHIO (L. A. W.). See *Ohio Hand-Book.*

ROAD MAP OF BOSTON AND VICINITY (Warren's).

MARTINET'S ROAD-MAP OF MARYLAND: — Splendid work. Price, $10.00. J. L. Smith, as below.

COLTON'S ROAD-MAP OF PENNSYLVANIA: — Three parts, Eastern, Central, Western. Price, $2.00 per section. J. L. Smith, Map Publisher, Sixth Street, above Chestnut, Phila., Pa.

ROAD-MAP (WHEELING CHART) OF SPRINGFIELD AND VICINITY. Address Henry E. Ducker, Springfield Mass.

IN AND AROUND CAPE ANN, bound in cloth; finely illustrated. The wheelmen's hand-book of Gloucester, Mass., and vicinity. Price, 75 cents. Address John S. Webber, Jr., Gloucester, Mass.

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS.— Sketches of cities towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. Address George Chinn. Beverly, Mass., price 20 cents.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$1.50,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling' nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, **polo, roller, and ice skating."**

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$1.50*** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *Residence,* .....

City and State, ... *Date,*

REFERENCES: .....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

OVERMAN WHEEL CO. LAMPS.

In view of the ordinances lately passed by a number of our large cities, requiring the carrying of lamps on all bicycles and tricycles after nightfall, we desire to present to the cycling public our claim to the best wheel lamps yet produced. Our lamps are all of the best and strongest construction, and are fitted with the most successful ventilating apparatus ever used. By its use, the air is brought up to a level with the flame before being admitted to the lamp chamber, thus preventing the strong upward draught which has made it so difficult to keep other lamps burning. Try them.

OVERMAN WHEEL CO.

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15832 Graves, G. A., Joplin.
15833 Parmley, B., "
15892 Sapp, Ben. "
15741 Eberly, J. E., St. Joseph.
15742 Rearick, Jas. F., "

NEW JERSEY DIVISION — 3.

Unattached.
15834 Hughes, Thos. J., Box 459 Montclair.
15835 Severns, A. L., Burlington.
15770 Woodbury, W. D., South Orange.

NEW YORK DIVISION — 29.

Auburn Cycle Club.
15893 Vail, H. Martin, 10 Orchard St., Auburn.

Hornellsville Bi. Club.
15894 Smith, Chas. H., Hakes Ave. and Main St., Hornellsville.

Lowville Bi. Club.
15847 Snyder, Fay C., Lowville.

Troy Bi. Club.
15771 Graham, W. S., care G. B. Cluett & Co., Troy.
15772 Hastings, H. F., care Nims & Knight, "
15773 Hodge, G. A., 219 River St., "
15774 Ide, H. S., care G. P. Ide & Co., "
15775 McArthur, J. A., care E. R. Stevens, "
15776 Nolan, H. J., care W. H. Frear, "
15777 Shutt, Fred, care Coon & Co., "
15778 Spick, W. L., care T. H. Magill, "
15779 Thompson, W. L., "
15780 Whitman, C. L., care F. P. Edmans & Co., "

Unattached.
15781 Alexander, Chas. E., Tarrytown.
15786 Bates, A. C., Collins Centre.
15782 Bentley, W. Gordon, Black River, Jefferson Co.
15837 Burtis, Harry L., 231 River St., Troy.
15838 Decker, J. Henry, Saugerties.
15838 Farrand, Frank, Hudson.
15839 Mallison, C. H., 177 Main St., "
15870 Ehrlich, Frank O., 688 Ellicott St., Buffalo.
15784 Henderson, Wm. T., 686 Willoughby Ave., Brooklyn.
15840 Huntington, Fred R., Adams.
15850 Schoenau, H. J., Box 89, Elmira.
15849 Bird, Chas. E., 37 W. Broadway, New York.
15808 Canfield, Harry, 1321 Broadway, "
15783 Carman, Wm. B., 401 Broadway, "
15869 Frobisher, Frederick M., 346 Broadway, "
15743 Goodman, Jacob, 402 Broadway, "

OHIO DIVISION — 24.

Canton Bi. Club.
15785 Francis, Stephen, Canton.

Central Wheelmen.
15895 Barth, Otto H., 346 Richmond St., Cincinnati.
15851 Levi, Herbert, 168 W. 9th St., "

Fountain City Bi. Club.
15852 Lattanner, Emery, Bryan.

Garrettsville Bi. Club.
15853 Norton, J. H., Garrettsville.

Hamilton Wanderers.
15786 Ehrnschwender, John M., 29 High St., Hamilton.

Quaker City Wheelmen.
15896 Blackburn, J. Harvey, Salem.
15897 Carpenter, Will P., "
15898 Clum, F. M., "
15899 Garrison, B. W., "
15900 Greenawalt, Ed. B., "
15901 Hardy, J. Tracy, "
15902 Kelly, E. B., "

Richland Ramblers.
15903 Hautzenroeder, Albert, Mansfield.

Unattached.
15871 Adams, F. S., M. D., Marion.
15904 Cromer, L. G., Bradford.
15872 Miller, C. C., Massillon.
15873 Rudolph, C. H., "
15905 Burns, E. B., 19 W. Mulberry St., Springfield.
15906 Cavileer, Alfred, 25 So. Spring St., "
15744 Crain, C. R., care P. P. Mast & Co., "
15745 Donnell, E. S., S. Limestone St., "
15746 Guthrie, G. H., 241 Lagonda Ave., "
15747 Linn, J. A. care Chapman Coal Co., "

PENNSYLVANIA DIVISION — 18.

Century Wheelmen.
15788 Coffee, Wm., 1521 N. 15th St., Philadelphia.
15789 Geller, A. H., 941 N. 8th St., "
15790 Hampson, Wm., 1313 N. 7th St., "
15791 Harons, I. B., 1842 Park Ave., "
15792 Kneedler, Lorenz S., 2232 N. 30th St., "
15793 Riter, John J., North Laurel Hill Cemetery, "
15794 Sallada, Earl P., 926 N. 7th St, "
15795 Schober, W. H., 428 N. 5th St., "
15796 Souder, J. A., 140 E. Huntingdon St., "
15797 Townsend, John 329 N. 11th St., "

Pennsylvania Bi. Club.
15798 Bracher, Alfred F., 123 Arch St., "
15799 Cadmas, Robert C., 36th and Race Sts., "
15800 Grayson, Fred W., 9 Woodland Terrace, "

Unattached.
15787 Adair, A. W., Sewickley.
15802 Clemons, F. H., 821 Vine St., Scranton.
15801 Doyle, Chas. L., 120 Water St., Pittsburg.
15854 Edwards, John E., Ferndale.
15874 Sample, James G., 1108 Vine St., Philadelphia.

RHODE ISLAND DIVISION. — 2.

Kent County Wheelmen.
15855 Weeden, Walter S., E. Greenwich.

Unattached.
15803 Benson, Henry M., 58 Hanover St., Providence.

VIRGINIA DIVISION — 1.

Unattached.
15748 Knight, J. G., agent S. Va. R. R., Crimore Sta.

VERMONT DIVISION. — 1.

Unattached.
15875 Woodward, D. C., W. Randolph.

NOTES AND QUERIES.

[Readers are requested to contribute answers to questions propounded.]

(81) Is there any practical road to Minneapolis, Minn., from Burlington, Iowa, via Marshaltown. Nature of roads and general towns on route. An idea of distance. 10840.

(82) *Ans.* to 75. — Follow road nearest line of Grand Trunk Railroad to Danville Junction. Make side run to Auburn. Return to highway, following railroad, and continue to Bryant's Pond and Bethel. At latter towns take regular stage road to Rangeley. Some good wheeling, but very sandy in some places. Return to Bethel and follow railroad to Gorham, N. H.; thence over Randolph hills to Jefferson Meadows, Whitefield, Bethlehem, Franconia, Profile Notch, etc., to Plymouth; thence railroad towns to Concord. Further particulars by addressing,

C. D. BATCHELDER, Sanford, Me.

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The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

Advertisements will be inserted in this column as follows: $1.00 for four lines, first insertion; 50 cts. for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FOR SALE. — 51-inch Columbia Light Roadster, 1887 pattern, spade handles, Lakin standard cyclometer, new two months ago, not even scratched; will sell for $110 cash; cost, $142.50. Address L. A. W., No. 1656, care Box 901, Sharon, Pa.

BARGAINS. — 55-inch Columbia Light Roadster, nearly new, $110; 48-inch American Safety, new, $75; 50-inch Columbia Racer, $65. Inquire of C. E. TITCHENER, Binghamton, N. Y.

FOR SALE VERY CHEAP. — 62-inch Rudge Light Roadster, in good condition. Address JAMES W. LEE, Jr., Cleveland, Ohio.

A BARGAIN. — A 44-inch American Safety, ball bearings, including levers; used only part of one season; condition as good as new; price, $65; enamel finished; cost $97, new. Correspondence solicited. J. H. BLOEDEL, Sheboygan, Wis.

NEW YORK ROAD BOOK. — Members of the New York Division who joined during the second quarter, viz., from April 1 to June 30, may receive a copy upon payment of seventeen cents, and members who joined since June 30, upon payment of fifty cents. A few surplus copies are for sale to League members of other States at $1.50 per copy. Address E. K. AUSTIN, secretary-treasurer, Box 157, Flatbush, N. Y., giving League number, name, and address *plainly written.* A. B. BARKMAN, *Bookmaster.*

FOR SALE. — 42-inch Pony Star, full enamelled, 1887 pattern; only been ridden four miles, condition perfect in every respect; cost $107; price, $80. HARMAN W. VEEDER, Box 518, Schenectady, N. Y.

FOR SALE CHEAP. — COLUMBIA (51-inch) EXPERT, full nickel plated, ball bearings on both wheels and pedals, dropped handle bars; not ridden fifty miles; with stand, bag, lantern, whistle, oil cup, wrenches. Also, if wanted, suit, L. A. W. pin, complete. Address, GEO. E. KUNHARDT, Lawrence, Mass.

FOR SALE. — Royal Mail Tandem, new July, 1886, in good condition, been run about two hundred miles; adjustable to any size, balls all over; can be ridden by two ladies. Ill health cause of sale. Price, $150.00. Address DANL HENCHEY, Box 354, Saco, Me.

FOR SALE. A 52-inch Rudge Light Roadster. Ball pedals, in perfect condition. Price $90.00. Apply to Rudge Agency, 152 Congress St., Boston.

FOR SALE. Two Rudge Humber Tandems, suitable for 52 and 54-inch respectively. Ball pedals, latest pattern, in good order. For particulars, apply at the Rudge Agency, 152 Congress St., City.

SPECIAL BARGAINS in New and Second-Hand Machines, prior to removal April 1st to more central location in Orange. Bicycles, Tricycles, Tandems, and Safeties. Send for list. Write to us what you want, *it will pay you.* L. H. JOHNSON, East Orange, N. J.

FOR SALE. Rudge Racing Humber Tandem, only used at the Springfield Races, brand new, latest pattern, $150. Apply at The Rudge Agency, STODDARD, LOVERING & CO., 152 Congress Street, Boston, Mass.

OUR SPECIAL BARGAINS IN NEW AND second-hand machines are having an unprecedented sale, and we are going to keep it up. We are constantly receiving fresh stock in all the desirable patterns of bicycles, tricycles, and Safeties. Write to us what you want, *it will pay you.* List free. L. H. JOHNSON, Orange, N. J.

LARGE STOCK OF SECOND-HAND BICYCLES, all sizes, always on hand, at extraordinary bargains; sole Brooklyn agents for Columbia cycles; wheels sold on instalments. BROOKLYN BICYCLE COMPANY, 161 Clymer Street, Brooklyn, N. Y.

STEEL BALL OF BEST CAST-STEEL. FOR ANTI-FRICTION BEARINGS, HARDENED, GROUND, AND BURNISHED 3-16" to 3" diam. Samples and prices on application. SIMONDS ROLLING-MACHINE COMPANY, Fitchburg, Mass.

A FEW OF THE SUNDRIES WE MANUFACTURE.



The Cobblestone Saddle

(Our own patent)

Is a practical Anti-Header.

PRICE - - - - - - $6.00



The Wonder Saddle.

(Our own patent.)

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The Lillibridge Saddle.

(Our own patent.)

ALWAYS POPULAR.

PRICE - - - - - $5.00

WE ALSO MAKE THE DURYEA. PRICE, $4.00.



The Ideal Lamp

Will fit all sizes from 30 inch upwards, or any other make of boys' or youth's bicycle. See cut.

Price, Japanned - - - $2.25
" Nickelled - - - 3.00



The Challenge Lamp

Fits any size except smaller sizes of "Ideal." See cut.

Price, Japanned - - - $3.00
" Nickelled - - - 3.75

The Champion Lamp

Fits any size over 50 inch. See cut.

Price, Japanned - - - $5.00
" Nickelled - - - 3.00



Ideal Tricycle Lamp.

Useful also as a bicycle head lamp.

Price, Japanned - - - $2.25
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Price, P't Can, 50 Cts.



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CHICAGO KANGAROO. PRICE, $5.00.



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THE L. A. W. BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN: PUBLISHED WEEKLY: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA:

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, JULY 29, 1887. | VOL. V. No. 4. WHOLE NUMBER, 109.

SOME COLUMBIAS

SPRINGFIELD, JULY 4, 1887.

RACES.	WINNERS.	MACHINES RIDDEN.
One-mile, novice	H. B. Arnold	Columbia Light Roadster.
One-mile, for boys	Geo. McClelland	Victor.
One-mile, 3.20 class	Geo. C. Dresser	Columbia Light Roadster.
One-mile, handicap	E. A. DeBlois	Columbia Light Roadster.
One-mile, club	W. H. Jordan	Expert Columbia.
Special challenge Five-mile Lap	H. B. Wordsworth	Victor.
One-mile, ride and run	Thomas Harvey	Columbia Light Roadster.
One-mile, open	E. A. DeBlois	Columbia Light Roadster.
One-mile, consolation	D. P. Williams	Victor.

TEAM RACE.

E. A. DeBlois, Hartford, largest number of points; H. S. Hart, New Britain, next largest number of points; E. B. Smith, Springfield, next largest number of points.

ALL RODE COLUMBIAS.

ROSEVILLE, N. J., JULY 4, 1887.

RACES.	WINNERS.	MACHINES RIDDEN.
One-mile, L. A. W. Champ'p	A. B. Rich	Columbia Racer.
Three-mile, lap	J. W. Powers, Jr.	Columbia Racer.
One-mile, Championship Union County Wheelmen,	A. W Pierson	Columbia Light Roadster.
Three-mile, team	J. W. Powers	Columbia Racer.
One-mile, consolation	H. Powers	Columbia Racer.

Lynn, Mass., July 4, 1887.

3-mile amateur, 3-mile professional handicap, boys' mile handicap, 2-mile professional handicap, 2-mile amateur handicap, 1-mile run.

WON ON COLUMBIAS.

American Athletic Club,

NEW YORK,

Sat, June 25, 1887.

2-mile Handicap won on a

COLUMBIA LIGHT ROADSTER.

THE CHICAGO HERALD.

TUESDAY, MAY 31, 1887.

RACING ON BICYCLES.

H. R. Winship wins the Chicago Wheelmen's Trophy.

The great bicycle race between nearly two score of the fleetest wheelmen of the Chicago clubs was run yesterday from the Leland Hotel to the plaza in front of the Florence Hotel in Pullman, a distance of sixteen and a half miles. The course was along Michigan Avenue.

* * * * * *

STARTERS.	Actual Time.	Minutes' Start.	Position.
H. R. Winship	1:2:55	8½	1
C. H. Seig	1:6:45	11	2
W. J. Maas	1:7:3	11½	3
T. F. Palmer	1:7:51	9½	4
H. Mangle	1:10:23	11	5
W. M. Cook	1:8:55	8½	6
F. E. Spooner	1:11:43	11½	7
C. B. Pierce	1:7:30	6½	8
R. E. Schmidt	1:10:50	9½	9
H. L. Wheeler	1:15:32	14	10
Martin Bowheen	1:8:55	6	11
F. T. Harmon	1:9:47	6½	12
T. M. Crennon	1:09:00	5	13
B. B. Ayres	1:11:7	6½	14
M. D. Wilber	1:10:43	6½	15
W. D. Buckley	1:14:00	9½	16
W. A. Davis	1:12:5	6½	17
Frank Riggs	1:16:23	10½	18
H. L. Fulton	1:18:20	11	19
R. A. Ehlert	1:8:30	*	20

*Scratch.

Position at finish.	MACHINE RIDDEN.
1	Columbia Light Roadster
2	Columbia Light Roadster
3	Columbia Light Roadster
4	Victor
5	Columbia Light Roadster
6	Star
7	Expert Columbia
8	Columbia Light Roadster
9	Columbia Light Roadster
10	Expert Columbia
11	Champion
12	Columbia Light Roadster
13	Columbia Light Roadster
14	Columbia Light Roadster
15	Columbia Light Roadster
16	Star
17	Star
18	Victor
19	Expert Columbia
20	Champion

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Boston, New York, Chicago. Catalogue sent Free.

BOSTON DAILY GLOBE.

Monday, June 27, 1887.

RHODE ISLAND WHEELMEN.

PROVIDENCE, R. I., June 26.—The R. I. Division, L. A. W., held a 25-mile road race yesterday for three medals. There were five starters, and M. Turner, of Warren, came in first, Time, 1 hour, 42 minutes, 5 seconds. L. A. Dawson, of Pawtucket second; C. M. Morse, of Pawtucket, third. Turner rode a Columbia, Dawes a Star, and Morse a Rudge.

THE TWENTY-FIVE MILE ROAD RACE AT HARTFORD, CONN.

The race held at Hartford, June 9th, was one of the hardest ridden in this country: it was a genuine scorcher's race over the worst, heaviest, and muddiest roads, in a pelting rain storm. . . . The men mounted at 4.10 and were pushed off a minute later in the presence of a large crowd of wheelmen and spectators. . . . Considering the conditions, the time was creditable in the extreme. The race was a great one, and all the contestants showed elements of pluck and endurance that only those who knew the condition of the roads can realize.—*Bicycling World, June 17, 1887.*

L. A. Miller, 54-inch Columbia Light Roadster, first; Wm. Harding, 52-inch Columbia Light Roadster, second; E. A. DeBlois, 52-inch Columbia Light Roadster, third; F. L. Damery, 51-inch Columbia Light Roadster, fourth; Ludwig Forster, 54-inch Victor, fifth; S. J. Mills, 58-inch Expert Columbia, did not finish.

Kings County Wheelmen.

6th ANNUAL MEET,

SATURDAY, JUNE 25, 1887.

8 OUT OF 10 RACES WON ON COLUMBIAS, VIZ:

1-mile novice, 2-mile handicap relay race, 1-2 mile boys', 1-mile championship, Ilderan Club, 1-mile handicap, 5-mile State Championship, 1-mile consolation.

THE

RUDGE RACER.

NEW

OR

Second-Hand

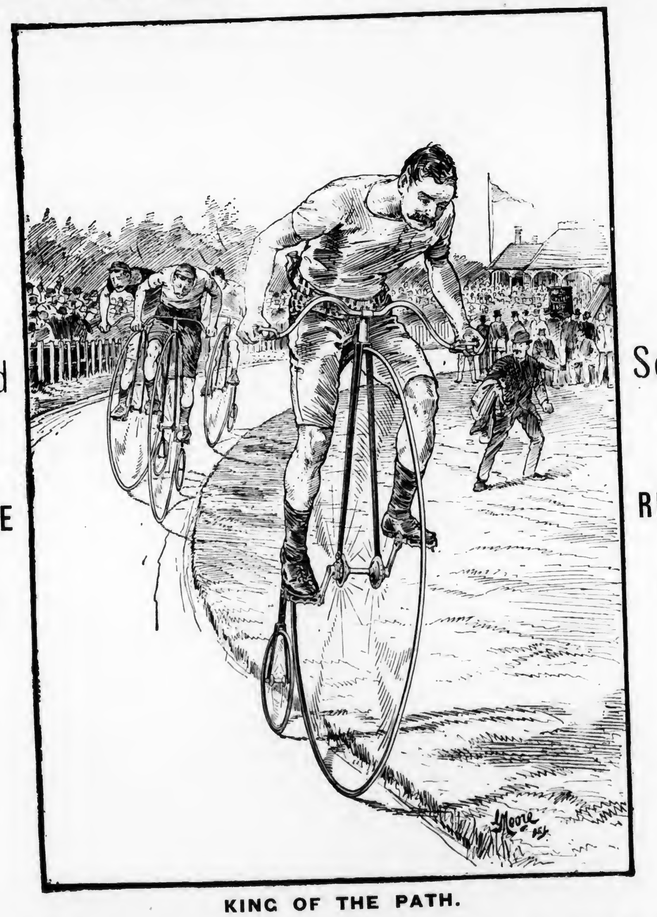
MACHINES

OF ANY

RELIABLE MAKE

TAKEN IN

PART PAYMENT.



KING OF THE PATH.

NEW

OR

Second-Hand

MACHINES

OF ANY

RELIABLE MAKE

TAKEN IN

PART PAYMENT.

If you are thinking of going into Racing, let us hear from you.

STODDARD, LOVERING & CO.,

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THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

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Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

THE Young America Cycle Club, of Fiume, Austria, is the latest addition to the list of League Clubs, and it is the first League Club organized beyond the borders of the United States. Dr. N. A. Givovich, a young Hungarian resident in San Francisco, and a member of the San Francisco Bi Club, is visiting his home in Austria, and the new club is the result of his labors with the wheelmen of his native town. Dr. Givovich was elected president of the club. The names are published this week, and the club is duly entered on the list of League clubs. No member but the Doctor knows a word of English.

CARTHAGE, MO., has passed an ordinance forbidding the riding of bicycles in the street, but there is no penalty attached, and so the law doesn't amount to much.

IF wheelmen are to be assaulted on the road, and treated with indignity, it is well that it occur in a place where the attacking party can speedily be brought to justice. Philadelphia has had two cases of assault lately, and in each instance the assailant has been made to realize that wheelmen have rights on the road. The Quaker-City wheelmen have public sentiment and the press behind them, and they are well equipped to combat the road hog in whatsoever form he may appear.

A BOSTON daily is sorely displeased because, for sooth, the cycling papers are wont to insert an occasional joke. He would have them run on a dead level of fact and argument, and taboo jest, joke and pun. The advice is not good. If our contemporaries can once in a while brighten their columns with a good joke, by all means let us have it. It is not to be expected that a man shall be pleased with every line in a paper, and our advice to the Boston editor is that he pass over in silence the funny paragraphs, devote himself to the long and heavy articles, and leave the jokes to those who appreciate them. We will venture to say that he will not find as much space given to jokes in any cycling paper as he wasted in his sermon against them.

A CORRESPONDENT who wants to make racing interesting, suggests that all races be handicaps, and that a man is beaten when he is once passed. Put A on scratch and B on the twenty-yard mark. If now, A can catch and pass B at any time before the race is finished, he is the winner. This would certainly put a stop to loafing.

ARGUING on the percentage basis is not always satisfactory. The little fellows always have the best of it. It is easy enough for a State with four League members to increase its membership one hundred per cent., but it is not as easy for New York to put 2,000 more on its roll. We may find the "banner town" of cycling at Wayback, where there are two inhabitants and one rider, but it isn't much of a record to boast of.

WHEN the League encourages road-racing by recognizing it in any way, it will grow to such propor. tions that it will one day confound us.

HOW shall we stop "loafing" on the race track? This has been the problem which has stared cycling racing authorities in the face for many years. On the one hand they see very well that a man must be allowed to run a race as he pleases, that a race is as often won by the head as it is by the legs, and that if it comes within the lines of a racer's generalship to save himself for a final spurt he should be allowed to to do it. On the other hand, track tactics and loafing races are not attractive to look at, and the people will not go to see them. The A. C. U. tried to meet the problem by the imposition of a fine, but this was a poor rule and did not work well. A time limit seems to be a better solution of the difficulty, for it allows for track tactics within certain limits and does not hamper the rider as does the fear of a fine from a perhaps unwise referee. The time limit will stop loafing, but will it make an interesting race? Will it be any more exciting to see a field of riders circling a track in a group at the rate of 2.40 to the mile, than it is to see them going around at a 3.10 pace? The handicap is the best solution of the problem, after all. We have had some very few specimens of handicap racing in America, from the fact that clubs have very few such races, and the handicappers are not able to work to the best advantage for want of data. Let race promoters give us more handicaps and we shall see better racing, for the handicappers will become more expert, and the racing men cannot loaf. Scratch racing should be left to the championships.

THE index for Vol. IV. is now ready. It will be sent to any one who has use for it on receipt of a postal.

C. H. LUSCOMB, Esq., of New York, writes of road racing, in the *Wheel*, as follows:

"Our foundation argument and constant contention is that the bicycle and tricyle are vehicles, entitled to all the rights and privileges accorded to other carriages; but we must not, and cannot, claim exemption from the restrictions they are under. Otherwise, we are wholly inconsistent, and are forced to occupy the untenable position that we are carriages when we want to be, and something else when we seek favors carriages do not and cannot enjoy.

Road racing upon public highways, by drivers of carriages, is unlawful, and the bicycle and tricycle have no superior rights which permit them privileges prohibited to the carriage.

Under certain circumstance, this form of sport might be proper; where, for instance. a county, city, village or township, owning and having entire control over and management of a road, and legally qualified therefor, expressly permits a race thereon at a specified time.

When, either by statute or ordinance, the speed at which vehicles may be driven is regulated, the bicycle and tricycle must conform thereto, and in all such localities this is practically a bar to racing, and plainly declares its unlawful character.

In places where there appears to be no statute or ordinance, the common law principle that roads and highways were established and maintained for the purpose of affording means of passage by the people from place to place would govern.

The roads were not created to provide a track upon which men might test their speed, power and endurance, and they could not be lawfully so used without the general assent of all entitled to use them.

No man has the right to go upon the highway in an unusual manner, if such use shall in any wise prejudice the free and orderly use, and the comfort and safety of another.

So much for the principles applicable to and governing road racing.

The practical application of racing upon the highways by a number of contesting wheelmen, emphasizes the force of the argument against such use, and indicates without semblance of doubt, the position law abiding riders must take regarding it.

We are now, with much labor and gratifying success, establishing our legal status, and firmly demonstrating our equal rights upon the highways.

In the near future, the grand undertaking of improving the condition of the roads, is the great burden, the crusade, the "L. A. W." has to enter upon. In this important enterprise, no action, which the League cannot logically and legally defend, should be permitted to hamper the effectiveness of our progress.

Looking over the whole field, there appears but one course for League members, loyally interested in the advancement of the organization, and that, to withdraw from all participation in road-racing, and exert actively their strongest influence in its discouragement.

JERSEY.

EVERYTHING is very quiet about the club houses now, and the notices for club runs receive but scant attention. Whatever chat there is, is mainly confined to the experiences of those who have been off on tours, or envious remarks about those on them now. The custom of spending vacations a-wheel seems to be on the increase, and each club has furnished its share of the cyclers, who are scouring the Eastern States in all directions. Road books are in great demand, and grateful benedictions are heaped on the heads of the book-making benefactors; for, as touring is on the increase, these little volumes become more and more indispensible.

D. B. BONNETT, of the E. W. writes me that as usual he and his family are tricycling and bicycling along the Jersey coast and through Monmouth County, with headquarters at Ocean Beach. Ex-Lieut. Rose, of the P. C. W., has been up in Canada, as has been Lieut. Burnet, of the U. C. W., while President Yokes and Captain Pierson, of the Bloomfield Cyclers, have been up in the White Mountains.

BY the way, the Bloomfield Cyclers are a live and growing organization. They were organized in February, with eleven members, and have now some thirty. They are full of an enthusiasm that speaks well for their success, and early prominence as a club. They recently had a contest over rough roads, for a medal offered to the one making the fewest dismounts. At the end the score stood: D. Oakes, 1; Pierson, 2; Van Auken, 7; Palmer and Neves, 9. This is most excellent practice, and should be encouraged, as it makes good road riders, and fits men well for the difficulties of tours. They also recently had a paper chase. The hares ran through fields and over fences, but the plucky hounds followed and caught them near Passaic. Captain Pierson has very

kindly promised to keep me informed of the doings of his club, and judging from their short history it will prove an interesting chronicle.

RAIN prevented the running of the five-miles road-race for the championship of Union County last Saturday, under the auspices of the U. C. W., for the prizes given by the citizens of Westfield. It has been postponed until later in the week. It ought to make a very pretty struggle, as thirteen of the best riders of the clubs of Westfield, Plainfield, and Elizabeth have entered, and the rivalry is very strong. Caldwell will fight for the honor of Elizabeth, Ackerman, for Plainfield, and Pierson and Burnet, for the U. C. W. On these the respective clubs pin their faith, though some of the others may upset the prophesies.

CAPTAIN PORTER, of the Orange Wanderers, writes me that his club will probably give a tournament at Roseville, on August 27th. With a judicious programme, so as to give riders of all classes a chance, as was done last year, the former financial and racing success should be repeated. There is plenty of idle racing material lying around waiting to limber up its joints. This will be a good opportunity, and I prophecy a success. The Orange Wanderers, by their enterprise, are rapidly taking the lead in cycling matters in the State, and some of the older and larger organizations will have to brace up or they will be badly left. The club is gaining in numbers, too, and now has sixty members on its roll.

THE weekly exhibition drills of the Passaic County Wheelmen are attracting large audiences, and are doing much to call the attention of the public to the sport. Wheeling cannot be advertised too much. Everything that makes people talk of it tends to increase its interest and importance in the eyes of the outside world.

AMONG the big scores made by the P. C. W. during June, are: Banker, 455; Shuit, 400; Romaine, 357. Hello, there, Passaic! What about that proposed joining of the team road-racing association? With all the practice you are having, judging by the big runs you are making, you certainly need have no fear of "carrying the target."

I HAVE just received a letter from Secretary Willever, of the New Jersey Cycling and Athletic Association, containing welcome news to the racing men. Five bicycle races will be run at the Roseville track on August 6 in connection with the regular Saturday base ball game. The races will be called promptly at three o'clock, and at their conclusion the ball game will be begun. The admission will probably be twenty-five cents, and will cover both the races and the ball game. No extra charge will be made for seats. The low price, while not leaving much room for profit, will stimulate the interest in racing. The programme has not fully been determined on, but the card will probably comprise a mile ridden and some one and two mile handicaps. Rich, Stenken, Hall, and other racers are daily practising on the track. The prizes will be handsome and moderately expensive. If sufficient encouragement be given by the racing men, their friends, and wheelmen in general, these races will be given on alternate Saturdays, and possibly every Saturday until the end of the season. Efforts are being made to have Rowe present and give an exhibition. The programme will finally be decided on Wednesday evening. Those wanting more particular information can obtain it by writing to Secretary J. C. Willever, 150 Arlington Street, Newark, N. J.

JER C.

LETTER FROM BROOKLYN.

THE remarks of No. 7556, in BULLETIN of last week, commenting upon the absence of League signs on the highways and by-ways of Long Island, are well-timed and, it is to be hoped may have the effect of rousing some of our lethargic consuls into something like activity. New Yorkers crossing the ferry to College Point will find the roads thence to Flushing, and the Jericho Pike at Queens legibly stencilled, thanks to the industry of ex Consul Cobb, and Consul Clark of Flushing. Arriving at the Pike, tourists must rely entirely upon the road book and their own resources, as stencils are an unknown quantity. Any one can readily follow the Pike from Jamaica to Jericho without the aid of either road book or signboard; but the many twisting and turnings between Jericho and Amityville, and between Hempstead and Bellmore are most bewildering to the stranger, and oftentimes confusing to one comparatively familiar with the road. These two routes are the best to the South Shore, and are much travelled by cyclers from all parts, and as the slightest deviation from the correct course will lead to untold sand and trouble, the necessity of their being properly labelled is apparent. Unfortunately, there are no consuls in this immediate district, and it is most too far away to expect those of Flushing or Brooklyn giving it proper attention, yet in the interests of cyclers generally, it would seem that were the consuls efficient workers some arrangement could be made to accomplish this desired object.

The recent action of Mr. Luscomb in resigning from the Executive Board of the New York and New Jersey Team Road Racing Association, for reasons as explained in his letter which appeared in the *Wheel* of last week, is worthy of much praise. The League, while it "regulates the government of all amateur sports connected with the use of the wheel," was organized primarily to "ascertain, defend and protect the rights of wheelmen." It is unnecessary to inform any one that road racing is illegal, all know it, and all cyclers hereabouts know also, that sooner or later such scenes as are enacted twice each year at Orange will result disastrously to the good of the cycling cause. The highway monopolized to the exclusion of traffic, horses rudely seized by the bridle and their drivers forced off the public road, profanity and vulgarity heaped upon the heads of any who remonstrate or attempt to proceed uninterruptedly upon their way, are incidents little calculated to amplify our boasted virtues, or grant us favor before a court of justice. We made a great hue and cry about our rights; should we not then respect the rights of others? Can we expect justice when we are unjust ourselves?

The editor of the *Wheel* recently remarked in the columns of that paper, that he would like to see a road race between amateurs and professionals for a money prize, for the purpose of showing the folly of the recent decision of the Cabinet. I was surprised at the article, as I had given friend Prial credit for having better sense, and I am still of the opinion that it was penned at the dictation of some hot-headed racing enthusiast, without proper consideration on the part of the said editor, who on most occasions has shown himself most consistent and loyal to the League and its success. Should a case of this kind occur, I think the duty of the League is very clearly defined by its by-laws and racing rules. Article V., Section 4, says: "An amateur is one etc., etc., nor knowingly competed with or against a professional for a prize of any description." So far so good, now the racing rules say:

A. Any amateur wilfully competing at races not stated to be held and actually held under the rules of the Board, or rules approved by the Board, shall be liable to suspension from the race-track for such a time as the Racing Board may determine; and amateurs are notified that to compete against any rider who has been suspended will render them liable to the same penalty.

If, therefore, the League decides not to recognize road-racing, which is equivalent to forbidding it, how can road-racing be legally held under League rules? and is not every man who participates in a road-race liable to suspension under the above rule?

Returning recently from a tour up the Hudson, the writer journeyed over a route from Newburgh to Montclair, but little used by cyclers, but of such general excellence that a brief description may be of interest to future tourists in this direction.

The start for the day was made from Hyde Park, and the usual river route followed to Fishkill Landing, where ferry was taken across the river to Newburgh. The route thence to Suffern is described as *39a* on New York Road Book, and it is this we wish to enlarge upon. Climbing the steep ascents of Broadway in Newburgh, a turn to the left is made at top of the second hill, on the road to Woodlawn Cemetery, where we turn left down the hill to New Windsor, and turn right, to the charming village of Canterbury (Cornwall). 6 miles, two of which are heavy riding and the rest good; no dismounts necessary, unless for a sharp, stony, up-hill at the railroad crossing before Canterbury. Proceeding straight through the village, in about a mile or so, a steep, stony hill must be descended with care; turning left at the bottom, following a pretty brook, along an excellent and nicely-shaded road to Mountainville, (given in Road Book as Orr's Mills). Here the left road is taken, not crossing bridge, direct through a beautiful valley surrounded by lofty wooded mountains, and over a good and moderately hilly road, through Woodbury — a charming spot — to Highland Mills, where an excellent dinner was obtained at the H. M. Hotel. The red shale continues excellent for over a mile beyond Highland Mills, when follow two miles of poorer riding, which rapidly improves as Greenwood and the iron furnaces are approached. Thence the route lays down the beautiful Ramapo Valley through Stoatsburg, Tuxedo Park, and Ramapo to Suffern. The entire road from Newburgh to this point leads through scenery that will delight the eye at every turn; and too much cannot be said in praise of it, as no dismount need be made except at one or two hills near the Newburgh end. From Suffern, good riding is to be had to Nyack, whence ferry can be taken to Tarrytown, and this route would prove quite as interesting and more enjoyable than the direct route down the river, as it avoids the steep climbs below Fishkill, and the bad sand below Peekskill.

At Suffern we turned west, following the river via Oakland to Pompton, passing Pompton Pond, a beautiful sheet of water, and proceeding down the valley via Pequannock, Mountain View, Singac, and Cedar Grove, to the macadam at Verona.

Arriving at Montclair, cyclometers showed a distance of eighty-six and a half miles for the day, and as most all of this riding was up and down hill, the general excellence of the roads require no further comment. The Road Book gives the distance from Newburgh to Highland Mills as thirteen miles. Cyclometer measurement shows it to be about three miles further; otherwise, the distances given are nearly correct.

BON.

JULY 25, 1887.

CHICAGO.

THERE was organized in Chicago, on the 10th of August, 1886, a club known as the "Illinois Cycling Club." Many were the predictions in regard to its life and growth, and you could hear, on either hand, an occasional sarcasmal remark from members of older clubs that "it will not last long; such things have been tried before," and many other unpleasant hits of like character; but in spite of all, it has lasted and has within its borders over one sixth of the Illinios Division membership.

The club will give a grand smoker on the 10th of August, in honor of its first anniversary. The programme of the evening will consist of a lantern parade, music, and refreshments. The club will keep open doors, and the room will be decorated for the occasion. Come one, come all, and if you have any friends among the wheelmen whose misfortune it is not to belong to our national organization, bring them with you and the committee will see that they are entertained.

We are going to do this up in a manner that will be a credit to the wheeling fraternity at large. Invitations will be sent to all the Division members, and to the unattached wheelmen so far as we can obtain their addresses. League matters are on a boom in this vicinity, and we hope to encourage same by bringing the "unwashed" into our borders.

The lantern parade is, perhaps, the most important feature of the programme. There will be one prize, and possibly two, for the best decorated wheel on this occasion. The parade is not for club members alone, but for all wheelmen who desire to take part, and each will have an equal chance for the prize, providing they do not ride a tandem, as such machines have been ruled out of the contest. The judges are two well-known and impartial gentlemen, such as we find in the character of Ned Oliver and Bob Garden, and they can choose a third party if they so desire.

The Milwaukee scorchers overslept themselves and were an hour and a half late leaving Chicago, consequently, night overtook them when about five miles out of Milwaukee, and they were forced to walk into the city. With the thermometer registering one hundred and four in the shade and a strong head wind, fast work was impossible; however, they cyclometered one hundred and eight miles, and their time was about equal to the previous record. The next trip will be from Milwaukee to Chicago.

The annual ten mile race of the Owl Cycling Club will be run on Saturday next. The prizes will be two gold medals and a club badge. Winship seems to be the favorite, but we believe he will be beaten on this occasion as the course is not in the best condition, and he is by no means a reckless rider. Of course, the Owls are in good condition for this race, so now would be a good time for them to accept the challenge from the Illinois for a team race. Five men from each of these clubs would make an interesting race.

C. H. Pierce, the cycler who is touring from Ogdensburg, N. Y., to Kansas City, stopped with us a few days last week. I had a short chat with him at the rooms of the Pope Company, and found him much pleased with the roads of the West, but he said they could not be compared to those of the East.

The thousand dollars offered by the Gormully & Jeffery Company for a tournament here this fall was offered on the conditions that Spalding and the Pope Company would contribute like sums. Before you begin to agitate this subject, allow me to suggest that you look into the track accommodations, as at present the only available track is at Cheltenham Beach, an out-of-the-way place, and if a tournament was held there, the timers, judges, and referee would compose the audience.

Capt. Palmer has been enjoying a vacation in touring through the central portion of the State. He returned home last Thursday, and called the usual run to River Forest for the Sunday following. I am told that the only member that turned up for the run wore a chestnut gong and carried a Japanese parasol.

SPECTATOR.

FROM A FEMININE POINT OF VIEW.

FROM a feminine point of view there is little interest in Mr. Karl Kron's book. I say this without regard to the other interests, for I am inclined to believe that he has covered everything else with painful detail, but the little army of lady riders has been passed over without so much as an acknowledgment of its existence. He can write scores of pages on a savage bulldog, and more upon the history of a lodging-house in New York, but he has no word whatever to say regarding the lady riders who have come forward as devotees of the sport and made themselves an important factor in it.

AND so I say it has little to interest the ladies who are not altogether well pleased with a history of the book, nor in the bull dog, nor in the building, nor in the various legislative battles that have been fought. In such a mass of matter there was no room for us. It was to be expected. Karl Kron is a bachelor.

A CORRESPONDENT writes and asks if she should wear boot or shoe. She inclines to the former because she thinks it supports the ankle. I will advise her to wear a shoe by all means. It will give her greater freedom of action, it is cool, and it is not heavy. In riding the tricycle the ankle needs little or no support. The pedal supports the foot easily and comfortably and the weight of the body is on the saddle. I think my correspondent will find that her ankles will be strengthened by riding, and that in time she will need to have them supported even less than now. Wear a woollen stocking.

THE Boston *Herald* says: "There are five hundred ladies in Washington who ride tricycles. They attract no more attention there than would a woman on a horse. Many own their own machines. Others rent them as they require them. They go shopping and visiting and calling on them, and are not at all dependent upon the horse cars in consequence."

THE above item must be taken *cum grano salis*. If one cipher be taken from the figure the statement will come nearer the truth. We hear a great deal about Washington as the "Paradise of Wheelmen." The title may be a just one if it applies to the masculine sex alone, but the truth is the ladies of Washington do not appreciate the fine opportunities for riding that they have on asphalt streets. The best machines do not find a market in the Capital City, and the riders hardly know a bar steerer. The heavy mounts of three years ago are much in use, and the light machines that are used on northern roads by the ladies are not in demand. One of the dealers told a lady friend of mine the other day that there was a good profit on the old machines, for he could buy them very cheap in the north, and as yet, the Washington ladies were unwilling to pay the prices charged for the new wheels. My friend did a good deal of riding around the streets, and though she saw very many machines she saw very few good ones and very few well-dressed riders. The ladies are content to ride around the streets, and they seldom go out into the country, and on the streets the heavy machines run well enough.

WHAT an army of riders would Boston show did she have Washington's asphalt. I hardly think, however, that Boston ladies would be content with street riding. To be able to get beyond the narrow streets and the heated air of the city and enjoy nature in the open fields is one of the chief joys of cycling.

SOME few months ago a friend of mine recommended in this column that "souvenir" runs be held, and suggested a way to carry them out. I notice that the idea has been taken up in Rhode Island. Our friends, the Duke and Duchess of Wellington, went on a run to Providence recently, and while there a complimentary run to Newport was gotten up in their honor by Doctor Bogman and his lady. Seven tandems were in the party. Mr. H. L. Spencer, one of the party, has made some very pretty souvenirs of the run in the shape of some delicate water-color work, tasty designs illustrating scenes of the run painted on rough-edged cards that have been presented to the ladies who participated.

DAISIE.

QUAKERTOWN QUILLINGS, AND, THIS TIME, CLIPPINGS.

THE all-important theme of discussion in Philadelphia cycling circles to day is of the Carnell-Evans assault case. As first detailed in the *Times* of Wednesday last, Evans was riding quietly on the proper side of the road when Carnell, who was partly full of beer, drove up back of him, and without the slightest provocation struck him with a whip. Mr. Evans at once had the man arrested, and by the aid of the League, through the State division, will prosecute the person to the full extent of the law. Since the *Times* account was published, the other papers have each commented editorially on the matter, and in every case save one they have been favorable to the wheelmen. The *Inquirer* is the exception, and urges that the wheelmen should be forbidden the park drives, and exemplifies its ignorance by suggesting that the bridle and by-paths could be used by the bicyclers instead of the drives, although the latter are our only available good surfaces. In pleasing contrast to the jockey-biased opinion of the one lone paper are the editorial comments of the others. The *Record* gives the following: —

Albert Carnell, of No. 534 South Fourth Street, stirred up a hornet's nest last Monday evening while driving in Fairmount Park when he lashed Rowland Evans of No. 822 North Twenty-third Street, with his whip. Evans, who is a member of the Pennsylvania Bicycle Club (?) was on his wheel at the time, and he insists that he used every effort to keep out of Carnell's way. Carnell says that the wheel frightened his horse, but he is under $600 bail to answer the charge of assault and battery just the same. Evans has advertised for witnesses of the trouble in the Park, but thus far has had no response. President Isaac Elwell, of the Bicycle Club, an attorney in the office of ex-Attorney General Lewis C. Cassidy, has taken up the case against Carnell with the avowed purpose of punishing him for an unprovoked assault, and of settling, if possible, the rights of cyclists on public thoroughfares. Last spring Mr. Delp, a member of the Century Bicycle Club, was run into by a physician, who had to pay for the damages done to Delp's wheel, although the physician claimed that the collision was accidental. There have been several decisions in New York, Boston, and Philadelphia, all favorable to the cyclists.

And the *North American* follows it up with this fair statement of the matter: —

A fair-minded public, interested in the maintenance of the law, will be pleased to note that the case of Mr. Evans has been taken up by the League of American Wheelmen, and that his assailant is likely to be taught by unpleasant experience that it is not healthy in this city of Philadelphia for one man to strike another with a whip or anything else across the face, or the shoulders, or the back, or any other part of his body. A good many people who drive and ride in the Park do so with an idea that if the place does not exactly belong to them they have somehow or other a superior right to its enjoyment. They are willing to tolerate the pedestrian if he keeps his distance, but they draw the line at the man on a bicycle. They can't endure him, and whether by words or blows they would very much like to drive him off the road. We need hardly say that any conduct intended by violence, whether verbal or physical, to accomplish that end, is not to be, and will not be endured. The Park is for no one class; it is for every one; and so long as the wheelman observes the rules under which the Park Commission has authorized his perambulations, those who object to his presence must be taught to keep their objections to themselves. In any case it is not for them to take the law into their own hands, and the Wheelmen's League in taking up the cudgel for cyclers who have been assaulted does the whole community a service.

But ahead of either of these, in date of issue, prominence of position, and importance as a recognition of the power of our 10,000 strong League, is the editorial voice of the *Press*: —

Bicyclers have had a hard struggle to enforce their rights in the streets and parks, where the owners and drivers of wheeled vehicles are apt to think that no one else enjoys any rights from curb to curb. The temptation of a driver whose horse is startled by a bicycle to lay his whip across the bicycler's shoulders seems to be a very strong one and it will not be cured unless a public example is made of the practice. Fortunately, unlike the pedestrian, the bicycler has an organization behind him which attends to his protection, and by its work discharges a most useful duty in a community like ours, where there is far too little disposition to defend all the rights the law allows.

The grand old *Ledger*, Geo. W. Childs's paper, the synonym for fairness, square dealing, and conservatism, clinches the nail with this: —

The trouble with bicyclers in the Park is not that there are too many, but too few of them seen there. Fancy any such scrimmages or charges as Fairmount Park has seen and heard lately occurring in the city of Washington, now! There are said to be from fifteen hundred to two thousand "wheels" in Washington, and a goodly number of these are women, who flit about on their tricycles as an everyday occurrence. Public opinion in Washington has accepted the "wheel" as one of invention's last, best gifts to mankind, and even the small-fry on the sidewalk make not as much outcry at seeing a lady ride by on the three-wheeler as the infant population used to do here when a girl was seen on horseback.

Truly Phi'adelphia cyclers are blessed with the support of a clear headed, fair-minded daily press — and it is likely to go hard with offender Carnell and all others of his ilk.

Coningsby has compromised *his* claim against theatre manager Morton for $125; and again the smile goes around. From the poorness of the case against Mr. Morton, it seems that it would have been decidedly unsafe for him to have offered $25, to say nothing of the hundred, had he not wanted it accepted.

PHACTO.

ST. LOUIS.

THE "amalgamation" rumor which floated about two weeks ago, was evidently misconstrued. It was understood to mean a joining of various athletic clubs with the Y. M. C. A. branch, forming one mammoth club; but this was wrong, and the real scheme is a very practical one. The idea is to organize a stock company for the purpose of building a general clubhouse, with special provisions for every branch of athletics, such as bowling alleys, gymnasium, three-lap cycle track, etc. To accomplish this, it is proposed that a generous tract of ground be leased, and the club building, etc., be secured by the sale of stock, to the extent of $10,000 or $15,000, at $10 per share. Mr. E. A. Smith, of the Missouri Bicycle Club, evolved the idea and is hard at work upon it, having consulted over a hundred well-known men upon the subject. He said: "I have been encouraged in every instance, and a meeting will probably be held shortly to discuss the matter thoroughly. Secretary Ritter, of the Y. M. C. A., Rhodes, of the Missouri Athletic Club and Grant Tilden of the gymnasium are urgently favorable to the scheme, and I have to-day written J. A. St. John about it. I judge that the latter gentleman, by patronizing this scheme, would accomplish more for athletics than he ever has before, and with very much less money. The plan, in short, is to induce patrons of sport, business men and club members to purchase stock, which will be secured by the property purchased. Stockholders could become members of the proposed general club or not. Members would pay a moderate due, and the stockholders would reap the benefit of the tournaments and exhibitions. It would be a grand thing for St. Louis sports, and the Missouri Athletic Club and gymnasium would derive great impetus from it. The Saturday afternoon tournaments of the former are already popular and attended by the best athletes in the country, and to the gymnasium it would be a Godsend, to say nothing of the possibilities for cycling, which would naturally gain recruits from the ranks of the others."

THE fate of the *Springfield Gazette*, after considerable negotiation with Ducker, falls luckily into the hands of the *Record* folks this week. Ducker issues the July number, and hereafter the *Gazette* and *Record* will appear separately as before. What with nursing the healthy child of the West and handling their new acquisition, Messrs. Darrow will have their hands full, but the facile pen of one and the sketch and camera work of the other will certainly make the *Gazette* more interesting than ever.

THEY tell me that the St. Louis Cycle Club is inclined very strongly clubhouse-ward. The matter was talked over sensibly at last Saturday's banquet, and if the circular sent to the unattached by Secretary Mockler brings in the expected number of new members, immediate steps are to be taken. President Lucas expects that the membership, which is to be active only, will swell to one hundred and fifty within a few months at the present rate, and with that number, modest dues would secure comfortable

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A constantly increasing demand, and unasked testimonials. Wherever one has been shown, other orders surely and quickly followed. In fact, ☞ AT NO SINGLE TIME SINCE JANUARY 1 have we been up with our orders. This means something. It means a good wheel.

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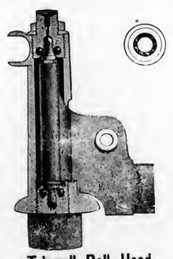
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Trigwell's ball-bearing head, and perfection backbone and forks. The ball head has been PROVED by two years' use a great success, and the best criticisers are not competing dealers, but the users and riders, and we refer to the latter's testimonials in our catalogue. Did any rider ever see too rigid and strong backbone and forks? Are not the Strengthened Perfection Pattern Backbones and Forks common sense improvements? Notice the advantages. Perfectly rigid forks and backbones which do not break nor spring out. Especially fitted for rough road work. And look at our rim with the thickened base; no such thing as buckling.



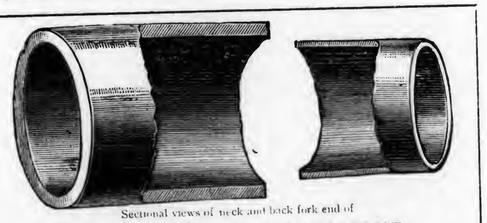
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One thousand miles without oiling or adjusting. Perfect rigidity, and ease of steering. Greatest modern improvement. See testimonials in our catalogue.



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NEW PERFECTION BACKBONE,

Giving increased thickness and strength at upper end, where is the greatest strain Forks, also, same construction.



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No seam outside. Thickened metal at bottom. Cemented Tire.

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IDEAL

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We only ask for you to SEE a New Mail, and you will buy one.

REMEMBER EXCHANGE.

We offer a splendid opportunity to exchange your old wheel for a new Royal Mail with ball head and late improvements, and having the New Mail Rim and Tire, at very low terms. Send description of your wheel, with your estimate of value, stating size wanted.

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quarters. Just at present, the members are attracting attention by the rapid way they get over hills and levels, despite the heat.

THE St. Louis girls who are summering at Clarksville are reported to be having a great time. Parties of cyclers visit the famous hamlet every week, and Arthur Young, 'tis said, was held captive last Sunday and compelled to remain two or three days. Well, Art always was able to do the work of two, on a tandem, and the young lady said she "was n't a bit tired," Monday evening.

ST. LOUIS never experienced a cycling exodus equalling that of this summer. With many of the bright lights away for a month or two, weather hot and roads dusty, nothing is left for the stay-at-homes but to loll in the parks or sit at the club evenings, bewailing their plight and kicking at ye scribe occasionally for dereliction (?) of duty.

THE mildly sarcastic *Spectator* man gets in some hard whacks this week, and is particularly anxious to "fan" the amiable punster of the BULLETIN "over the head with a handle-bar." Several other people get it as hard.

DR. H. H. KEITH will try your roads in Massachusetts next month. I understand that his headquarters will be at Lynn for a number of weeks.

PHŒNIX.

A LITTLE TRIP FROM JERSEY DOWN EAST.

ON Saturday, July 16, a number of the New Jersey wheelmen and some friends started for New Haven, Conn., to pay a fraternal visit to the New Haven Bi. Club, leaving New York on the 3 P. M. boat, and after a very pleasant sail of five hours reached New Haven, where we were met by a committee of the above club, who gave us to understand that we were in the power of the home club, and had nothing to say, but were to do as they (the home club) said. We received the signal to mount after the hand shaking had gone through with, and were at once escorted to their new clubhouse, where we met more of the the New Haven Club. After spending a short time there we were taken to the Tremont House, where we secured quarters for the night, after which we "done the village" under escort, and retired *early*.

Sunday, July 7. An early ride was taken by half a dozen of the visitors to get up an appetite, and at eight o'clock we sat down to a substantial breakfast, such as can be furnished by a League house only, and did it full justice, but before we got through a committee was sent after us, and as we had received our orders on our arrival in town the previous night, we did not say a word, but finished our breakfast and followed the committee to the clubhouse.

About nine o'clock twenty-four started off for Savin Rock, and after a short ride through the city we arrived at our destination without any mishap, and after a short rest, to cool off, the majority of the riders indulged in a bath, while their clothes were hung up to dry. After remaining in the water some time we adjourned to a large grove near by, where we were treated to some fancy riding by several members of the home club, in the dancing pavilion.

We remained here until 11 A. M., when we started for the clubhouse, which was reached in less than an hour. Here we formed in a group and had our "good looks copied." We now formed a line and were off for dinner at Brandford Point House, a distance of about twelve miles; over a variety of roads, up and down hill, and over macadam, clay and sand. We all got there in time, and when the bell rang for dinner we filed in and made great havoc with the landlord's eatables. We lingered around the festive board for an hour or so, during which time some of the "club eaters" (which club!) did the whole bill of fare from beginning to end. Then the "Piper Heidsick" was brought on to top off with, and after discussing the merits of the last mentioned we adjourned, as we thought, to see the captain; but the New Haven boys got there first, and we were informed that "Jersey money was N. G. down east." We had to submit, and retired to the lawn, where we got the best of them, and had the cigars all ready when they came down stairs. We were then taken to Prason Point, across the stream, where we laid off for awhile, and returned to the hotel again and remained there until 5 P. M., when we mounted our wheels and started for the clubhouse again. We had a delightful ride home, especially coasting the Banford hill—brakes off. We halted on the top of the next hill awhile to wait for some who had taken another road to come up. By the time we all got together again, the first party were rested and ready for another start, which proved to be somewhat of a scorcher for the most part of the way; but when we arrived at the bridge, the N. J. W. and friends were all there, arriving at the clubhouse a little after six. We again started for East Rock, in order to get a view of the soldiers' monument, the city and sound. On this trip those who got there, both New Haven and N. J. W.'s will remember it for some time, as it rained up there, and also on the way back to the city. It was now nine o'clock, and some of the visitors being pretty well tired out, having ridden about thirty-eight miles during the day, began to think about going to bed, so they could dry their clothes in the boiler-room on the boat.

We left New Haven at 10.30 P. M., and reached New York at 6.30 A. M.

To the members of the New Haven Bi. Club, the N. J. W. and friends desire to publicly express their hearty thanks for the manner in which we were so royally entertained from the time we left the boat at 8 P. M. Saturday evening, until we were all safe on the boat for New York Sunday evening. We would also recommend any wheelmen who may happen to be in the vicinity of New Haven to just drop in and see the boys, and if they do not get "done up" in grand style, it won't be the fault of the New Haven Bi. Club.

We also desire to put in a word for the League hotel, the Tremont House, and to recommend the same to all wheelmen and others who may visit New Haven.

"4495"

BELMONT, MASS.

HOW is it that I see no letters in these columns from Middlesex wheelmen, describing the delights of cycling about here, in a region peculiarly adapted to it. It is true the headquarters of the BULLETIN are here, but the editorial scope, possibly, does not include personal experiences. Indeed it may be an old story to our riders, but the BULLETIN is read from the Atlantic to the Pacific, and it is both possible and probable, that some few of the League have never sought to annihilate Corey Hill, have never glided through the shady Newtons, or experienced the felicity of a moonlight trip to Chestnut Hill reservoir, that Mecca of Eastern wheelmen, with a party of congenial spirits. How we pity them, but they doubtless have their little specialties too.

But, nevertheless, cyclers from New York and the West are loud in praise of our roads and drives, and say they have nothing like them, with the exception of those living near enough to take advantage of the fine riding on Long Island, where a fifty mile stretch of sidepath, smooth and hard as a board, is common. A friend who has just wheeled from New York here *via* Long Island to Greenport, steamer and rail to Providence, wheel to Boston, reports a delightful trip, good roads, and fine weather. He proposes to stay here a few days, try some of our famous runs and return by steamer, truly a vacation pleasantly and profitably spent.

A trip to Newport is among the possibilities for a party of bikes and trikes from here, some time next month. Can any one through the BULLETIN, give condition of roads from Providence there, and the best route? If so, they will oblige greatly.

I said no letters from wheelmen, we have one writer, however, who, judging from certain localities named, inhabits this fair region, but who cannot be included in the term wheelmen. Now, what shall it be? Wheelwoman is clumsy and generally undesirable, and wheel-lady is not euphonious to say the least. Perhaps our genial friend the Owl can suggest a proper title, or perhaps the bright and entertaining writer to whom refererice is made, who will concur I think, in the idea that there may be something in a name in this case.

I see that the Massachusetts Club has started anew, and it is to be hoped that by a thus early reorganization they may be able to retain their position as League Club No 1. Fancy that name remanded to the foot of the list, simply because of a little financial difficulty. It should not be, and I think will not.

I have often wondered just what it is that constitutes to many, the peculiar undesirability of the helmet as a head covering. To my mind they are eminently fit, and altogether admirable for the wheel, affording ample protection from the sun, which the ordinary cap certainly does not, and they are both light and neat in appearance. True they are not adapted to every one, but neither are the caps or stovepipe hats for that matter, and no article of dress so distinctive perhaps, would be universally applicable. A friend in relating his experience with one in Baltimore, some years ago, when they were comparatively new, to the wheel, at least, said he was the subject of many remarks from observers, both facetious and advisory, such as "come out from under the hat, your legs are hanging out," etc. But he, strong in his belief in its advantages wears one to-day, and is consistent and comfortable in doing it, which no one, who has backed a hot sun for miles with the League covering, can say next day I think, if able to wear a collar at all.

Speaking of remarks on the road, how is this, sprung as it was, upon an unoffending company of cyclers not long since. One of the party propounded the following: "Why is the owner of that sign," pointing to a striped pole in the distance, "like a famous eastern pleasure resort? No one answered, but each felt involuntarily for his wrench. But it was too late. Clear came the answer in the same voice, ringing with sarcastic triumph, "One is a Bar Harbor, and the other is a har barber." The party was at that moment passing over a bridge, and he was lifted quietly over the rail and dropped into the water. Verily, the ways of the punster are past finding out.

I have noticed several severe cases of road hog mentioned in the BULLETIN lately. There are, happily, few of the genus to be met with here, probably "custom hath bred it in them a property of easiness" to see a string of twenty or thirty wheels roll by, or claim their share of the road when going in the other direction; or it may be, for I have no charity or sympathy for their kind, that they have only accepted, with a very bad grace in some cases, the inevitable fact that the world does move, in that wheelmen have at last rights upon the road which drivers are bound to respect, and it is to be hoped, that when a due sense of this shall have thoroughly obtained with them, they will also come to realize as fully that "ever the right will come uppermost and ever will justice be granted" to all causes of right and reason.

QUADRANT.

LONG ISLAND NOTES.

TOURING on the island, as a consequence of the general improvement of the roads and the favorable rains, is at the top of a wave of popularity. That parading the South Side is becoming more and more appreciated by wheelmen at large,—as the North Side will be when better known.

Two gentlemen who deserve encouragement are Messrs. Hart and Barlow, of Sing Sing, N. Y., who stopped in Flushing over Wednesday evening on their way down the Island on trikes. To tricyclers I would say, if on their way to the South Side, take only the route through Jericho and Amityville, as this way gives the least narrow-path riding.

HOST CARTIER, of the Flushing Hotel, has quite a reputation as a caterer, and his house will eventually become a favorite with wheelmen.

Hulet's Hotel, at Hempstead, has received an additional story and a general renovation throughout, and if kept in as good style as of old, should receive a good deal of patronage.

From my own experience, Whaley's even has improved very much of late.

The League house at Huntington will be the "Mercantile," a very nice and well-kept place with accommodations for fifteen.

I ADVISE parties having Oyster Bay or Cold Spring as an objective point to go on to Huntington instead. There is a club of twelve members, several good hotels, and any number of fine rides to be taken. Those who suffer from lack of time may find it best to take the train at any station on the main Long Island Railroad west of Hicksville to Cold Spring Station, from whence the road leads direct to Cold Spring, here turn east via the main street direct to Huntington (three miles). The scenery is extremely lovely, and there is but one long hill on this route.

A CINDER path between Jamaica and Flushing is talked of as a relief from our Vu-Vendian seclusion, and to give us better riding facilities to Brooklyn and return. It is calculated that there would be a scant three miles to build, and it is proposed to give the farmers the cinders for the carting of them. In due time Jamaica wheelmen will be asked to co-operate.

THE Brooklyns are talking up another trip to Flushing in the near future, probably, with the com-

Cleveland Bicycle Club Annual Races,

AUGUST 11, 12, 13.

LARGEST MEET IN THE COUNTRY.

$2,000 IN PRIZES!

THE TWO MOST IMPORTANT NATIONAL CHAMPIONSHIPS,

L. A. W. ONE MILE BICYCLE, L. A. W. ONE MILE TRICYCLE.

ALL THE OHIO CHAMPIONSHIPS FOR 1887.

PROGRAMME.

FIRST DAY, AUG. 11. THURSDAY.

1 4.00. ONE MILE BICYCLE—Novice.
Two Prizes. 1—Gold Medal. 2—Bronze Medal.

2 4.10. ONE MILE TRICYCLE—State Champ. '87.
3—Championship Cup. 4—Silver Medal.

3 4.20. ONE HALF MILE BICYCLE—Open.
5—Diamond Scarf Pin. 6—Gold Ring.

4 4.30. TWO MILE BICYCLE—6.30 Class.
7—Gold Medal. 8—Bronze Medal.

5 4.45. ONE MILE TANDEM TRICYCLE—Handicap.
9—Two Diamond Studs.

6 4.55. ONE FOURTH MILE BICYCLE—Handicap.
10—Silver-Handled Silk Umbrella.
11—Silver-Headed Cane.

7 5.05. ONE HALF MILE BICYCLE—1.30 Class.
12—Pearl Scarf Pin. 13—Diamond Collar Button.

8 5.15. TWO MILE BICYCLE—Lap.
14—Gold Watch. 15—Cameo Ring.

9 5.30. ONE FOURTH MILE BICYCLE—Open.
16—Gold Cuff Buttons. 17—Silver-Handled Whisk.

10 5.40. ONE HALF MILE BICYCLE—Open.
18—Photographic Outfit. 19—Nickelled Timer.

11 5.50. ONE MILE BICYCLE—Handicap.
20—Opera Glass. 21—Opal Stud.

SECOND DAY, AUG. 12. FRIDAY.

12 4.00. ONE MILE BICYCLE—3.20 Class.
22—Gold Medal. 23—Bronze Medal.

13 4.10. TWO MILE BICYCLE—State Champ. '87.
24—Championship Cup. 25—Silver Medal.

14 4.25. ONE HALF MILE BICYCLE—Handicap.
26—Gold Medal. 27—Bronze Medal.

15 4.35. TWO MILE TANDEM TRICYCLE—Handicap.
28—Two Cameo Rings.

16 4.45. ONE MILE BICYCLE—Team Race.
29—Two Diamond Studs.

17 4.55. ONE FOURTH MILE BICYCLE—45s. Class.
30—Flobert Rifle. 31—Tennis Racket.

18 5.05. TWO MILE BICYCLE—Lap.
32—Gold Chain and Charm. 33—Diamond Stud.

19 5.20. ONE MILE TRICYCLE—L. A. W. Champ.
34—Gold Medal. 35—Silver Medal.

20 5.30. HUNDRED YARD FOOT RACE—Handicap.
36—Silver Watch. 37—Pair Running Shoes.

21 5.40. HALF MILE BICYCLE—Open.
38—Gold Link Buttons. 39—Silver Match Safe.

22 5.50. ONE MILE BICYCLE—Handicap.
40—Silver Watch. 41—Cameo Ring.

THIRD DAY, AUG. 13. SATURDAY.

23 4.00. ONE MILE BICYCLE—3.10 Class.
42—Gold Medal. 43—Bronze Medal.

24 4.10. ONE MILE BICYCLE—State Champ. '87.
44—Championship Cup. 45—Silver Medal.

25 4.20. TWO MILE BICYCLE—Handicap.
46—Smith & Wesson Revolver. 47—Opera Glass.

26 4.35. ONE HALF MILE BICYCLE—Open.
48—Set Gold Studs. 49—Diamond Collar Button.

27 4.45. ONE MILE BICYCLE—3.00 Class.
50—Silver Cigar Case. 51—Intaglio Watch Charm.

28 4.55. FIVE MILE BICYCLE—Lap.
52—Gold Chronograph. 53—Silver Watch.

29 5.15. ONE FOURTH MILE BICYCLE—Handicap.
54—Gold Medal. 55—Silver Medal.

30 5.25. ONE HALF MILE TAND. TRICYCLE—Open.
56—Two Gold-Headed Canes.

31 5.35. ONE MILE BICYCLE—L. A. W. Championship.
57—Gold Medal. 58—Silver Medal.

32 5.45. ONE MILE BICYCLE—Lap.
59—Silver Chronograph. 60—Gold Cuff Buttons.

33 5.55. ONE MILE BICYCLE—Consolation.
61—Victor Cyclometer. 62—Pair Ball Pedals.
63—Nickelled Hub Lamp. 64—Waterbury Watch.

Races commence each day at 4 o'clock P. M., and will be called promptly, according to schedule. **ENTRIES CLOSE AUG. 8.** Entry fee for quarter, one mile events, except championships, 50 cents each. Championships, and two and five mile events, $1 each. Send for programme with full particulars. Business letters to

GEO. COLLISTER, Clerk, 147 Ontario Street, Cleveland, Ohio.

ing of the full moon. They can't withstand the allurements of "that float."

I HOPE to be able some day to repay the many courtesies shown our party of tourists to Boston, while on the route, by the wheelmen of North Attleboro, Springfield, Westboro, Hartford, and New Haven. My stay in the last place, in company with a party of New Jersey wheelmen, and our entertainment by the local club, was a most enjoyable affair, including, as it did, a swim at Savin Rock, dinner at the Branford Point Hotel, and a visit to East Rock and the new monument, at which last place the most of us got soaked with rain. The New Haven Club numbers one hundred and twenty-five members, all of them as whole-souled fellows as it is possible to find.

A NUMBER of the soldiers at the fort at Willett's Point have purchased bicycles, and are to be seen frequently on the roads thereabouts, which are among our best. No. 7,556.

ARIEL A-WHEEL.

READING, PA., NOTES.

As every one of the BULLETIN'S correspondents will be eloquent over the "hottest weather for forty years," I won't say a word about it, except to offer it as an excuse for the Harrisburg Club's failing to materialize at Lebanon, Pa., on the 17th inst. The Ariel Wheel Club, of this place, together with the Lancaster and Harrisburg riders, had gotten up an impromptu "meet" at Lebanon as being the common centre, and a very enjoyable time was the result. The morning was hot but it clouded up in the afternoon, and the run out to Cornwall was a very enjoyable one — except to the scorchers. Two of the Reading boys made up their minds they'd show Downey and Smith, of Lancaster, the way to Cornwall, but they didn't. They did n't know either of the Lancaster men before, but they do now. Consul Downey may not be an extraordinary man on the path, but I would not like to tackle his Victor on the road. How is it, Snyder?

We pulled through without any accidents, but two of the Lancaster wheelmen were so unfortunate as to have breakdowns half way between Lancaster and Lebanon. Smith's Expert broke off short at the lower part of the backbone, landing him flat on his stern sheets in the road, and the American bicycle of another man broke at the head. Fortunately neither of them were going at a fast rate of speed or there might have been something worse than a mere break to record. It is an ugly thought — the what *might* happen should anything give while speeding along at a lively pace, and to the credit of the manufacturers be it said that so few breaks do occur in proportion to the large number of wheels in use.

SPEAKING of accidents, reminds me that there have been several road incidents of a different class from the above. Mr. Brizzolari, of Pottstown, was on his way to Reading a short time ago, when he met a team in the road. The driver not only refused to turn out, but deliberately crowded Mr. Brizzolari over to the edge of a stony gutter, causing him to take so heavy a fall that he broke his collarbone, as well as otherwise injured himself. The rascal then drove off, and as the wheelman was alone he escaped scot free, Mr. B. being too much hurt to trace him. It is a great pity he cannot be discovered, for he would get such a lesson as would be a warning to all scoundrels of his class.

MR. C. R. OVERMAN paid us a flying visit a few days ago, and enjoyed a run over our Oley Pike with several of the Ariels. He is looking very well, and his jaw appears to be healing up, although it is a slow process, and will never be as "good as new" again. He is unable to do any masticating, and in consequence soups, custards, and "sich" form his principal diet. Contrary to the general idea, he did *not* injure himself by falling from the bicycle. He carries his Victor along with him boxed up in a curious sort of a trunk, that he had made to his order in Chicago. When it is closed, nineteen out of twenty would fail to guess the contents. Indeed, I heard a couple of commercial travellers at the Central House laying bets as to what its contents were. Occasionally, however, the festive baggage smasher "tumbles," and then Mr. O. has to pay up. He reports trade as brisker than usual for this season, and expressed himself as wishing it would let up a little, saying that all hands were played out by the heavy rush of this spring, which was something unprecedented. He was naturally inclined to crow a little over the Clarksville and Crawfordsville races. Of the latter he said that Rhodes rode to beat Whittaker over his own course, and that if the latter was not satisfied he would be accommodated again at any time he chose to name.

I HAD a couple of gentlemen up at the race track the other evening teaching them to ride the bike, and I only wish I could have had a special artist on hand. The machine was an old Standard, and I had the saddle well set back; but in spite of that no sooner had we assisted the elder of the two to mount, and no sooner was he fairly in the saddle, than he deliberately plunged forward as though diving off a bridge, and, with one leg waving triumphantly in the air, took one of the neatest headers I ever saw and this notwithstanding the fact that the machine had not moved an inch forward, and that two of us were holding it for him. He was unanimously voted a great success, but we couldn't inveigle him on to the thing the second time. He gracefully retired in favor of his friend, who, I am sorry to say, endeavored to emulate his example with so much success that we were exhausted in holding the wheel in an upright position. He weighs about 175 pounds, and I suggested to him, after having wrung a couple of pints of moisture out of my shirt, that a chill October day would be better suited to his performances.

THERE has been some talk of getting up a local race meet here this fall, but I fear that we cannot induce that uniform action among all our riders that is so necessary to make it the success it could easily be made if both clubs were to co-operate heartily in the matter. The Ariel Wheel Club appointed a committee to confer with the Reading Bicycle Club on the subject, and it now remains to be seen what action the latter will take. For the sake of the cause I hope to see it worked up to a successful issue.

THE new uniform is not giving universal satisfaction. The cloth itself seems to be all right, and presents a very neat and handsome appearance when made up; but Mr. Wanamaker's fits are poor, and the long wait required to get the suit is outrageous. We all understood that they were to be delivered within two weeks from date of order, which certainly would be ample time; but instead of that three and four weeks is no uncommon delay after sending the order in. In consequence most of us here have ordered the cloth, and have the suits made up by a local tailor. Then the stockings are very heavy, and consequently very hot. They will be capital for winter riding, but the League should adopt a light stocking for summer wear. This could be done without any trouble, and would prove decidedly popular. Another thing the League should do, and that is, furnish a suitable L. A. W. badge at a moderate price, either of oxydized silver or of bronze, like the G. A. R. badges. A handsome badge could be gotten up to sell to League members for a dollar, and leave a good profit for the treasury besides. What do you say, gentlemen? ARIEL.

JULY 22, 1887.

CYCLETS.

THE hot sun has driven wheelmen off the roads in a very summary manner.

THE Pennsylvania Club expects to get into its new house next week.

ALL aboard for Cottage City. The start will be made on Wednesday next.

IT is reported that Thomas Stevens will go to England and deliver thirty lectures.

THE "Owl" is taking a vacation, to-whit, he has gone to Asbury Park, N. J.

THE Boston *Herald* does n't appreciate Kron's book outside the chapter given over to the bull dog.

KIDERLEN, the Dutch champion, and Dr. Turner have lowered the tandem record for a mile to 2.38 4-5.

SOME practical joker whitewashed the tricycle of an English racing man the night before he was to go on the track with it.

IF you want to stop at the principal hotel at Cottage City, you will have to write down and Sea View can be accommodated.

Go down to Cottage City for a single day if you can do no better. You will get a few hours of fun and be back at work the next morning.

THE Cleveland race meeting will be the grand one of the year. It steps into Springfield's shoes, and is a worthy successor.

PARK COMMISSIONER CRIMMINS, of New York, has resigned. He it was, who gave the wheelmen so much trouble in the Central Park case.

KARL KRON has written his book, and now it would be the proper thing for him to go upon the lecture platform.

THE *Wheelmen's Gazette* has been sold to the publishers of the *Wheelmen's Record*. Darrow's pencil will now talk to a large audience.

ONE hundred and forty-six applications this week, and a total membership of 10,736. Think of that for a circulation, ye who have goods to advertise.

TREASURER BREWSTER has been in town. Boston men gave him an introduction to steamed clams and blue fish, and showed him about and around the town.

LEWIS B. HAMILTON has given up racing, though he still rides the wheel. He is now a transitman on the engineering corps of the Meriden and Waterbury Railroad.

R. H. ENGLISH made an attempt to ride twenty miles in an hour at North Shields, recently. He covered twenty and a half miles, and finished the twenty miles in 58.39.

L. PRANG & COMPANY have made a very pretty chromo lithograph of the picture painted for Col. Pope by Henry Sandham. It shows a group of cyclers on a country road.

THE *Bicycling News* confounds the New York Division with the League itself, and builds up an argument which it is unnecessary to confute, since the foundation is so unstable.

THE *World* calls St. Louis a "suburb of Gehenna." We don't believe St. Louis will admit itself to be a suburb of anything. It wants to be the principal always.

The following from the Cottage City programme is a gentle reminder to wheelmen that they must behave themselves. "Purple is the League color, and so no red paint is needed."

A LEADING book-publishing firm of Leipzig, Germany, has purchased the right to translate "Around the World on a Bi." by Thomas Stevens, and is now preparing it for publication in Germany and Austria.

THE N. C. U. has just secured a verdict against the butcher Curnick, who assaulted two cyclers on the Ripley road on June 12. There were three counts, and a fine of five pounds on each, was imposed.

THREE members of the Lynn Cycle Club, Charles E. Whitten, Fred M. Barnett, and Thomas F. Tuller, started this week for a wheel tour through New Hampshire. Wolfboro will be the first objective point.

THE English papers are claiming a world's record for W. A Illston, who recently covered half a mile on the Coventry track in 1.14. They forget that a man named Rowe has a record of 1.12 4-5 for the same distance.

THOSE who left the amateur fold now want to get back. Kluge and Hammill are knocking at the door of the Racing Board, and, over in England, young John Illston, who was disqualified in America, is ask the N. C. A. to make him an amateur.

OUR St. Louis visitors reported that they left that city when a thermometer, hanging on a refrigerator registered one hundred and six degrees. Canned east wind from Boston would sell out there. We will send some out it we can.

NEW YORK has gone wild on chewing gum. The editor of the *Wheel* uses and recommends it, and Schwalbach, of Brooklyn, says the wheelmen buy it in large quantites. This is as it should be. Horsemen chew nasty tobacco, but wheelmen incline to the cleanly gum. Now, let the New York wheelmen get ahead of the New York horsemen by throwing away nasty tobacco cigars and taking up paper-wrapped hayseed.

THE remarks made by the spectators at a race meeting, about the competitors are often more amusing than complimentary. The good folk of Birmingham showed remarkable fecundity in this respect. We did not object to "Go it, Shamrock," or "Home Rule for Ever," or "Well done, Paddy," or "Hurroo for Dirty Dublin," but "Whiskey wins"

League Uniforms.

John Wanamaker, Philadelphia,

OFFICIAL CONTRACTOR.

These are the prices: Coat, $6.20; Knee Breeches, $4.34; Shirt, $1.95; Hose, 60 cts.; Cap, 84 cts.; Delivered without extra cost to any part of the U. S. where there is mail or express service.

Regulation League Cloth, Burlington Mills, $2.18 a yard; League Buttons, large, 5 cts. each; small, 2 1-2 cts., full set for suit, 55 cts. Uniform sent C. O. D., privilege of examining, and ONLY TO LEAGUE MEMBERS. We do not pay delivery charges on cloth.

All orders must be accompanied by League Number.

JOHN WANAMAKER,
PHILADELPHIA.

E. H. WILCOX. W. L. SURPRISE

CHICKASAW BICYCLE AGENCY,
134 and 136 Jefferson Street, MEMPHIS TENN.
State Agents for the
American Cycles.
Second-hand Wheels Bought, Sold and Exchanged.

YANKEE ENAMEL,
The Latest and Best.
Put up and for sale by
BENNETT & HALE,
112 ORANGE ST., NEW HAVEN, CT.
Price Per Bottle, with Brush, 50 cts.

A full line of cycling sundries always on hand. We have an extensive Repair Shop, and pay particular attention to difficult repairs on bicycles and tricycles.



For locking Bicycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neat, compact and cheap. Weighs only 2¼ ounces, and length only 4 inches.

Dr. W. D. Ball, of Boston, writes: "I bought one of your locks the first of the season, and can say it is really the only lock on the market good for anything. I leave my bicycle anywhere and have never had it tampered with, and yet two bicycles have been stolen within a stone's throw of my office."

Can be had of any dealer in bicycles, or sent post-paid on receipt of $1.00.

MARLIN FIRE ARMS CO., New Haven, Ct.

ST. LOUIS WHEEL CO.
Difficult Repairing a Specialty.
Enamelling, Nickelling, Etc. at Lowest Prices
LARGEST STOCK OF SECOND-HAND BICYCLES
In the WEST. WRITE FOR LIST.

$3.00. TOULMIN'S BUFFALO BICYCLE SHOE $3.00.



Is made of the Finest Kangaroo or Dongola, in any size or width

and warranted superior to any Bicycle Shoe made.

Price, per pair, **$8.00.**

These shoes being laced to the toe, afford comfort to the wearer, in whatever position the foot is placed; and, also, are the most durable shoe made.

LIBERAL DISCOUNTS TO CLUBS

Ordering six or more pairs. Sent by express on receipt of $3.00, or by mail for $3.30. Send for circular containing prices of other shoes, and directions for self-measurement. Address,

W. B. TOULMIN,
152 to 160 Seneca St. - - BUFFALO, N. Y.

A HYDROMETRIC PARADOX.

The favorite run from Boston, through Brighton, Newton, Newtonville and West Newton to the Woodland Park Hotel, is ten miles.

A bath or swim in Allen's charming pond of pure running water (with every bathing and dressing convenience, will make the return run one of eight miles. Try it.

Everything necessary provided for 15 cents.
JAMES T. ALLEN.

N. B.—Private entrance to pond midway between West Newton and the hotel, off Washington Street, opposite Greenough.

Patented 1881. **L. A. W. BADGES.**

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,
177 Middle St., Portland, Me.

The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges**, $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.

Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; G. R. Bidwell, 313 West 58th Street; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.



STILL AT THE TOP.

THE

Z. and S. Hose Supporter

The Cut Illustrates How it is Worn.

Price Per Pair, 65 Cts.

HOWARD A. SMITH & CO.
Oraton Hall, Newark, N. J.

Jersey-Fitting Underwear Company.

We Call Special Attention to our



BICYCLE, TENNIS, YACHTING and ROWING JERSEYS.

In Long or One Quarter Sleeves, or Sleeveless, High or Low Neck, Lace Front, or Standing Collar. Plain or Fancy Colors.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders, Arm Holes and Neck**, as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.

OUR BICYCLE FULL TIGHTS

Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.





BICYCLE KNEE TIGHTS.

Made same as full tights, to three inches below the knee.

TRUNKS

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.



JERSEY FITTING KNEE PANTS,

Buttoned in Front, same as Pantaloons, without Certain Objections.

We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.



LADIES' JERSEY FITTING TRICYCLE PANTS.
A NEW THING

These Pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.



HOLMES & CO., 17 Kingston St., Boston, Mass.

CUSTOM MADE PANTS, $3

Vests to Match for $2.25.

Also, FULL SUITS at Popular Prices.



Send 6 cents for samples of Cloths, rules for Self-measurement, and other particulars showing how we can make to measure, a pair of

The Celebrated
Bay State Pants,
For $3,

We give excellent value for the money, incredible as it may seem. Satisfaction guaranteed



We also Manufacture Bicycle, Base Ball, Polo, Lawn Tennis and all Fancy Garments or Uniforms required by clubs or other organizations. We should be glad to make proposals to those having such orders to fill. Address

BAY STATE PANTS CO.
32 HAWLEY ST., BOSTON, MASS.

For Sale, Cheap!

BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. O. P. Drawer 64.

was rather suggestive, and we do not think we have a bibulous aspect, while "Where's your Dynamite" quickened us up to a 2.30 gait for the moment.—*R. J. Mecredy in Irish Cyclist.*

ON Friday July 8, at Long Eaton, England, two records were made. George Gatehouse made an attempt to beat the one-mile tricycle record and was timed as follows: Quarter-mile, 41 3-5 (43); Half-mile, 1.22 3-5 (1.22 3-5); Three-quarter mile, 2.02 (2.04 1-5); Mile, 2.41 3-5 (2.46 4-5). Dr. E. B. Turner and E. Kiderlen then tried for a tandem record, and were timed as follows: Quarter, 41 3-5 (41); Half, 1.19 3-5 (1.21); Three-quarter, 1.58 2-5 (2.04); Mile, 2.38 4-5 (2.47 1-5). The old record is given in parenthesis.

ON Thursday, July 21, the New Haven Bicycle Club held its first "ladies' night." About two hundred ladies and gentlemen attended the reception, which lasted from eight until eleven o'clock. The front of the clubhouse was illuminated by many Chinese lanterns hung from tree to tree, and the interior of the house was brilliantly illuminated. The Elm City Banjo Club furnished music, and refreshments were served in the basement.

L. H. JOHNSON has on exhibition, in his store window, a 48-inch Harvard bicycle that has been ridden 20,799 miles. This is more than twice the distance ridden by Thomas Stevens in his trip around the world. In its travels the rear wheel has made more than twenty-five million revolutions. Taking the very moderate estimate of thirty pounds pressure on the pedal for each half revolution of driving wheel, the machine has sustained in the aggregate a strain of one hundred and twenty-five thousand tons. Its life has been an eventful one. Of English make, it was bought new by an American in Germany, and after use there was brought to this country and purchased in 1881 by Mr. Johnson, who sold it in turn to a novice, from whom it received many hard falls. It then became the property of R. D. Mead, of Roseville, who has ridden it up to the present time. The machine is still in good shape, and equal to many thousand miles yet. —*Orange Chronicle.*

AT the Cleveland races a time limit will be put on every race.

IT is a cause for gratulation that the one-mile championships are to be run this year under the most favorable circumstances. In former years they have been contested at the League meets, and not on the best of tracks. This year they go to Cleveland, where they have a fine track, and where will be assembled the best men in the country.

CAPT. A. D. PECK, Jr., and Lieut. J. M. Burr, of the Massachusetts Club, have returned from their tour to Washington. They report a good time, and tell interesting tales of the hospitality of wheelmen on the route. They rode in all 313 miles. They rode from Boston to New London, then took steamer to Greenport, L. I. They found the Long Island roads very bad, and after getting to Mattituck they trained to Patchogue. They stopped at New York, Trenton, Philadelphia, Washington, and Baltimore where the local wheelmen entertained them, and came home by steamer from Baltimore. They did less riding than they intended to do, but poor roads sent them to the train on several occasions.

A CORRESPONDENT in another column testifies to the comfort of Jersey clothing. We can endorse all that he says, for we have been using the Jersey clothing made by Holmes & Co., of Boston, and have been very much gratified with results. The breeches are made with reinforced seats, and are elastic, light, and cool, and, moreover, they look as well as the cloth garments generally worn by cyclers.

THE Rhode Island wheelmen have sent their route slips for the Massachusetts and Rhode Island road book, and the book will very soon go to press.

W. S. ATWELL, of Wm. Read & Sons, has just made a diminutive spade handle for the brake of his machine.

CORNELIUS VANDERBILT was in Boston a few days ago, and after looking around among the various cycling dealers he decided to purchase a Rudge Crescent tricycle.

HOWELL has consented to come to America if the "right thing" is done by him.

MR. HORACE BELL, recently connected with the Overman Wheel Company, has left Boston for Chicago, where he will enter the employ of the Gormully & Jeffery Manufacturing Company.

IT is expected that the reorganized Massachusetts Club will have one hundred members enrolled by Sept. 1.

THE Worcester Bicycle Club will hold a race meeting at the Agricultural Park, Saturday, Aug 13. There will be a race between Midgeley and Rolston, a team race for Worcester County clubs, and a couple of club races.

HERBERT W. GASKELL has severed his connection with the Pope Manufacturing Company. He will return to England.

CONNECTICUT CYCLERS ABROAD.

CAPT. W. A. HURLBUTT and the Solitary Club, of Stamford, Conn., are on deck, and within twenty-four hours of Liverpool at this writing, where their cycling tour in England begins. The outward voyage on the old "Wisconsin" was slow, safe, and ordinarily pleasant.

The impressive ceremony of a burial at sea was an incident of Sunday, July 10. The sight of a wreck, a spouting whale, schools of so-called porpoises,—the fish had sharp, swordfish noses or beaks, and were miscalled,—a passing steamer, and sea gulls, were slight breaks in the monotony of day after day at sea.

We can dispense with seagoing in future years, unless we can go over in about five days. Time is not only money but pleasure, and we are disposed to economize.

We will dispose of a lot of passengers, and mail for home going steamers, at Queenstown, about noon to-day, Thursday, the 14th, and expect to strike English soil at Liverpool, Friday morning.

Capt. Hurlbutt rides his fine 55-inch Columbia light roadster, and the Scribe will try to get along on a 44 Facile light roadster, during this tour of about thirty-five days, this side.

We hope to see the BULLETIN over here, to kind o' brace us up on home doings, and mail matter addressed to "The Solitary Club, 10 North John Street, Liverpool, Eng.," arriving prior to Aug. 20, will reach us in time for the return voyage, and be gladly received.

We are in a condition to receive and record impressions of matters and things on this side, and will write some memoranda for the BULLETIN.

THE SOLITARY CLUB.

LOUISIANA DIVISION.

PURSUANT to call, the Louisiana Division, L. A. W., met Friday, July 8, at the rooms of the New Orleans Bicycle Club. Chief Consul Hodgson presiding, and nineteen members present. The committee on constitution and by-laws appointed at the last meeting (June 23, 1886), submitted the result of their labors, which were with various amendments adopted. Secretary-Treasurer Baquié's report, showing a balance of $24.21, and a membership of forty-one was received and filed, as was also the report of the Division Racing Board.

R. G. Betts was elected secretary-treasurer for the ensuing year, by acclamation, Mr. Baquié declining a second term.

Resolutions were passed urging the L. A. W. to properly support the wheelmen of our sister city, Mobile, Ala., in their proposed legal fight for the opening of the road there, which at present they are denied the use of.

C. C. Hodgson appointed the following committees for the ensuing year: On Racing, E. C. Fenner, E. A. Shields, A. M. Hill, W. W. Crane, and Geo. Baquié.

Rights and Privileges, W. W. Crane, J. M. Gore, Frank Fenner, J. B. Walters (of Shreveport), and T. L. Bayne, Jr.

Transportation, L. J. Parks, F. M. Zeigler, Jr., H. Fairfax, and B. C. Rea.

Road and Road Improvements, A. M. Hill, R. W. Abbott, A. A. Ruhlman, Chas. M. Fairchild, and R. G. Betts.

Handicapper, Chas. M. Fairchild.

After transacting several matters of minor importance and extending a vote of thanks to the New Orleans Bicycle Club for the use of their rooms, the meeting adjourned.

HEREAFTER meetings of the division will be quarterly, as provided for in the constitution just adopted.

C. C. HODGSON said that he did not believe in one or two men running the division, and judging by the number and size of the committees he evidently means it.

WE are having quite a little record breaking season of our own here in New Orleans, and as a result before the last 'ember of '87 will have departed, the South may be able to show up quite a respectable twenty-four hour record. A. M. Hill inaugurated the movement on the 3d inst by piling up 125 miles; R. G. Betts followed on the 10th and raised it to 131, and Hill, not to be outdone, went at it again on the 16th and put it up to our 24 hour record to its present figure, 150 miles. Mr. Hill has, so I am told, announced his determination to hold the record, and as two or three others will shortly attempt to do better than 150 miles, he will have several more opportunities of making three figured runs.

OUR new club met and completed its organization on the 19th inst., by selecting the name Louisiana Cycling Club, and electing R. G. Betts, captain, besides adopting a constitution and by-laws. Five new members were admitted and everything looks toward a bright and successful future for the young organization.

CHIEF CONSUL HODGSON who is also a prominent member of the Louisianas has offered a silver medal to the member making the greatest mileage between Sept. 1, 1887, and April 1, 1888, provided not less than ten men enter for competition.

BANNER TOWNS.

THE claim made by Warren, R. I., for a banner, in consideration of the largest percentage of riders, has brought down upon us an avalanche of communications in dispute.

Warren claims one rider for every 65.6 inhabitants.

Friendship, N. Y., comes in with a claim of twenty-two riders in a population of 1,300. One for every 59 1-11 inhabitants.

Hartsville, Penn., has one hundred and twenty-five inhabitants and three wheelmen. 41 2-3.

Fredericktown, Mo., has twelve hundred inhabitants and twelve wheelmen. 100. This writer failed to see the decimal point in Warren's claim.

Dayton, N. Y., has a population of five hundred and seventy-three, and one rider. Not a percentage to boast of. Another case of failure to see decimal point.

Plum Creek Neb., has a population of fourteen hundred, and twenty-four wheelmen. One for every 58.3.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

JERSEY CLOTHING.

EDITOR BULLETIN:—I have read frequently in the columns of the BULLETIN requests from wheelmen how to prevent *sweating* (I'm no dude and I consider *sweat* is correct as applied to a wheelman's condition when coursing over country roads while the thermometer registers eighty degrees and upwards in the shade.)

If you will permit me, I will give you my experience, and think I will show you that attire has more to do with the disagreeable habit of *sweating* than what one drinks.

To retrospect, I will say that when I commenced riding, five years ago, I adopted the conventional outfit of cloth knee breeches, stockings, and sometimes a "biled shirt" and coat, or perhaps the usual flannel shirt if riding without a coat. In such an attire, I would sweat to such a degree as to have my stockings ringing wet. To remedy this I avoided drinking water, which I found hurtful, and took to ale (ginger ale) and such *stomach*-wash, which I found agreed with me better; as whereas, I would drink quantities of water and not be satisfied, I found that two or three glasses of ginger ale or

OVERMAN WHEEL CO. LAMPS.

In view of the ordinances lately passed by a number of our large cities, requiring the carrying of lamps on all bicycles and tricycles after nightfall, we desire to present to the cycling public our claim to the best wheel lamps yet produced. Our lamps are all of the best and strongest construction, and are fitted with the most successful ventilating apparatus ever used. By its use, the air is brought up to a level with the flame before being admitted to the lamp chamber, thus preventing the strong upward draught which has made it so difficult to keep other lamps burning. Try them.

OVERMAN WHEEL CO.

Victor Bicycles, Tricycles and Accessories,

182-188 COLUMBUS AVE. - - - - - BOSTON, MASS.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

(YOST & McCUNE PATENTS),

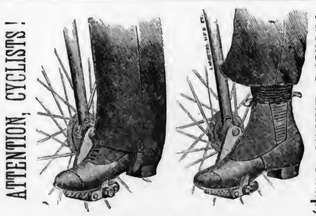
19 PEARL STREET - - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.

ATTENTION, CYCLISTS!



Tucker's Elastic Strap,

(Pat. applied for.)

For Cyclists, Military Men and Equestrians.

Endorsed by the leading Wheelmen and Military men.

It holds the pants close to the **Ankle** and **free** from the **Wheel**, with nothing **visible** from the outside of the pants.

It is Neat, Stylish, and Easily Applied or Detached. For sale by Bicycle Agencies and Clients' Furnishing Goods Houses. Also by the Manufacturers, **TUCKER & HUBBARD, P. O. Box 1029, Hartford, Conn.** Liberal Discount to the Trade. **Price, 25c. per pair** (mailed). Full directions with every pair.

For Sale by A. G. SPALDING & BRO., and at all their Agencies

CARTER'S FOOT REST.

FOR THE  FOR THE

★ ★

FOR THE STAR.

Every STAR Rider should have one. It is for Comfort and Easy Position in coasting. All old STAR riders use it and give it the heartiest endorsement. PRICE, $1.00.

HOWARD A. SMITH & CO.

M'f'rs of and Dealers in Cycles and Cycle Sundries.

ORATON HALL - - - NEWARK, N. J.

Sold by all Dealers.



NOW WE HAVE IT!

THE PERFECT

LANTERN HANGER

No more trouble with the Lantern. It can be put on or taken off in an instant, and admits of throwing the light in any direction desired; high or low directly in front of the wheel, or far ahead, and can be attached to either side of the wheel. **Price, postpaid, $2.**

HOWARD A. SMITH & CO.

Oraton Hall, Newark, N. J.

Send for our Illustrated Catalogue.

STEEL BALL OF BEST CAST-STEEL. FOR ANTI-FRICTION BEARINGS.

HARDENED, GROUND, AND BURNISHED

3-16" to 3" diam. Samples and prices on application.

SIMONDS ROLLING-MACHINE COMPANY, Fitchburg, Mass.

NEW YORK ROAD BOOK. — Members of the New York Division who joined during the second quarter, viz., from April 1 to June 30, may receive a copy upon payment of seventeen cents, and members who joined since June 30, upon payment of fifty cents. A few surplus copies are for sale to League members of other States at $1.50 per copy. Address E. K. AUSTIN, secretary-treasurer, Box 157, Flatbush, N. Y., giving League number, name, and address *plainly written*. A. B. BARKMAN, *Bookmaster*.

BICYCLES FOR SALE. — Bicycles and Tricyles — all kinds, descriptions, and prices — from $35.00 upward. Call and examine, or send for list to RUDGE AGENCY, 158 Congress St., Boston, Mass.

THE European team, composed of H. O. Duncan, of Paris (ex-fifty miles champion of the world); Paul Medinger, of Paris (champion of France); and Jules Dubois, of Paris (champion of Europe), having terminated a most successful racing tour in Austria and Germany, are about to visit England, and are expected to arrive the latter end of this month. R Howell (champion of the world), will in all probability join the team in England, and compete in the numerous contests which have been specially organized by several prominent amateur clubs and speculating ground proprietors, who have offered big prizes for this occasion. We are informed that the team will, after finding out one of the fastest paths in this country, attempt to beat the one-mile record, as well as endeavor to uncoil several other records over favorite distances and we may safely look forward to a repetition of some Springfield performances during the next month. — *Cyclist.*

THE following instructions are from the *Chemist and Druggist:* Black enamel for tricycles. — Fuse 40 oz. of asphalium and add half a gallon of boiled linseed oil, 6 oz. red lead, 6 oz. litharge, and 4 oz. sulphate of zinc, dried and powdered. Boil for two hours and mix in 8 oz. fused dark amber gum and a pint of hot linseed old, and boil again for two hours more. When the mass has thickened again, withdraw the heat, thin down with a gallon of turpentine. Cement for bicycle tires. — Melt two parts of asphalt and one part of gutta percha together in an iron crucible. When quite hot apply to the wheel, which must also be hot, then slip on the tire. If the wheel is not hot the cement will turn out a failure.

THE Cripper tricycle upon which Kiderlen won the tricycle championship weighed but twenty-seven pounds.

BEFORE YOU BUY A BICYCLE OR GUN



Send to **A. W. GUMP, Dayton, Oh o,** for ILLUSTRATED NEW AND SECOND-HAND PRICE LIST. Bicycles repaired and nickeled. Second-hand **BICYCLES, GUNS and REVOLVERS taken in exchange.**

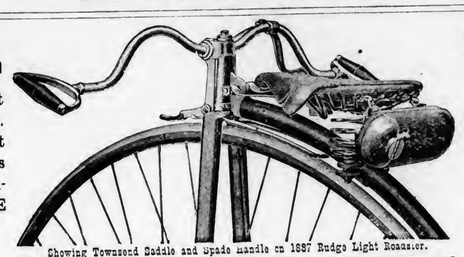
DAYTON BICYCLE STAND AND CAMP STOOL

Can be used as a stand or stool; used for cleaning; adjusted to different size wheels. Price **$2,** delivered free of express to any point east of Omaha. Patented by A. W. GUMP, Dayton, O.

Townsend * Saddle.

It is light. It is easy. It does not chafe. Try it. It fits any machine. Thoroughly ventilated. It does not sag or get out of shape. It combines the advantages of every saddle extant. It is fitted to all RUDGE machines.

PRICE, $6.00.



Showing Townsend Saddle and Spade Handle on 1887 Rudge Light Roadster.

SPADE * HANDLES.

More comfortable. Great power in hill climbing. Perfectly adjustable and detachable.

You are behind the times if you don't have them.

PRICE, $5.00.

To be happy, you must have your bicycle fitted with the TOWNSEND SADDLE and ADJUSTABLE SPADE HANDLES. To be obtained or fitted by any of our agents. ☞ See *inside* of *front cover*

STODDARD, LOVERING & CO., 152 Congress Street, Boston, Mass.

sarsaparilla would be sufficient for a day's ride. Notwithstanding that I abstained from liquids, still I could not arrive at that dry state which I desired. I once belonged to an athletic club in Jersey City, and when "on the floor" would wear the regulation suit of worsted, and I remembered that I experienced no discomfort from *'spiration*, though in constant motion; so I bought a pair of worsted knee breeches and rode the wheel in them, of course, at the same time, not forgetting the other necessary articles of toilet.

I found, when riding, that the air circulated through the texture and evaporated the moisture, thus keeping me cool. "Eureka!" I mentally exclaimed, "I will buy a jersey," which proposition I immediately put into effect, and found perfect comfort. I was visiting a friend a few days ago in one of Connecticut's towns, and being in possession of a 45-inch Star, I would accompany him upon it, and we would attack the tough, wearisome hills with which that country abounds, and which same hills have been the means of bringing forward such men as Miller, Ives, Brainard, and others equally as good, whose names are not known to the public, but who, having mastered the hills of Meriden and surroundings, if given an opportunity, would make road riders which would force Jersey and Brooklyn fliers to take a rear seat. I left Meriden after my week's sojourn with a powerful impression of that town's wheelmen.

But to go back to my friend. He would complain of being so warm and moist as to force him, one day, to deplete himself of everything except trousers, stockings, shoes, undershirt, and 'spenders; still he was not cool, while I was pushing my 65-pound Star and did not feel the least bit warm, laying it justly to the jersey trousers and shirt, under which I wore no underclothes. While in motion the perspiration evaporated, and when off my wheel, at rest, I felt no chilliness. To bear out what I have been saying, another friend, who accompanied us, caught a severe cold which he laid to his *flannel* shirt becoming wet, while I, who am subject to sore throat and chills, experienced only comfort and relief.

I have been caught out in showers and have become drenched, but never have caught cold or even felt chilly.

I wrote you some months back about pumice stone being an excellent medium for polishing nickel wheels.

While in Meriden, I made a note that the favorite finish for bicycles is nickel. My friend, of whom I spoke above, has a 56-inch Expert, full-nickeled, which is as brilliant now as when bought, and it carries its age (four years) with dignity.

Yours fraternally, H. F. FRASSE.

SIDEWALK RIDING.

EDITOR BULLETIN: — An ordinance lately passed and enforced here, to the effect that bicycles should not be ridden on the sidewalks, resulted in a meeting between the town committee and delegates from the Bloomfield Cyclers (an active though young club). The effect of this meeting has been severally styled in neighboring papers, giving the impression that the club committee has gained the free use of the sidewalks in part or the entire town. Kindly allow us space to correct an impression which would stamp us, among the better class of wheelmen, as sidewalk hogs.

At the meeting of these committees on the 9th inst., we, the Bloomfield Cyclers, asked that arrests should not be made under this law, which we acknowledged in effect as a State or common law, not that the law should be repealed; and our request was granted without limitation of any district or sidewalk. Our argument was, that the sense of the law being to protect the pedestrian, it could be accomplished better by the efforts of the club than by making arrests; that we will endeavor to use the sidewalks only in such a manner as will meet with the approval of the citizens, and will always be glad to receive and act on complaints.

Many of our sidewalks being but seldom used, we are glad that visiting wheelmen will not be driven from them by fear of arrest and fine, and we ask them, as gentlemen, to dismount rather than scare or annoy a woman or a child.

We trust that we have not promised more for the cyclist than his conduct will warrant us.

T. D. PALMER,
Chairman Committee.

BLOOMFIELD, N. J., July 18, 1887.

OFFICIAL ANNOUNCEMENTS.

VOUCHER FORM.

THE following form has been adopted by the Committee on Finance and Audit, New York State Division, L. A. W., to be affixed to all vouchers and bills presented to them for audit, and to be signed by those forwarding the bills. I have duly approved the same, and no bills will be passed by the committee without this certificate.

Yours very truly,
G. R. BIDWELL.

CERTIFICATE.

To the Committee on Finance and Audit:

This certifies that the within bill is correct as to the items, prices, and amounts thereof, that the articles therein set forth have been received in good order, the services therein mentioned have been duly and necessarily rendered and the expenditures shown have been necessarily incurred for and on account of the Division.

Dated Signed

NEW YORK, July 23, 1887.

LOCATION OF CHAMPIONSHIPS.

By unanimous vote the Racing Board have assigned the one-mile (bicycle) and the one-mile (tricycle) championships with the Cleveland Bicycle Club, and they will be contested at their annual tournament, to be held at Cleveland, Ohio, Aug. 11, 12, and 13.

By unanimous vote of the Racing Board, Mr. Frank A. Hentz, of Roxbury, Mass., has been reinstated as an amateur.

J. H. COOLEY, *Chairman.*

PLAINFIELD, N. J., July 23, 1887.

LOUISIANA APPOINTMENT.

I HEREWITH notify you that Mr. R. G. Betts has been elected secretary-treasurer of the Louisiana Division, L. A. W.

The Louisiana Division will hold its annual races during the second week in September, date not as yet fixed.

The Shreveport Division is very enthusiastic; they hold races there during the fair on October, and will have some very handsome prizes.

H. H. HODGSON, *C. C.*

MICHIGAN CONSULS.

ADRIAN, Irving H. Finch; Niles, J. M. Long; Ypsilanti, Chas. W. Glover; Mason, C. G. Jenkins, Vice, W. W. Weeks.

Owing to absence of secretary-treasurer on Quebec tour, report of Division Meet and of secretary-treasurer will be delayed until some time next month.

J. H. JOHNSON, *C. C.*

WEST VIRGINIA CONSUL.

I HAVE this day appointed Mr. A. L. Martin consul at Martinsburg, W. Va.

JACOB W. GRUBB, *C. C.*

CONNECTICUT REPRESENTATIVE.

MR. NELSON B MEAD, of Greenwich, is hereby appointed a representative for this Division.

LOUIS A. TRACY, *C. C.*

CALIFORNIA HOTEL LIST, 1887.

City.	*Hotel.*	*Meals.*	*Per day.*
San Francisco.	Baldwin.		$2.50 to $3.50
Belmont.	Belmont.	40c.	
Redwood City.	Grand.	40c.	
Menlo Park.	Oak Grove Villa.	40c.	
San Jose.	St. James.	50c.	1.50
Haywards.	Haywards.	60c.	
Piedmont.	Piedmont Springs.	50c.	
San Rafael.	Tamalpais.		
	Lunch, 50c.;	dinner, 75c.	2.00
Livermore.	Washington.	40c.	1.50
Stockton.	Grand Central.	40c.	1.50
Petaluma.	American.	40c.	1.25
Napa City.	Napa.	50c.	2.00
St. Helena.	Palace.	50c.	1.50
Oroville.	Union.	50c.	1.50
Gilroy.	Williams.	50c.	1.50
Santa Cruz.	Pacific Ocean.	50c.	2.00
Watsonville.	Mansion.	37½c.	1.50
Los Angeles.	Nadeau.		3.00
Pasadena.	Grand.		2.00
Colton.	Transcontinental.		1.50
Riverside.	Rowell.		2.00

The above hotels have been carefully selected and are recommended to tourists.

Consul. — A. F. Radke is appointed consul at Watsonville.

R. M. WELCH, *C. C.*

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them.* After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 97 — Total 146.

BOSTON, July 25, 1887.

ALABAMA. — 1.

Mobile Bi. Club.

15969 Munn, J. W., Mobile.

AUSTRIA — 5.

Young America Cycle Club.

15970	Franjal, Leopold,	Fiume Croatia.
15971	Kukac, John,	" "
15972	Gomp, Millan,	" "
15973	Gomp, Cornel,	" "
15974	Kresnick, Franz,	" "

We make a specialty in

SECOND-HAND BI TRI CYCLES.

Have large stock, many as good as new. Enclose stamp for List.

PRICES LOW.

JOHN HARRIOTT.

MEDALS AND BADGES,

— ALSO —

Bicycle Club Pins of Every Description.

Designs on application.

3 Winter Street - - BOSTON, MASS.



BROOKLYN BICYCLE CO.

161 & 163 Clymer Street,

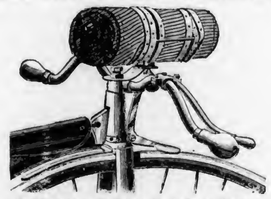
BROOKLYN - - NEW YORK.

SOLE BROOKLYN AGENTS FOR THE

Columbia Bicycles and Tricycles

Large Riding School on premises. Purchasers Taught Free. Wheels Rented for Road Use. Bicycles sold on Instalments. Repairs of all kinds a specialty. See, also, our "ad." in "For Sale" column.

A BIG THING FOR WHEELMEN



The Ross Improved Detachable Luggage Carrier.

Don't buy any other. You certainly won't when you know what a convenience it is. We haven't space to fully describe it, but it is detachable and can be turned entirely out of the way in coasting, (as per cut.) Acknowledged by everybody to be the most convenient Luggage Carrier ever offered to wheelmen. Send for one and you will be delighted with it. For both crank and star bicycles. Nickelled; price only $1.00; by mail, $1.10. C. H. ROSS & CO., 46 Columbia Street, Albany, N. Y. P. S In ordering, give name of wheel.

SPADE HANDLES!

Handsomest, Strongest, and best Handles in the Market

Only $2.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.

C. W. SPINNEY - - Fitchburg, Mass.

SOLE AGENTS

For New York for the celebrated New Rapids, Quadrant and Sparkbrook Cycles.

New York Bicycle Co.,

38 PARK PLACE, NEW YORK.

HARLEM BRANCH, 124th ST. and 7th AVE.

Send for Circulars.

JOHNSON'S

BEESTON HUMBERS.

Bicycles, Tricycles, Tandems, Safeties. Large illustrated catalogue on application.

JUVENILES.

Full Line of First-Class Wheels for Boys and Youths at **Specially Low Prices.**

GENUINE ROVERS.

A line of Genuine Rover Safeties, greatly improved in every detail, for 1887. Weight, full roadster, 45 pounds.

SECOND-HAND WHEELS,

Bicycles, Tricycles, Tandems and Safeties. For example:—

36-inch Kangaroo, fair, B.	$50 00
46-inch Special Columbia, good, B., N.	40 00
48 inch American Club, good, B. N.	70 00
50-inch Corne l, first-c ass, B.	75 00
52-inch Duplex Excel-ior, fai , N.	40 00
52-inch Humber, equal new, B.	90 00
54-inch Humber, first class, B.	75 00
54-inch Standard Columbia, fair, B.	40 00
55-inch Light Rudge, good, B. N.	70 00
56-inch Expert, good, B. N.	70 00
56-inch Victor, first-c ass, B.	97 50
57-inch Yale, fair, B.	35 00
58-inch Expert, good, B.	75 00
58 inch Expert, good, B., N.	85 00
59 inch Spalding, fair, B.	70 00
Victor Tricycle, fair, B.	50 00
Carrier Tricyc e, new.	90 00
Meteor Tandem, good, B.	150 00

B, Ball Bearing. N, Full Nickel.

Sent subject to approval if desired,

DEALERS.

Will find it of special advantage to write for discounts, terms, etc.

REPAIRERS.

Can obtain parts for Humber Cycles from us without delay. Send for Illustrated Catalogue to

L. H. JOHNSON, No. 401 Main Street, **ORANGE, N. J.**

And you will undoubtedly find what you want on our

LIST.

Second-Hand Machines

TAKEN IN EXCHANGE

For New Rapid, Quadrant, Sparkbrook, Victors, Star, New Mail, Facile, Rover, Humbers, or any other machines made.

CORRESPONDENCE SOLICITED

THE NEW PATTERN

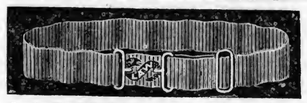
Butcher Cyclometer!

NOW READY.

The most Accurate, the Easiest to Read from the Saddle, and the BEST WORKMANSHIP ever put into a Cyclometer. Hub Cyclometer (Pat. Feb. 15, 1887), $10. Spoke Cyclometer (Pat. Nov. 30, 1886), $5. Either Cyclometer sent Post-Paid on receipt of Price.

BUTCHER CYCLOMETER CO.

6 and 8 Berkeley Street, BOSTON, MASS.



L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1 00.

Members who may desire the old style of outfittings can be supplied at the following low prices: *Cap* or *Helmet*, $1.50 each; *Shirt*, $2.25; *Hose*, $1.10.

L. A. W. *Seersucker Norfolk Coats*, $3.00 each, reduced from $5.00. The lightest and best summer riding coat made.

Ira Perego

128 & 130 Fulton Street and 87 Nassau Street,

NEW YORK.

Send 2-cent stamp for our new 52-page illustrated catalogue.

THE

Genuine Royal Mail

Bicycles and Tricycles

THE BEST IN THE WORLD.

I have just received a large consignment of new machines, with all 1887 improvements. Either call and examine them, or send for Catalog to

HENRY C. SQUIRES,

Sole Agent for United States,

No. 178 BROADWAY, N. Y.



CALIFORNIA DIVISION.—6.

Sunflower Bi. Club.

15908	Boeseke, Elmer J.,	Santa Barbara.
15909	Hunt, L. E.,	" "
15910	Metcalf, L. B.,	" "
15911	Russell, John A.,	" "
15912	Short, H. S.,	

Unattached.

15907 Goodman, Geo., Jr., 80 Grant Ave., Napa.

CONNECTICUT DIVISION — 1.

Unattached.

15913 Wilkins, E. H., Portland.

DISTRICT OF COLUMBIA DIVISION — 5.

Capital Wheel Club.

15924 Brown, Phil S., 1527, O St., Washington.

Washington Cycle Club.

15975	Church, Joseph E., 631 2d St.,	N. W. Washington.
15976	Hanger, Geo. W., 1110 F St.,	" "
15977	Perlie, H. E., 1110 F St.,	" "
15978	Speake, A. H., 1219 G St.,	

GEORGIA — 1.

Gormully and Jeffery Bi. Club.

16004 Welch, L. E., Jr., Albany.

ILLINOIS DIVISION.—4.

Illinois Cycling Club.

16000 Munger, L. D., 228 No. Franklin St., Chicago.

Joliet Cycle Club.

15914 Barnes, G. J., No. Collins St., Joliet.

Unattached.

16001 Sabin, S. A. Belvidere.

15925 Wells, Geo. H., 1154 No. 5th St., Springfield.

INDIANA DIVISION — 3.

Unattached.

16002 Hazelrigg, D. C., Greensburg.

16024 Hunter, Rev. R. V., 43 Fletcher Ave., Indianapolis.

16003 Rognon, Ernest G., Jeffersonville.

IOWA DIVISION — 2.

Unattached.

15915 Waite, A. H., Boulevard Cedar Rapids.

15970 Wright, J. H., 692 15th St., Des Moines.

KANSAS DIVISION — 5.

Salina Cycling Club.

16005 Wellington, J. D., Salina.

Unattached.

15916	Larabee, F. D.,	Stafford.
15917	Larabee, F. S.,	"
15926	Peacock, Alva B.,	"
15914	Oficer, A. M., 10th and Jackson Sts, Topeka.	

LOUISIANA DIVISION — 2.

New Orleans Bi. Club.

15930	Guedry, Geo. E., 19 Camp St.,	New Orleans.
15927	Parks, L. J., 472 St. Charles Ave.,	"

MAINE DIVISION — 4.

York County Wheelmen.

15945	Cobb, Fred B.,	Biddeford.
15946	Richards, Edgar,	"
15947	Roberts, Henry W.,	"
15948	Staples, Clarence M.,	"

MARYLAND DIVISION — 1.

Unattached.

15928 Williams, J. Melvin, 426 N. Bond St., Baltimore.

MASSACHUSETTS DIVISION — 12.

Chelsea Ramblers.

15929 Simpson, Edwin F., 22 Hancock St., Chelsea.

Columbia Bi. Club.

15930 Tweedy, J. E., No. Attleboro.

Conomo Bi. Club.

15931 Burnham, David Elmer, Essex.

Maverick Wheel Club.

15981 Little, Chas. E., 2 Gorham Pl., Boston.

New Bedford Cycle Club.

16006 Staunton, Harry H., Mt. Pleasant St., New Bedford.

Suffolk Wheel Club.

15942	Charnock, J. Frank, 608 E. 7th St.,	South Boston.
15943	Collins, A. G., 928 E. Broadway,	"

Unattached.

15932	Albree, Edw. C., 122 Concord St.,	Boston.
16025	Armstrong, F. H., 113 Devonshire St.,	"
15933	Davis, Geo. D., Bridgewater.	
15918	Ramsdell, Frederick M., 255 Park Ave., Worcester.	
15919	Snow, Chester, Jr., Harwich.	

MICHIGAN DIVISION — 11.

Detroit Bi. Club.

15949	Coleman, H. C., 216 Woodward Ave.,	Detroit.
15950	Jones, Gus, care Stanley B. Smith & Co.,	"
15951	Lanmore, R. E., care Grand Trunk Railway,	"
15952	Lightner, Clarence, 24 Campan Building,	"
15953	Sweet, Wm., 62 High St., E.	"
15954	Traub, R., 71 Watson St.,	"
15955	White, Guy, care Ducharme Fletcher & Co.,	"

Grand Rapids Bi. Club.

16026	Lynde, John W.,	Grand Rapids.
16027	Tiersort, R. P.,	"

Tecumseh Bi. Club.

15982 Cummins, A. J., Tecumseh.

Unattached.

16007 Pratt, F. J., Jackson.

NEW HAMPSHIRE DIVISION — 1.

Granite State Wheelmen.

15934 Wilder, George P., Lake Village.

NEW JERSEY DIVISION — 5.

Hudson Co. Wheelmen.

16008 Heath, Joseph A., 150 Washington St., Hoboken.

Passaic Co. Wheelmen.

15935 Doremus, Richard, Passaic.

Unattached.

16028 Barnet, F. M., 67 Penn. Ave., Newark.

15983 Goodwin, J. M., Cranbury.

15920 Pulsford, John Arthur, Randolph Pl., South Orange.

NEW YORK DIVISION — 23.

Albany Wheelmen.

15984 Wood, Frederick K., 15 Green St., Albany.

Auburn Cycle Club.

15936 Hamilton, Albert H., 61 Genesee St., Auburn.

Brooklyn Bi. Club.

15956	Allen, L. M., Canarsie, L. I.	
15957	MacIlvaine, Wm. G., 704 Pacific St.,	Brooklyn.
15958	Neil, C. N., 123 Willoughby Ave.,	"
15959	Selcock, W. S., Jr., 23 South Portland Ave.,	"
15960	Stallknecht, H. S., 498 Green Ave.,	"
15961	Stephens, Eugene, Closter, N. J.	

Manhattan Bi. Club.

15938	Allen, Ethan, 153 W. 45th St.,	New York.
15939	Bell, Wm. C. R., 137 9th Ave.,	"
15940	Obendorfer, Nat, 127 E. 64th St.,	"

Pathfinder Bi. Club.

15962 Russell, Walter S., Cooperstown.

Unattached.

16030	Domalski, O. L. A., 767 Fulton St.,	Brooklyn.
15986	Hancock, James C., 43 Cambridge Pl.,	"
16029	Rogers, Geo. H., 55 Division Ave.,	"
15941	Heath, Geo. B., 172 E. 74th St.,	New York.
15967	Knapp, Fred A., Box 851,	"
15985	Callan, Chas. B., 74 Kentucky St.,	Buffalo.
15987	Kane, Jos. J., 376 Richmond Ave.,	"
15924	Carhart, Benj. L., 68 Division St., Albany.	
16009	Moore, Henry J., 47 Fremont St., Rochester.	
16031	Roy, C. Frank, Elm Cottage, West Troy.	
16052	Stevens, Thomas, New Brighton, Staten Island.	

OHIO DIVISION — 29

Border City Wheelmen.

16032	Allison, S. M.,	Piqua.
16033	Hatch, Leon C.,	"
16034	Kitchen, Chas. E.,	"
16035	Miller, E. S.,	"
16036	Mills Fred,	"
16037	Munger, Hall A.,	"
16038	Munger, Wilbur H.,	"
16039	Wall, Thomas G.,	"
16040	Whittaker, Bart,	"
16041	Whitlock, I. E.,	"

Central Wheelmen.

16010	Hamilton, Chas. E., 6 E. 4th St.,	Cincinnati.
16011	Hey, David M., 143 E. 3d St.,	"
16012	Klum, Hiram B., 83 E. 3d St.,	"
16013	Langmead, John 271 Central Ave.,	"

Lonesome Charley Bi. Club.

16045 Olney, Chas. F., Ottawa.

Toledo Cycling Club.

16042 Wilkin, J. L., 132 Summit St., Toledo.

Unattached.

16016	Anderson, J. L.,	Delaware.
16017	Campbell, Jos. D.,	"
16018	Hipple, George,	Yellow Springs.
16019	Carr, W. E.,	"
16020	Hartwell, Arthur,	"
16021	Johnston, Geo. P.,	
16043	Apt, Frank, Akron.	
16014	Armstutz, N. S., 433 Superior St., Cleveland.	
15922	Bixler, Dan H., Orrville.	
16015	Harpster, Rev. J. H., 12 N. Poplar St., Canton.	
16044	Hunt, Per Lee, Massillon.	
15963	McMath, Will S., Moscow.	
15988	Ricks, Jno. T. 151 So. Limestone St., Springfield.	

PENNSYLVANIA DIVISION — 20.

Brownsville Cycle Club.

15964	Crawford, Lou.,	Brownsville.
15965	Gummert, Thos. N.,	"

Pittston Bi. Club.

15989	Crowell, E. J.,	Pittston.
15990	Engle, Leon,	"

Sewickley Valley Wheelmen.

15992 Patterson, Thos., Sewickley.

Williamsport Wheel Club.

15991 Scheffel, Wm. A., Williamsport.

Unattached.

16050	Bougher, Samuel C., 1823 No. Broad St.,	Philadelphia.
15992	Hurst, Chas. W., 1825 Fitzwater St.,	"
15923	Laurent, Edward, 621 Marshall St.,	"
15966	McCloskey, Louis J., 1718 Vine St.,	"
15993	Pettit, David, 1219 Callowhill St.,	"
15967	Scott, James A., 2042 Locust St.,	Blairsville.
16046	Henderson, Walter S.,	"
16047	McCune, Harry,	"
16048	Miller, Harry L.,	"
16049	Rugg, Chas. A.,	Shickshinny.
15994	Briggs, J. F.,	"
15995	Campbell, Chas. P.,	"
15996	Miller, A. W.,	"
15997	Strauss, I. Hess.,	Nanticoke.
16051	Morgan, D. L.,	

RHODE ISLAND DIVISION. — 3.

Unattached.

16022 Jenks, Dr. Mary A., 47 Superior St., Providence.

15998 Taber, Thomas W., 7 Webb St., Pawtucket.

15999 Wood, George A., Warren.

TENNESSEE DIVISION — 1.

Unattached.

15968 Gluck, P. P., Cotton Exchange, Memphis.

VIRGINIA DIVISION — 1.

Old Dominion Wheelmen.

16023 Burnett, E., First National Bank, Richmond.

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

Advertisements will be inserted in this column as follows: $1.00 for four lines, first insertion; 50 cts. for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FOR SALE. — Humber Tandem, new last fall, for 52 or 54-inch rider, in good condition, run about one hundred and fifty miles; price, $140. Address M. JAY M., 211 West Main Street, Jackson, Mich

RACING BICYCLE FOR SALE. — A 57-inch enamelled Victor Racer, has been ridden only five miles, and has never had a fall; weighs twenty-six pounds; price, without any pedals, $50. L. B. HAMILTON, Payne's Hotel, Cheshire, Conn.

BARGAINS. — Victors, $75 and $80; Standard Columbias, $40 and $45; Expert Columbias, $70 and $75; sizes, 48, 50, 52, and 54-inch; none but good wheels. Machines sent with privilege of examination on receipt of $10 to cover expressage. Freight prepaid on receipt of price. VICTOR AGENCY, Lock Box 132, Mitchell, Dak.

FOR SALE. — 51-inch Columbia Light Roadster, 1887 pattern, spade handles, Lakin standard cyclometer, new two months ago, not even scratched; will sell for $110 cash; cost, $142.50. Address L. A. W., No. 1656, care Box 901, Sharon, Pa.

FOR SALE VERY CHEAP. — 62-inch Rudge Light Roadster, in good condition. Address JAMES W. LEE, JR., Cleveland, Ohio.

A BARGAIN. — A 44-inch American Safety, ball bearings, including levers; used only part of one season; condition as good as new; price, $65; enamel finished; cost $97, new. Correspondence solicited. J. H. BLOEDEL, Sheboygan, Wis.

FOR SALE CHEAP. — COLUMBIA (54-inch) EXPERT, full nickel plated, ball bearings on both wheels and pedals, dropped handle bars; not ridden fifty miles; with stand, bag, lantern, whistle, oil cup, wrenches. Also, if wanted, suit, L. A. W. pin, complete. Address, GEO. E. KUNHARDT, Lawrence, Mass.

FOR SALE. A 52-inch Rudge Light Roadster. Ball pedals, in perfect condition. Price $90.00. Apply to Rudge Agency, 152 Congress St., Boston.

FOR SALE. Two Rudge Humber Tandems, suitable for 52 and 54-inch respectively. Ball pedals, latest pattern, in good order. For particulars, apply at the Rudge Agency, 152 Congress St., City.

SPECIAL BARGAINS in New and Second-Hand Machines, prior to removal April 1st to more central location in Orange. Bicycles, Tricycles, Tandems, and Safeties. Send for list. Write to us what you want, *it will pay you.*

L. H. JOHNSON, East Orange, N. J.

FOR SALE. Rudge Racing Humber Tandem, only used at the Springfield Races, brand new, latest pattern, $150. Apply at The Rudge Agency, STODDARD, LOVERING & CO., 152 Congress Street, Boston, Mass.

OUR SPECIAL BARGAINS IN NEW AND second-hand machines are having an unprecedented sale, and we are going to keep it up. We are constantly receiving fresh stock in all the desirable patterns of bicycles, tricycles, and Safeties. Write to us what you want, *it will pay you.* List free. L. H. JOHNSON, Orange, N. J.

LARGE STOCK OF SECOND-HAND BICYCLES, all sizes, always on hand, at extraordinary bargains; sole Brooklyn agents for Columbia cycles; wheels sold on instalments. BROOKLYN BICYCLE COMPANY, 161 Clymer Street, Brooklyn, N. Y.

A FEW OF THE SUNDRIES WE MANUFACTURE.



The Cobblestone Saddle

(Our own patent)

Is a practical Anti-Header.

PRICE - - - - - - $6.00



The Wonder Saddle.

(Our own patent.)

PRICE - - - - - - $6.00



The Lillibridge Saddle.

(Our own patent.)

ALWAYS POPULAR.

PRICE - - - - - - $5.00

WE ALSO MAKE THE DURYEA. PRICE, $4.00.



The Ideal Lamp

Will fit all sizes from 30 inch upwards, or any other make of boys' or youth's bicycle. See cut.

Price, Japanned - - - $2.25
" Nickelled - - - 3.00

The Challenge Lamp

Fits any size except smaller sizes of "Ideal." See cut.

Price, Japanned - - - $3.00
" Nickelled - - 3.75



The Champion Lamp

Fits any size over 50 inch. See cut.

Price, Japanned - - - $5.00
" Nickelled - - 3.00



Ideal Tricycle Lamp.

Useful also as a bicycle head lamp.

Price, Japanned - - - $2.25
" Nickelled - - 3.00







Price, 75 Cts. Price, P't Can, 50 Cts. Price, Q't Can, 60 Cts.



CHICAGO KANGAROO. PRICE, $5.00.



CHICAGO CANVAS. PRICE, $3.50.



Youth's Bell. Price, 50 Cts.



The Favorite. Price, 75 Cts.



The Standard. Price, $1.00.



The Chiming Price, $1.50.



The Superb. Price, 2.00.

A complete line of Leather Sundries we make on the premises, such as BELTS, TOOL BAGS, etc., and many other Sundries, all of which are described in our Catalog, which is mailed on application. We invite the trade generally to correspond with us in this regard.

Largest Manufacturers of Cycles and Sundries in America.

GORMULLY & JEFFERY MFG. CO. CHICAGO, ILL.

THE L. A. W. BULLETIN.

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN: PUBLISHED WEEKLY: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA:

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, AUGUST 5, 1887. | VOL. V. No. 5. WHOLE NUMBER, 110.

SOME COLUMBIAS

SPRINGFIELD, JULY 4, 1887.

RACES.	WINNERS.	MACHINES RIDDEN.
One-mile, novice	H. B. Arnold	Columbia Light Roadster.
One-mile, for boys	Geo. McClelland	Victor.
One-mile, 3.20 class	Geo. C. Dresser	Columbia Light Roadster.
One-mile, handicap	E. A. DeBlois	Columbia Light Roadster.
One-mile, club	W. H. Jordan	Expert Columbia.
Special challenge / Five-mile Lap	H. B. Wordsworth	Victor.
One-mile, ride and run	Thomas Harvey	Columbia Light Roadster.
One-mile, open	E. A. DeBlois	Columbia Light Roadster.
One-mile, consolation	D. P. Williams	Victor.

TEAM RACE.

E. A. DeBlois, Hartford, largest number of points; H. S. Hart, New Britain, next largest number of points; E. B. Smith, Springfield, next largest number of points.

ALL RODE COLUMBIAS.

ROSEVILLE, N. J., JULY 4, 1887.

RACES.	WINNERS.	MACHINES RIDDEN.
One-mile, L. A. W. Champ	A. B. Rich	Columbia Racer.
Three-mile, lap	J. W. Powers, Jr.	Columbia Racer.
One-mile, Championship / Union County Wheelmen,	A. W. Pierson	Columbia Light Roadster.
Three-mile, team	J. W. Powers	Columbia Racer.
One-mile, consolation	H. Powers	Columbia Racer.

Lynn, Mass., July 4, 1887.

3-mile amateur, 3-mile professional handicap, boys' mile handicap, 2-mile professional handicap, 2-mile amateur handicap, 1-mile run.

WON ON COLUMBIAS.

American Athletic Club,

NEW YORK.

Sat, June 25, 1887.

2-mile Handicap won on a

COLUMBIA LIGHT ROADSTER.

THE CHICAGO HERALD.

TUESDAY, MAY 31, 1887.

RACING ON BICYCLES.

H. R. Winship wins the Chicago Wheelmen's Trophy.

The great bicycle race between nearly two score of the fleetest wheelmen of the Chicago clubs was run yesterday from the Leland Hotel to the plaza in front of the Florence Hotel in Pullman, a distance of sixteen and a half miles. The course was along Michigan Avenue.

* * * * * *

STARTERS.	Actual Time.	Minutes' Start.	Position.
H. R. Winship	1:2:55	8½	1
C. H. Teig	1:6:15	11	2
W. J. Maas	1:7:3	11½	3
T. F. Palmer	1:7:51	9½	4
H. Mangle	1:10:23	11	5
W. M. Cook	1:8:55	8½	6
F. E. Spooner	1:11:43	11½	7
C. B. Pierce	1:7:30	6½	8
R. E. Schmidt	1:10:50	9½	9
H. L. Wheeler	1:15:32	14	10
Martin Bowbeen	1:8:55	6	11
F. T. Harmon	1:9:47	6½	12
T. M. Cremon	1:20:00	5	13
B. B. Ayres	1:11:7	6½	14
M. D. Willer	1:10:43	6½	15
W. D. Buckley	1:14:00	9½	16
W. A. Davis	1:12:5	6½	17
Frank Riggs	1:16:23	10½	18
H. L. Fulton	1:18:20	11	19
R. A. Ehlert	1:8:30	*	20

*Scratch.

Position at finish.	MACHINE RIDDEN.
1	Columbia Light Roadster
2	Columbia Light Roadster
3	Columbia Light Roadster
4	Victor
5	Columbia Light Roadster
6	Star
7	Expert Columbia
8	Columbia Light Roadster
9	Columbia Light Roadster
10	Expert Columbia
11	Champion
12	Columbia Light Roadster
13	Columbia Light Roadster
14	Columbia Light Roadster
15	Columbia Light Roadster
16	Star
17	Star
18	Victor
19	Expert Columbia
20	Champion

BOSTON DAILY GLOBE.

Monday, June 27, 1887.

RHODE ISLAND WHEELMEN.

PROVIDENCE, R. I., June 26.—The R. I. Division, L. A. W., held a 25-mile road race yesterday for three medals. There were five starters, and M. Turner, of Warren, came in first, Time, 1 hour, 42 minutes, 5 seconds. L. A. Dawson, of Pawtucket, second; C. M. Morse, of Pawtucket, third. Turner rode a Columbia, Dawes a Star, and Morse a Rudge.

THE TWENTY-FIVE MILE ROAD RACE AT HARTFORD, CONN.

The race held at Hartford, June 9th, was one of the hardest ridden in this country; it was a genuine scorcher's race over the worst, heaviest, and muddiest roads, in a pelting rain storm. . . . The men mounted at 4.10 and were pushed off a minute later in the presence of a large crowd of wheelmen and spectators. . . . Considering the conditions, the time was creditable in the extreme. The race was a great one, and all the contestants showed elements of pluck and endurance that only those who knew the condition of the roads can realize.—*Bicycling World, June 17, 1887.*

L. A. Miller, 54-inch Columbia Light Roadster, first; Wm. Harding, 52-inch Columbia Light Roadster, second; E. A. DeBlois, 52-inch Columbia Light Roadster, third; F. I. Damery, 51-inch Columbia Light Roadster, fourth; Ludwig Forster, 54-inch Victor, fifth; S. J. Mills, 58-inch Expert Columbia, did not finish.

Kings County Wheelmen.

6th ANNUAL MEET,

SATURDAY, JUNE 25, 1887.

8 OUT OF 10 RACES WON ON COLUMBIAS, VIZ.:

1-mile novice, 2-mile handicap relay race, 1-2 mile boys', 1-mile championship, Ilderan Club, 1-mile handicap, 5-mile State Championship, 1-mile consolation.

POPE MFG. CO.
COLUMBIA BICYCLES and TRICYCLES.
Boston, New York, Chicago. Catalog sent Free.

THE

RUDGE RACER.

NEW

OR

Second-Hand

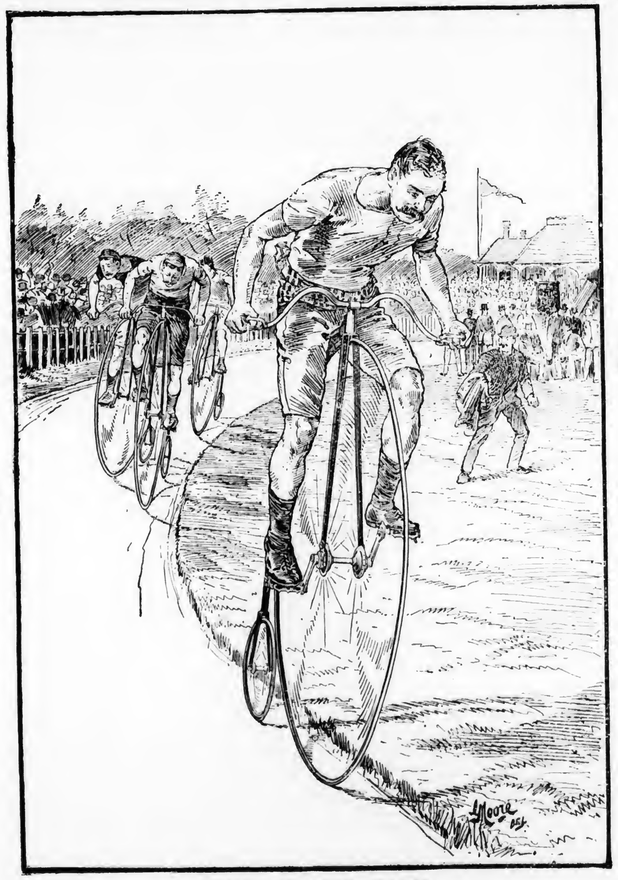
MACHINES

OF ANY

RELIABLE MAKE

TAKEN IN

PART PAYMENT.



NEW

OR

Second-Hand

MACHINES

OF ANY

RELIABLE MAKE

TAKEN IN

PART PAYMENT.

KING OF THE PATH.

If you are thinking of going into Racing, let us hear from you.

STODDARD, LOVERING & CO.,

125 TO 158 CONGRESS STREET - - BOSTON, MASS.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

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A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

THIS department is closed. The editor is off to Cottage City, and his assistants hesitate to attempt this portion of his labors. We will close the column till his return. He has earned his vacation. Let him enjoy it without a thought that we who are at home will commit him to ideas not his own.

THE following table shows the number of applicants for League membership published last year and this during the month of July: —

	1886.		1887.
July 2	52	July 1	131
" 9	85	" 8	76
" 16	92	" 15	78
" 23	124	" 22	170
" 30	92	" 29	146
	446		602

PROVIDENCE is not surprised at the story we told of a clergyman who road to his church on a tricycle. The *Journal* says: That is a very good little story, but there is nothing about it to startle Rhode Islanders, where such cycling clergymen as Rev. Louis A. Pope, Rev. Mr. Ewer, and Rev. Mr. Day add distinction and muscular legs to the wheeling craft hereabouts. The other day they installed a new pastor at the Congregational Church in Barrington. Mr. Pope was an invited guest, but he was far away on his bicycle. He got there just the same, however, and rode seventy-four miles to do it, arriving in time for the ceremonies with plenty of his second wind left. By the by, there is a local Episcopal clergyman whose Sunday duties are on a long circuit of mission churches, and he drives from the morning service at once to the afternoon service at another, and to the evening at a third. He contemplates buying a wheel, and he says he can get one for nothing, inasmuch as it now costs him upwards of $300 a year for cariage hire, which would be saved. An Episcopal clergyman, it would seem, has rather an advantage over nearly all other clergymen, as he can ride in his Knickerbockers on Sunday, and when he gets to the pulpit hide his frivolous legs behind his surplice.

FROM A FEMININE POINT OF VIEW.

FROM whatever point of view we look at the horse cars they are an aggravation. I am mindful that they carry us safely from urban to suburban scenes, and I do not forget that they are the poor man's carriage. But, however we regard them, there are not a few of us who hold that steam railways would give us quicker and better service, and we, who do not hold city property, are waiting eagerly for the elevated roads.

I AM all out of patience with the horse cars just now, for they are encroaching upon the best roads north of Boston, and restricting our riding district within still narrower bounds. Malden, Maplewood, Linden, Melrose, Stoneham, and Revere have given us some of our best roads, but we shall see them no more, for they are banded with iron and surfaced with metal. We look to advancing civilization for better roads. We may look in vain, for advancing civilization multiplies the horse car.

I AM not naturally of a timid disposition, and I do not harbor the natural antipathy of the sex towards horned animals. And yet there are situations when even a cow creates terror. I passed through a herd of them last week, and did it without a mishap, though I confess to a fearful condition of mind. We were coasting a long hill (I say "we," because I was on a double with a friend), and when half way down we were startled to see a herd of cows taking up the whole road and coming towards us. There was nothing for us to do but slow up, which, thanks to a strong brake, we were able to do, and wait for the stupid and unwieldy creatures to make a passage for us. This they were willing to do in their own way and time, but our appearance was so sudden and strange to them, that they were confounded and driven into stupidity ten removes lower than their common endowment. We were concealed from the rear animals by the leaders. Cow No. 1 would slowly turn aside for us and expose us to the sight of her file follower, who had not till then been aware of our presence. The look of dumb astonishment that met us was hard for us to understand. We could n't tell whether it meant peace or war. It meant peace every time. We ploughed our way through the herd in this way, creating astonishment and terror in front, while at our sides the wheels were scraping the sides of animals who were not quick enough to escape us. Our safety depended upon the gentleness of the beast. If there had been a cross cow in the herd, we would not have escaped so easily.

MY little friend Miss G—— has become an expert hill-climber, and if the conditions are right she takes the hardest hills with the greatest ease. Her mount is a very light and graceful Humber Cripper, which she pedals at good speed, and she is always accompanied by her dog, which plunges in and out of every yard and field along her route. She has had occasion to discipline her four-footed friend several times, and that she may do this to the best advantage, she carries a dog-whip with her. This dog-whip she has become expert in the use of, and she can flirt it over a wagon chain or buggy brace and secure a tow up a hill. Thus she gets up the high hills without walking, and she has been known to wait at the foot of a hill for a wagon to come along and tow her up. Must we all come to the dog-whip?

MRS. M—— and "Jack" have finished their tour of our roads and gone to their home in New York. They write me that their trip was one of great pleasure, and they consider it the most enjoyable of all the vacations they have taken. And now there comes from Philadelphia, a gentleman and lady who propose to repeat the programme of our New York friends. Mr. and Mrs. James M—— are "doing" Lexington and Concord and Nahant, Salem, Gloucester, and the North Shore trip. I know that they will enjoy the trip.

I am off to Cottage City this week, and my wheel tires will be pressing the asphalt of that lovely summer resort. I hope to be able to write a line regarding what I do, though writing under the circumstances that will surround me is no easy task.

I AM told of a ride which Miss Maggie K—— and her sister took the other day. They made a run to Gloucester from their home in Maplewood, and spent the night there. It was necessary for them to be at home the next day, and when they got up the next morning and found it raining, their spirits were a little dampened by the prospect of a ride home under such depressing circumstances. They had to do it, however, and so they set out. They had a great deal of trouble, got very wet, but arrived home in the best of spirits, having ridden twenty-five miles.

I MET a trim little figure a-wheel the other day. She was dressed in a suit of light French flannel, with plain skirt and sailor waist. On her head was a very pretty Glengarry, I think they call it, — or is it a Deerstalker, — made of the suit material. The costume was very effective, not showy, but well adapted to riding if the wearer is fortunate enough to keep her skirts free from oil. A grease spot on such a dress would advertise itself very successfully.

THERE are some ladies who can ride and avoid grease. I cannot. My friend Mrs. G——, of Somerville, had one costumie which was made up with a white silk panel extending over the whole front. I can't say how many times she wore it, but she kept it free from oil. DAISIE.

JERSEY.

OWING to the requirements of early copy I was unable to let the BULLETIN have an account of the five-mile road championship of Union County races run at Westfield last Tuesday under the auspices of the Union County Wheelmen. The race was originally set down for the previous Saturday, but rain necessitated a postponement. Rain, too, had begun to fall when the road racers and their friends began to arrive in Westfield on Tuesday, but the management resolved that the affair must be run off rain or shine, and as the competitors were anxious for one another's gore they were called to the scratch. The course was a triangular one, nine circuits less some fifty yards or so being required to complete the distance. The course was level, but the rain had fallen just long enough to make the dirt surface of the macadam sticky, and give the racers a little harder pushing. M. D. Ackerman and L. Heyniger sported the colors of the Plainfield Bicycle Club; A. N. Pierson and E. R. Collins represented the Union County wheelmen; W. H. Caldwell raced for the Elizabeth wheelmen, and H. P. Peck was the unattached candidate from Plainfield. For the first six laps the Plainfield contingent took turns in making pace; then Caldwell and Pierson, who had been lying back and racing side by side, went to the front, the former leading. There was an immediate change in matters, and the pace became more like racing. Caldwell pounded away like a good fellow, with Pierson close at his heels. They ran in this order until the bell rang for the last lap, when the struggle began in earnest, and neck and neck they dashed down Broad Street at a three-minute clip. A quarter of a mile from the finish Pierson made his effort and passed him, gaining a lead of fifteen feet. Caldwell hung on, however, and would not give up the fight. Pierson held his lead until within a hundred yards from home, when Caldwell ducked his head a little lower, and put on all the steam left in him. Foot by foot he crawled upon the speedy Pierson, and passed him fifteen yards from home, winning by a length and a half in 18.47 1-2, remarkably good time for the day and course. Pierson's time was 18.47 1-2; Peck, third, in 18.53; Heyniger, fourth, and Ackerman, fifth. The last-named had slipped his saddle, and was obliged to fall back. It was a splendid race, and the leaders finished very tired, as they should have. The officers of the race were: Dr. F. A. Kinch, Jr., referee; John C. Wetmore, E. W.; Joseph Sanford, P. B. C., and J. C. Hetfield, judges, and L. S. Miller, U. C. W., and A. L. C. Marsh, P. B. C., timers. After the race the U. C. W. entertained their guests in a most hospitable manner at their clubhouse, and the three trophies, the gift of the citizens of Westfield, were presented.

I AM much disappointed to be obliged to report a postponement of the proposed races at the Roseville track next Saturday, and the unavoidable abandonment of the bi-weekly racing scheme. There is some consolation, however, in the news that a big meeting is to be held on the 20th inst. Secretary Willever writes: "The heavy and continued rains of the past two weeks have put our track in such a

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From the Very Start,—from the Opening of the Season,

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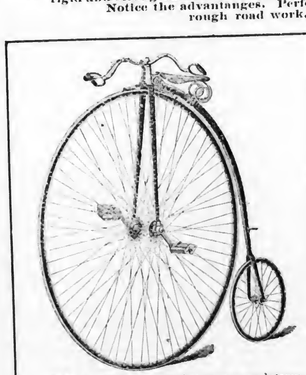
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A constantly increasing demand, and unasked testimonials. Wherever one has been shown, other orders surely and quickly followed. In fact, ☞ AT NO SINGLE TIME SINCE JANUARY 1 have we been up with our orders. This means somethiug. It means a good wheel.

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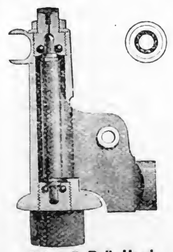
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Trigwell's ball-bearing head, and perfection backbone and forks. The ball head has been PROVED by two years' use a great success, and the best criticisers are not competing dealers, but the users and riders, and we refer to the latter's testimonials in our catalogue. Did any rider ever see too rigid and strong backbone and forks? Are not the Strengthened Perfection Pattern Backbones and Forks common sense improvements? Notice the advantages. Perfectly rigid forks and backbones which do not break nor spring out. Especially fitted for rough road work. And look at our rim with the thickened base; no such thing as buckling.



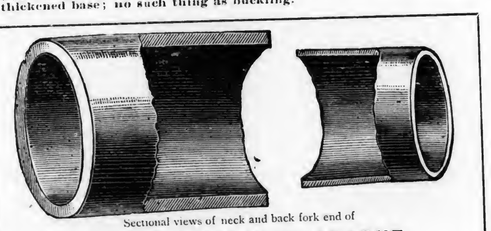
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shape that we will not be able to run the races on Aug. 6, as announced. We also failed in our negotiations with the base-ball people for the semi-monthly races, and that plan is off permanently. I think it was a good one, but we could not make the base-ball people see it. We have, therefore, postponed the affair until Aug. 20, when we will run twelve races, all short. The charges will probably be twenty-five cents admission, and twenty-five and ten cents for grand stand seats. We will not definitely decide upon the programme until we ascertain how many clubs wish to hold club races. We will offer suitable prizes and advertise liberally. We have the promise that Rowe will be here, and if Whittaker, Crocker, and Hollingsworth are East at that time, as expected, they will, in all probability, be with us. The committees are: Race Committee, J. C. Willever, J. Warren Smith, E. E. Sargeant; Prize Committee, J. B. Lunger and H. A. Smith; Advertising Committee, L. J. Hardham, R. M. Sanger." The affair should be a great success in every way, as the postponement will only whet the appetites all the more.

I HEAR that, following the good example set by the Union County Wheelmen, the Plainfield Bicycle Club will before long give a ten-mile road race for the championship of the County of Union. Recent trials have proved that they have good men, and they need not be ashamed to place them in competition with the fast men of Westfield and Elizabeth.

IODO tells of a wheelman who wrote to the Pope Company offering to exchange a barrel of whiskey for a bicycle, and adds that the offer was only equalled by that of the man that offered a convenient grave lot in payment for one. If this is a chestnut, Mr. Editor, strike it out, as I do not wish to have the reputation of not knowing one when I see it. [It is. See BULLETIN, July 15. Ed.]

THE Passaic County Wheelmen have taken steps to become incorporated, after which the clubhouse scheme will be pushed through. The weekly drills are being continued, and the men are said to be attaining enviable proficiency.

JER C.

AUG. 1, 1887.

QUAKERTOWN QUILLINGS.

THE road race for the Tryon cup is a subject of universal cycling interest in Philadelphia just now. The course has not been altered from the original suggestion of the firm offering the cup, and will probably be about twenty-two miles out and in the Lancaster Pike, with the finish at Bryn Mawr. The race will be run, so far as can now be foreseen, on Saturday, Sept. 10, in the afternoon. If our principal track racer, Kolk, rides with the Universi y Club, as he is likely to do, the South End will have no team entered, so that there will be only four teams entered, the Pennsylvania, the University, the Century, and the Tioga. The Philadelphia Club will have no team, and the Germantown is not represented at all. Permission has been accorded the committee, by the company controlling the pike, to give the race, provided the company is relieved of all responsibility in regard to any accidents which may occur as a result of the race.

The State Division has taken up the Carnell-Evans assault case, and will push it to the very last bit there is in it, bringing a second suit for damages as well as the criminal suit for assault. The case will not come up until September next Mr. Evans, by the way, has secured his desired witnesses to the assault, and is in a practically invulnerable position.

Mr. Howard B. Mingus and his brother, Walter J. Mingus, two of the best and quietest of Philadelphia's careful riders, were very nearly driven over by a careless driver in the Park, last Friday night, at about ten o'clock. Mr. Howard Mingus was crowded in to the gutter and upset, but as they supposed the driver was drunk, they paid no further attention to him and let him pass. After they had gone a little further, they found him waiting for them with a guard, who placed them under arrest on the charge of "reckless driving," which, as the fellow — whose name is Cairns, and who is a barnacle of the coroner's office — was passing them and going considerably faster than the bicyclers, is certainly as equally applicable to his own case. The riders mean to fight the matter, and have secured the services of Hampton L. Carson, Esq. A counter suit will also be brought against Cairns for assault in upsetting Howard Mingus. There seems to be a peculiar similarity in the names of the recent editions of the road-hog which have been foisted on the cyclers. In England, Mr. James Alfred *Curnick* has just had his dose of fines and narrowly escaped imprisonment; Mr. Alfred *Carnell* is under $600 bail for court for assaulting Rowland Evans in Fairmount Park; and finally this man Cairns is trying to enforce his right to ride over the wheelmen. What 's in a name? PHACTO.

DETROIT.

THE coming team race between the East Saginaw Bicycle Club and the Detroit Bicycle Club is the topic of conversation at present. These two teams met before, but, through a misunderstanding in the manner of scoring, Detroit was beaten. They immediately issued a challenge to any team in the State for a team race of any distance under twenty-five miles; Saginaw, so far, being the only club to accept. Adrian and Grand Rapids both have good teams, and should be heard from. The time and place of race has not yet been agreed on, but will probably take place in September, and no better stretch could be chosen than from Ypsilanti to Ann Arbor.

RESOLUTIONS of condolence have been sent to Mr. L. J. Bates by the members of the Detroit Bicycle Club, on the occasion of the sudden death of his wife. Mr. Bates is honorary President of this club, and had been active president for several years before his removal to Lansing.

DID you ever hear of base-ball fever among cyclists, Mr. Editor? The wheelmen of this city have a very severe attack, and a match has been arranged between the members of the Detroit Bicycle and Star Clubs, to come off at an early date, as soon as the intending contestants learn to catch a fly. If your correspondent can find paper enough in the city on which to score, he will furnish you a detailed account.

B. J. HOLCOMBE, president of the Detroit Bicycle Club, and Clarence Smith made, on August 24, the first 150-mile run ever made by Detroit wheelmen in one day. They left Windsor at 4 A. M., and made a run to Blenheim, seventy-five miles and return, arriving in Windsor at 11 P. M. Mr. Holscombe, who has been president of the Detroit Bi. Club for two years, has won for himself an enviable reputation as an executive officer; but it now appears that he also deserves the reputation of a record-breaker, as no other member of the club has accomplished so long a ride.

DOWAGIAC claims to have the most unridable district in the State. Notwithstanding this, they have a most active, able-bodied club.

THE E. S. Bicycle Club have accepted the challenge issued by the Detroit Bicycle Club for a team race, requiring, however, that the race be ten miles, and run on the Bridgeport road. East Saginaw can boast of two teams of three men, either one of which will be a fair match for any team in the State.

SPOKES.

BAY CITY, why do we not have a few more of those forty-five members come into the fold— L. A. W.?

WHAT's the matter with Adrian, in the team race? Not a word heard from them yet.

VICE-PRESIDENT WILLIAMS, of the Pennsylvania Bicycle Club is spending a two weeks' vacation in Detroit.

THE Bay City Bicycle Club's annual tour is to leave that city about August 6; arrive at Detroit, August 8, *en route* for Buffalo. The tourists will visit St. Thomas, London, Hamilton, Niagara Falls, on their way. From Detroit to Blenheim they will pass over the route on which Messrs. Holcombe and Smith made their 150-mile run. The Bay City Club now numbers forty-five members. MICH.

LEAGUE TREASURER BREWSTER is reported as having visited Boston, where, with Hub hospitality, he was "introduced to steamed clams." Poor Brewster; if he will come down here the Rhode Island men will regale him on baked clams, and any Rhode Islander will tell him that the man base enough to steam a clam would steal a sheep. — *Providence Journal.*

Well! well! well! Have we got to give up the pile of stones, the big fire, the mass of rockweed, etc., etc., and take to the baker's oven? There is no poetry in a baked clam.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

ROAD RACING.

EDITOR BULLETIN: — My friend Luscomb has done, as often before, a good thing for the League by his action in reference to road racing.

I have long been of the opinion that the only *recognition* the League could properly extend to road racing would be that which it would extend to any other form of deliberate law breaking, viz, suspension for first offence, and expulsion for a repetition. A man who deliberately makes a race track out of a public highway is a road hog of the worst description. The suggestion that the consent of the local authorities might be obtained is nonsense. The local authorities are bound to protect the rights of *all* users of the highways and have no shadow of right to grant special privileges to one class at the expense of the others.

Racing is a nuisance anyway, leads to gambling, jockeying, and all manner of hard feeling and is physically injurious to the racers, but so long as young men are fools enough to go into it on tracks owned or rented for the purpose, it is probably no body's business to stop them. When it comes to racing on the public highway, it is quite another affair, and I am of the opinion that the League should take the matter in hand, and notify persistent law breakers that they must no longer disgrace the League by their evil courses.

With what face can we *demand our* rights and deliberately form associations to deprive others of their rights. Membership in a Road Racing Association ought to be a disqualification for membership in the League.

GEO. E. BLACKHAM.
L. A. W. 464 *Rep. 6th Dist. N. Y.*

JULY 29, 1887.

REORGANIZATION.

EDITOR BULLETIN: — One long letter on the reorganization question ought to be enough for a single member; but your correspondent "Sirrah" has actually forced me out again to defend myself from the suspicion of desiring to take power from the general membership, and give it to the officers. There is nothing that I would more desire than to see the general meeting kept up with supreme powers; but the League has taken away from it everything except the liberty of speech, and every proposition brought forward by myself or others to give the general meeting something to do — to infuse life and spirit into it by electing our president there, for instance — is "sat upon" by the vast majority. So why keep up such a Rump Parliament, which nobody cares for and very few attend?

The fact is, the officers hold all the power in the League already, but they have assumed it by thoroughly irregular means, simply as a matter of necessity for the despatch of business. My idea is not to give them more power, but to define what they already possess, and thus make it impossible for them to go beyond this unless by the will of the membership at large, expressed through an amendment to the Constitution. For this purpose, I sketched briefly — omitting details, because Chairman Luscomb asked us for our ideas, not rhetoric — those portions of our present by-laws which seem to me to properly belong in the Constitution.

EDWARD J. SHRIVER.

NEW YORK, July 26, 1887.

FOLLOWING is a copy of a card received by the Pope Manufacturing Company last week, under date of July 22: "Out of 47 miles from Bishop to Elko, I actually rode 11 to-day, covering the distance in 11 hours, the hardest day's work I ever did. This State can have my gizzard if it keeps on like this. I am thankful that I am only 500 miles from Frisco. Yours, Nellis." Nellis started with a companion from Herkimer, N. Y., several weeks ago for the purpose of cycling to San Francisco. He desired to make a record which should down all previous performances of the kind. His companion, however, believed in taking things more easily, so they separated, and Nellis is now almost a week ahead of the other man. They both ride Columbia bicycles.

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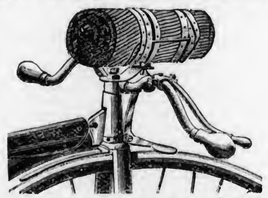
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Don't buy any other. You certainly won't when you know what a convenience it is. We haven't space to fully describe it, but it is detachable and can be turned entirely out of the way in coasting, (as per cut.) Acknowledged by everybody to be the most convenient Luggage Carrier ever offered to wheelmen. Send for one and you will be delighted with it. For both crank and star bicycles. Nickelled; price only $1.00, by mail, $1.10. C. H. ROSS & CO., 46 Columbia Street, Albany, N. Y. P. S In ordering, give name of wheel.

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Bicycles, Tricycles, Tandems and Safeties. For example:—

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46-inch Special Columbia, good, B., N.	40 00
48-inch American Club, good, B. N.	70 00
50-inch Cornell, first-class, B.	75 00
52-inch Duplex Excelsior, fair, N.	40 00
52-inch Humber, equal new, B.	90 00
54-inch Humber, first class, B.	75 00
54-inch Standard Columbia, fair, B.	40 00
55-inch Light Rudge, good, B. N.	70 00
56-inch Expert, good, B. N.	70 00
56-inch Victor, first-class, B.	97 50
57-inch Vale, fair, B.	35 00
58-inch Expert, good, B.	75 00
58-inch Expert, good, B., N.	85 00
59-inch Spalding, fair, B.	70 00
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ST. LOUIS.

THEY have got the road-racing fever badly out about Kansas City. I observe that they prefer the prairies of Kansas, however, to the hilly country just this side of the state line. Kansas City, particularly, with its bluffs and precipitous streets, so steep that stairways occasionally take the place of sidewalks, is more adapted to the production of "toughs" than racers. Nelson I. Haynes, of the Outing Cyclists, and Harry Ashcroft, of the Kansas City Wheelmen, are the present road champions, having covered the ninety-six miles included in the trip from Kansas City to Paola, and return, in seventeen hours, on dusty roads and in tropical weather. The Paola Club will now offer a medal for the record time for one way, this season, and the above figures are expected to drop with a dull thud soon.

ST. JOSEPH'S oldest rider, W. H. Cameron, gives up his old reliable for a Yankee Star. Cameron is the hardest League worker in his part of the State, and always seems ready to do more. As a happy result, he sees a thriving club growing up in his hilly home, and the only fault he finds is that his fellow-members are as loath to join the L. A. W. as he is anxious to have them. The League helped you out of trouble once, St. Joe. One good turn deserves another.

THAT Carthage ordinance, on investigation, proved not so obnoxious after all, its purpose being merely to include cycles in the general law covering the use of vehicles. The usual penalty is provided against carelessness which might injure pedestrians or infringe on their rights. Representative Stewart cleared the matter. They say Stewart has a weakness for looking after things in Jasper County, any way. He has just returned from Colorado.

PAPA BREWSTER comes home from Boston town looking bright as a dollar, and very happy after his second vacation down east. He remained in Boston a week, and tells me that "the boys" kept him moving through a deluge of fun day and night, without intermission. He slept hardly a wink, but grew fat just the same.

BREWSTER will shortly call another meeting of the division board, to look over the results of the heavy correspondence which the representatives have been engaged in recently, in the interest of the L. A. W. He compliments Kansas City's representative, Stuart, and says he is a hustler.

THE Division meet, which promises something more than its predecessors in the way of enjoyment, will probably occur in September, the exact date to be decided very shortly.

W. I. FLEMING and E. A. Gould, both at Philadelphia, left town Wednesday morning for Joplin, in the southwestern corner of the State. They took the Manchester Pike, and I fear will meet some very jagged surface between its terminus and the other side of the Ozarks. They had ridden from Philadelphia to St. Louis in twenty-five days, covering 1,605 1-2 miles to this point, by cyclometer measurement. They were delayed five days by rain and walked the last twenty-one miles preceding their arrival at the big bridge, having unfortunately taken the sandy route via Edwardsville, instead of the Collinsville or Belleville roads. The National Pike was followed for 480 miles, beginning at Bridgeport, O., on the Ohio River, and ending at Terre Haute, Ind. Fleming is a careful statistician, and finds that his valuable notes are ample compensation for the trifling trouble they incurred. He uses a wheelman's record book.

To-day's mile Race at Union Park was captured by Hodgen, who won both heats and the final. The five-lap cinder track was bad and the weather hot, but the time was ridiculously slow. In the final, the first two laps were ridden in about four minutes, it seems, and this caused so much disgust that, though the last three laps were well ridden, the riders were disqualified and the race declared off.

YOUR Indianapolis contemporary tells me that the readers of the *Wheelmen's Gazette* are to be afflicted with a little stale news, and with as much good literary matter as can be found. The Darrows don't believe, they say, in a monthly *news* sheet. They are about right. PHOENIX.

CHICAGO.

THE arrangements for the smoker to be given by the Illinois Cycling Club on their first anniversary are swiftly drawing to a close. The invitations have been mailed, and we hope eye this that each one has received and read same, and has the date fixed upon his mind in a way that can only be satisfied by his presence at the clubroom on this occasion. According to the stories I have been hearing, some of the wheels that expect to cut a conspicuous figure in the lantern parade, will be decorated to such an extent that the owner will find it more convenient to walk than to ride, especially across car tracks and around corners. Remember the date, Wednesday evening, Aug. 10.

THE first race of the Ehlert-Van Sickle series, for the championship of the State, was run at Cheltenham Beach on Saturday last. The race was started a few minutes after six o'clock, the distance being five miles. Van immediately goes to the front, and is setting a terrible pace. Ehlert lost his pedal on the first corner, and by the time he caught it, Van was sixty yards in the lead. This did not discourage the little man, however, and by making one of his capital spurts, he was upon the heels of his opponent. From this point, and until the nineteenth lap, the race was a loafing one, and was of little interest. As the men crossed the line at the finish of the nineteenth lap, Ehlert was in the lead. Here Van made his final effort, taking his opponent by surprise, and opened up quite a gap. Ehlert followed him with his usual pluck and determination, and caught him coming into the home stretch. He rode grandly and crossed the line a winner by less than a yard. I regret that it is beyond the power of my pen to picture the finish of this race to the many readers of the BULLETIN, but suffice it to say that it was the grandest ever seen in Chicago, and can only be appreciated by those who were fortunate enough to witness it.

THE ten-mile race being the second of the same series, took place at the Beach this afternoon. The men had scarcely gone a mile before a spoke came out of Ehlert's wheel. When Van discovered this he attempted to run away from his opponent, but found it was not so easy as he imagined. The pace began to decrease at the end of the first five miles, and the men rode along at the usual loafing pace until eight miles had been ridden. Here Van's saddle began to slide down the backbone, and he was forced to change wheels. Ehlert did not increase his pace, however, and only rode one lap while Van was getting another wheel. After Van mounted the second time he endeavored to cover lost ground, but could not get away from his opponent. Ehlert made a grand spurt at the finish, gaining another half lap on Van. This gives the Illinois man the championship of the State, and the club is loud in the praise of its newly developed racing man. Of course, there will be comments of all kinds in regard to Van's saddle, but it seems very funny that a man who is so old at the racing business as N. H. Van Sicklen, would go on the track with a wheel in the condition that his was. I am also surprised that Ehlert should start in such a race on a wheel with at least a dozen loose spokes. This speaks well for the repairer that handled it the day before the race.

THE second annual race of the Owl Cycling Club was contested on Saturday last. There were only five starters from a club of sixty. Winship had everything his own way, and crossed the line three minutes ahead of second man, in 36 m. 9 s. Fulton surprised his many friends by taking second place. Perhaps Harmon was the most surprised of any, as he had second place, and possibly first, figured out some time in advance, Fulton had made great preparations, so Harmon had to be satisfied with third place.

TOURISTS in this vicinity have been complaining of not obtaining the reduced rates allowed by many of the League hotels. Nine times out of ten you have to settle your bill with the clerk instead of the proprietor, and his usual reply is that he has no orders to allow reduced rates to any one. I think it would be a good idea to change the hotels in such locations, as there is always somebody who is looking for the patronage of the wheelmen.

FRANK B. CUTTER, who has so long been an active member of the Illinois Club, will soon return to his old home in Cambridge, Mass. He has learned to ride since he came West, and will carry his wheel back with him. Cambridge wheelmen will find in him a pleasant associate, an active League worker, and, above all, a perfect gentleman. He leaves behind a host of friends who are ever ready to welcome him back among them. May success attend him in all his walks of life. SPECTATOR.

LETTER FROM BROOKLYN.

YESTERDAY, for the first time, we availed ourselves of the pleasure of riding through Central Park. After the hot and jolty ride over the stones from 23d Street ferry, the cooling shade and fine roads of that formerly forbidden territory were extremely refreshing and thoroughly enjoyed. Our destination being Tarrytown, we made our exit by the 7th Avenue gate and followed the rather heavy surface of that thoroughfare to and across the bridge at the Harlem, and thence along Jerome Avenue to the Kingsbridge Road. There is always a preference of routes between the Park and Yonkers, and knowing this we had previously consulted a prominent wheelman, supposedly familiar with the local condition of things at all times, and upon his advice proceeded as above. To say that we were disappointed does not well express our feelings. True, the road was ridable for the entire distance, but so far inferior to our expectations; and also to other routes we have taken, that it was lucky for our friendly adviser he was not along. Kingsbridge Road was reached at last, and after pretty nearly breaking our necks getting down a hill, which I believe is called Breakneck Hill, we arrived at Kingsbridge, and again, through kind advice, proceeded to Tarrytown *via* the wretchedly macadamized and shadeless Broadway, instead of following our own inclinations and taking the splendid surface and shade of Riverdale Avenue, which is far preferable, notwithstanding its many hills. From Yonkers to Tarrytown the road, for the first few miles, was in poor condition, particularly so on the hills, most of which had been so washed by the recent heavy rains as to require frequent patches of fresh broken stone, rendering coasting dangerous if not impossible, and riding difficult. Tarrytown was reached at 9.30 A. M., and half an hour later saw us on the little steamer bound across to Nyack. On the boat were two tourists who had left the city the night previous bound to Saratoga, and who intended taking the west side of the river from Tarrytown up to Newburgh.

They were discussing the merits of road books, and we were amused to hear one, who had a copy of the Pa. & N. J. Book, remark, that "the N. Y. Road Books was no good, and he would n't have a copy." It seemed a case of "sour grapes," so we eased his mind by informing him that the compiler was an idiot, and the committee ought to be hung for having had such trash published; and also told him that as the edition was nearly exhausted, perhaps they would not hurt his feelings by sending him a copy. From Nyack to Piermont the road along the river bank offers as pleasant wheeling as one could wish for. Thence to Tappan, Sparkill, and Closter, "he must turn inland and be content to do most of his riding, and a good deal of walking, on the side paths of rather sandy and hilly roads." So says the great K. K., and so we found it, and with the hot sun pouring down upon us, we were exceedingly glad when Closter was reached, at which place the bad riding may be said to end. The mile thence to Demarest was quickly covered, and at the Tenakill House a refreshing bath and good dinner made us most comfortable.

Two hours later, a party of eight members of the Brooklyn Bicycle Club arrived, having come *via* Central Park and Riverside Drive to Fort Lee Ferry, at 125th Street, thence from Fort Lee, *via* the Palisades, to Englewood, and up the valley to Demarest, reporting good riding the entire distance.

One peculiarity of the region from Nyack to Closter is the sanctimonious strictness with which every place of refreshment is closed on Sunday. We could not obtain a glass of ginger ale, soda, or a drop of milk for love or money. Luckily wells and springs are plentiful, otherwise, the tourist would fare badly on a warm day.

The crusade on the signboard question is, I believe, having some effect. We noticed Jones a few days since with a pile of boards under his arm, and later, saw him busily engaged stencilling the same. We are informed that the trouble has been in the neglect of the Division to furnish Consuls with any boards, or the means wherewith to obtain them. All that have been put up on Long Island, and also those which are now being prepared, have been paid for out of the pockets of the Consuls. This is decidedly wrong, and should be rectified at once.

Messrs. Warburton and Buddington, of the Long Island Wheelmen, have just returned from an extended tour to Rutland, Vt. Both rode safety wheels of the Rover pattern, and express themselves well pleased with the performance of their respective mounts. Elliot Mason and wife recently made the trip from New York to Patchogue, Mrs. Mason riding a single tricycle. This is a brave trip for any tricycler, and we therefore extend our congratulations to the first lady to accomplish it.

The second of the series of road races held by the Brooklyn Bicycle Club, occurred on Saturday afternoon last, over the famous Irvington-Millburn Course, the distance being ten miles. The start was made at 5.30 P. M. The championship race was won by Todd in 40.20, with Meetser a close second, while Mead finished first in the novice race, Kenmore second. The final race, distance five miles, will be run in September, and will decide the series.

Bath Beach is becoming a favorite resort with the cyclers of this city who enjoy salt-water bathing. Easy of access, and with good accommodations, its popularity is becoming more pronounced every week. BON.

JULY 31, 1887.

Cleveland Bicycle Club Annual Races,

AUGUST 11, 12, 13.

LARGEST MEET IN THE COUNTRY.

$2,000 IN PRIZES!

THE TWO MOST IMPORTANT NATIONAL CHAMPIONSHIPS,

L. A. W. ONE MILE BICYCLE, L. A. W. ONE MILE TRICYCLE.

ALL THE OHIO CHAMPIONSHIPS FOR 1887.

PROGRAMME.

FIRST DAY, AUG. 11. THURSDAY.

1 4.00. ONE MILE BICYCLE—Novice.
Two Prizes. 1—Gold Medal. 2—Bronze Medal.

2 4.10. ONE MILE TRICYCLE—State Champ. '87.
3—Championship Cup. 4—Silver Medal.

3 4.20. ONE HALF MILE BICYCLE—Open.
5—Diamond Scarf Pin. 6—Gold Ring.

4 4.30. TWO MILE BICYCLE—6.30 Class.
7—Gold Medal. 8—Bronze Medal.

5 4.45. ONE MILE TANDEM TRICYCLE—Handicap.
9—Two Diamond Studs.

6 4.55. ONE FOURTH MILE BICYCLE—Handicap.
10—Silver-Handled Silk Umbrella.
11—Silver-Headed Cane.

7 5.05. ONE HALF MILE BICYCLE—1.30 Class.
12—Pearl Scarf Pin. 13—Diamond Collar Button.

8 5.15. TWO MILE BICYCLE—Lap.
14—Gold Watch. 15—Cameo Ring.

9 5.30. ONE FOURTH MILE BICYCLE—Open.
16—Gold Cuff Buttons. 17—Silver-Handled Whisk.

10 5.40. ONE HALF MILE BICYCLE—Open.
18—Photographic Outfit. 19—Nickelled Timer.

11 5.50. ONE MILE BICYCLE—Handicap.
20—Opera Glass. 21—Opal Stud.

SECOND DAY, AUG. 12. FRIDAY.

12 4.00. ONE MILE BICYCLE—3.20 Class.
22—Gold Medal. 23—Bronze Medal.

13 4.10. TWO MILE BICYCLE—State Champ. '87.
24—Championship Cup. 25—Silver Medal.

14 4.25. ONE HALF MILE BICYCLE—Handicap.
26—Gold Medal. 27—Bronze Medal.

15 4.35. TWO MILE TANDEM TRICYCLE—Handicap.
28—Two Cameo Rings.

16 4.45. ONE MILE BICYCLE—Team Race.
29—Two Diamond Studs.

17 4.55. ONE FOURTH MILE BICYCLE—45s. Class.
30—Flobert Rifle. 31—Tennis Racket.

18 5.05. TWO MILE BICYCLE—Lap.
32—Gold Chain and Charm. 33—Diamond Stud.

19 5.20. ONE MILE TRICYCLE—L. A. W. Champ.
34—Gold Medal. 35—Silver Medal.

20 5.30. HUNDRED YARD FOOT RACE—Handicap.
36—Silver Watch. 37—Pair Running Shoes.

21 5.40. HALF MILE BICYCLE—Open.
38—Gold Link Buttons. 39—Silver Match Safe.

22 5.50. ONE MILE BICYCLE—Handicap.
40—Silver Watch. 41—Cameo Ring.

THIRD DAY, AUG. 13. SATURDAY.

23 4.00. ONE MILE BICYCLE—3.10 Class.
42—Gold Medal. 43—Bronze Medal.

24 4.10. ONE MILE BICYCLE—State Champ. '87.
44—Championship Cup. 45—Silver Medal.

25 4.20. TWO MILE BICYCLE—Handicap.
46—Smith & Wesson Revolver. 47—Opera Glass.

26 4.35. ONE HALF MILE BICYCLE—Open.
48—Set Gold Studs. 49—Diamond Collar Button.

27 4.45. ONE MILE BICYCLE—3.00 Class.
50—Silver Cigar Case. 51—Intaglio Watch Charm.

28 4.55. FIVE MILE BICYCLE—Lap.
52—Gold Chronograph. 53—Silver Watch.

29 5.15. ONE FOURTH MILE BICYCLE—Handicap.
54—Gold Medal. 55—Silver Medal.

30 5.25. ONE HALF MILE TAND. TRICYCLE—Open.
56—Two Gold-Headed Canes.

31 5.35. ONE MILE BICYCLE—L. A. W. Championship.
57—Gold Medal. 58—Silver Medal.

32 5.45. ONE MILE BICYCLE—Lap.
59—Silver Chronograph. 60—Gold Cuff Buttons.

33 5.55. ONE MILE BICYCLE—Consolation.
61—Victor Cyclometer. 62—Pair Ball Pedals.
63—Nickelled Hub Lamp. 64—Waterbury Watch.

LATEST.—In addition to above there will be a ONE MILE PROFESSIONAL BICYCLE RACE each day.

Races commence each day at 4 o'clock P. M., and will be called promptly, according to schedule. **ENTRIES CLOSE AUG. 8.** Ent y fee for quarter, half, and one mile events, except championships, 50 cents each. Championships, and two and five mile events, $1 each. Send for programme with full particulars. Entries and business letters to

GEO. COLLISTER, Clerk, 147 Ontario Street, Cleveland, Ohio.

CYCLETS.

ONE hundred and sixteen applications this week, and a total membersip of 10,853.

THE Cambridge Club gave a farewell dinner to Capt. C. L. Smith, at the Point of Pines, on Tuesday evening last.

THE Kings County Wheelmen talks of building a cycling track.

THE Montreal Club entertained the touring Ildermans in royal style.

ONCE more comes the report that a cheap way of making aluminum has been found. We have heard that so often that we are very tired.

MCCURDY is in training for a long ride. He wants the hundred mile track record.

THE New York division will have a three days' outing at Cooperstown, near Lake Otsego, New York.

SOME boys sprinkled shot on the floor of a bicycle school in Kingston, N. Y., and the riders tumbled to it.

IT is reported that the Hampden Park Track Association is considering the advisabillty of giving a bicycle tournament on a small scale this fall.

THE Cleveland track is probably as fine a one as we have in America, and if it takes off its cap to any track it is only to the one at Springfield.

T. W. ECK was married last week at the house of John S. Prince in Omaha to Miss Jenny Carlisle, of Minneapolis.

IT is reported that Sidney Lee, of England, bicycle dealer, racer, and record breaker, will come to America.

THE *Wheel* publishes, July 29, a portrait of Hon. Jacob A. Cantor who introduced and fought through the New York Legislature the Liberty Bill.

SEVERAL members of the Capital Club will come to Boston this week and explore North Shore roads under the pilotage of Charles Richards Dodge, who is quartered for the summer at East Gloucester.

THE Lockport (N. Y.) wheelmen will hold a tournament at the Fair Grounds, August 18. Entries made to C. A. Ward, 91 Main Street. Fee, fifty cents for each event.

BOB NEILSON is improving the shining hours by umpiring base-ball games. He is used to the cries of an angry audience, and is therefore well qualified for his new business.

THE Brooklyn Bicycle Club proposes to issue a pamphlet which shall set forth the pleasure and profit of wheeling A judicious distribution of this will make riders, and swell the ranks of cyclers.

MASSACHUSETTS is to lose two more wheelmen. W. O. Green, of Holyoke, representative, goes to New York, and Captain Charles R Smith, the handsome captain of the Cambridge Club, goes to the same State.

IN a trial race last Saturday to select a team to represent the Dorchester Club in the road race of the Eastern Road Club in September, W. S. Doane was winner, making the distance in 1h. 40m. Only three men entered, and but two of these, Doane and Benson, finished.

KIRK MUNROE, first Commander of the League, laid aside his wheel several years ago. He has now taken it up again, and is doing a good deal of riding in Cambridge, where he is now residing, and in the other suburbs of Boston.

THE bicycle has been successfully raced against man and beast, and now arrangements are being made to have the machine compete with a fowl. Fred Russ Cook is to race with an ostrich at San Francisco.

THE hill-climbing contest, at Bangor, Me., on the 28th of July, was won by Mr. J. R. Coulter, of Grove City, Penn. He rode a 50-inch Columbia roadster. No others succeeded in getting over two thirds way up.

W. B. EVERETT & CO. have sent us a beautiful photograph of the Victoria, taken under the shadow of Trinity. On the wheel are C. W. Fourdrinier, W. B. Everett, F. W. Weston, Dr. W. G. Kendall, H. W. Gaskell, and J. S. Dean, all of the Boston Club.

CYCLING photographers who secure good pictures should remember that the League headquarters is a good place to send them. We have a very fine collection of photos send in by wheelmen, and they are a source of no little interest to visiting wheelmen.

S. P. HOLLINGSWORTH has joined the Columbia team, and is in training at Lynn. He laments the departure of D. Rogers & Co., for they were to contribute the bicycle which fell to him as a prize in the Clarksville race.

THE Binghamton Bicycle Club is arranging for a tournament to be held in September, and have already commenced work on the repairs of the track at Riverside Park for the event.

THE eight miles road race of the Montreal (Can.) Bicycle Club was held on July 23, and was won by E. W. Barlow in 31.30, he having a start of 4.30. E. P. Baird, scratch, was second, in 27.1; C O. Palmer 5m. start, third, in 32.2.

"PHŒNIX" in the *Gazette* has been raking up the case of Fred Foster, of Baltimore, and working it off as news. It made us all tired when it was fresh. It paralyzes us now. If "Phœnix" or any one else wants the whole story of this affair let him read back numbers of the cycling papers Else, let it rest.

THE Cleveland race meeting will attract the flyers this year. Our best racing men are after the League championship for one mile, and the field of starters will be a better one than the race has ever before called forth. In previous years the contest has been very one sided and uninteresting.

IF the Agricultural Society would construct a track for bicycling purposes Worcester could have a tournament, but as the track is at present it is unfit for riding, and Hendee, Midgley, and others are training on the country roads instead of on the park. It is simply ridiculous to imagine that running horses and bicyclists can use the same track.—*Worcester Spy.*

THE racing men who are training at Lynn have been playing ball with the "Pulverizers." The score was 27 to 16, and the bicycle boys paid for an ice cream supper which victor and vanquished sat down to. The wheelmen were placed as follows:—Rhodes, 2b.; Rowe, 1b.; R. A. Neilson, c. f.; Windle, 3b.; J. Neilson, r. f.; Annis, s. s.; Carter, l. f.; Whitmore, c.; Newhall, p.

WE have conducted no fixture column this year, but shall establish one before the fall tournaments. We shall not give in the column devoted to fixtures anything more than date and place of meeting. If clubs wish to have closing of entries, secretary's address, etc., put in, we will mildly suggest our advertising columns, where five lines can be inserted for a very moderate sum, and a large advertisement can be carried at a very low rate.

WE are cordially invited to a "smoker" to be held by the Illinois Cycling Club of Chicago, on Aug. 10. We are obliged to decline with thanks. What is a smoker? We had an idea that we knew, but the Chicago boys announce as the programme of the evening,—a lantern parade, music, and refreshments. Well, we have little doubt that the lanterns will smoke, and we hope the coffee will be hot enough to do so also.

A GERMAN rider, Mr. Emil Pfahler, has been touring from Kief to St. Petersburg, Russia. The distance is about one thousand miles, and it took Mr. Pfahler ten days to accomplish it. The tour was not one of unalloyed pleasure. What with shepherds who thought he was a good target to practice on with their firearms, and what with dogs who took him to be fair game to chew up, the enterprising German did not have a hilarious time.

CAPTAIN A. D. PECK is an enthusiastic believer in the L. A. W. He considers it a great organization, and has reason to know that the direct benefits accruing from membership in it amount to many times the sum paid for initiation fees and dues. He estimates that during his recent tour to Washington his League ticket secured him sufficient reduction at the various hotels to pay his dues to the organization for very many years.

THE Overman Wheel Company have put upon the market a new lamp, with the Serrell system of ventilation. The air is let into the lamp at the lower sides, and is carried upward to a level with the wick before being admitted to the flame. This, the makers claim, keeps the lamp alight by correcting the error whereby the air enters other lamps with a strong upward draught and extinguishes the light. We have tried the lamp on the road, and it has not once gone out. Our machine was not one to put the lamp to the severest test, for there it has no great amount of vibration, but we went over a number of stones, over cobbles, and down into gullies without losing our glim. We have no reason to believe, however, that results would not be the same if we had carried the lamp on a direct steerer without a correcting spring.

THE road race under the auspices of the Newton Bicycle Club occurred last Saturday afternoon. The course was from Newton, through Newtonville and West Newton, to Natick and return, about twenty miles. There were six entries. It was a handicap race, and the contestants started as follows:—E. S. Martin, at 3.49 o'clock; I. H. Aubin, at 3.54; W. H. Barker, at 3.59; F. L. Wilson, at 4.01; A. W. Whittaker, at 4.04; W. K. Corey, scratch, at 4.09. The first man to reach the finishing line was E. S. Martin, who crossed at 23½ minutes past five o'clock, covering the course in 1.35; W. H. Barker, second, at 5.33—time, 1.34; W. K. Corey, third, at 5.33 1-4—time, 1.24; F. L. Wilson, fourth, at 5.35 1-6—time, 1.34; J. H. Aubin, 5.36—1.51. Whittaker did not finish. The first prize was a gold medal, the second, silver, mounted with a gold eagle, and the third a silver medal.

THE projected cinder path from New York to Philadelphia is being discussed in cycling circles, and it looks as though the near future would give us some such pathway. Mr. Gardner Cain, of Trenton, N. J., a member of the committee appointed by Chief Consul Cooley to look into this matter, thinks that the cinder path cannot be made with any degree of success. The present route laid out in the guidebook, after leaving Trenton toward New York, is by the way of Pennington, Hopewell, Harlingen, Bound Brook, Plainfield, and Orange. On the route, Mr. Cain says, the roads are so narrow that there is no room for a path two feet wide, which is the prescribed width. Besides this, the farmers are bitterly opposed to bicycles, and they would not take any pains to keep the path in repair. In fact, on these narrow country roads the whole width is needed for the wagons. If the League would change the route and go up the Brunswick pike, then he thinks a path might be successfully constructed. Mr. Cain thinks the project will not be a success. The cinder path is for the purpose of making a hard, smooth track for the bicycles. The longest one in the country, and the best, is at Wilkesbarre, which is eight miles in length. There are many roads which are either so sandy or rough that the bicycle cannot go over them.

NOTES AND QUERIES,

(81.) CAN any wheelman give me information concerning routes and roads, etc. north to Portland, Or.? Within the next four or six weeks I will leave for the north, then tour towards the east through Washington Territory and northern States, and any information that will tend to help me, will be thankfully received.

MELVILLE A. BLEY, L. A. W 6700.

(82.) REPLYING to request of "Quadrant" in Belmont, Mass., notes, I would say that the best route from Providence to Newport, R. I. is as follows: Providence to East Providence, to Barrington, to Warren, to Bristol, to Bristol Point, to Bristol Ferry, and *via* West Road to Newport. The distance is thirty miles, not including an arm of the bay one mile wide, between Bristol Point and Bristol Ferry. The lighthouse keeper at the Point will row parties across in a small boat. This answers for one or two persons with bicycles, but might be inconvenient for a party of bikes and trikes. If large enough, I would suggest that the party hire a vessel at Bristol to carry them to the Island ferry. I have heard that a line of steamers between Fall River and Providence, stop at Bris ol and Bristol Ferry. It might be feasible to connect with these, but I do not know their running time. Another route, some five miles longer, with one or two miles unrideable sand, may be taken by turning east from Warren to Fall River, to Tiverton, and *via* Stone Bridge and West Road to Newport. Another road from Bristol Ferry to Newport, is the East Road, but it is poor riding, much inferior to the West Road. The route I recommend is all good, and the first eighteen miles to Bristol Point is fine. Two members of the Newport Club made the ride in three hours, and were delayed at the ferry more than one half hour. See *Outing* for August, 1884, for an excellent description of this route by H. P.

GEO. A. SAUNDERS, No. 14588.

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STIFFEST, STRONGEST AND HANDSOMEST!

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Is made of the Finest Kangaroo or Dongola, in any size or width and warranted superior to any Bicycle Shoe made.

Price, per pair, **$8.00.**

These shoes being laced to the toe, afford comfort to the wearer, in whatever position the foot is placed; and, also, are the most durable shoe made.

LIBERAL DISCOUNTS TO CLUBS

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The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges,** $15.00 to $50.00 for the larger pins, and $100.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.



Also for sale in New York at M. J. Baillard & Co.'s, 680 Broadway; G. R. Bidwell, 313 West 58th Street; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.

YANKEE ENAMEL,
The Latest and Best.
Put up and for sale by
BENNETT & HALE,
112 ORANGE ST., NEW HAVEN, CT.
Price Per Bottle, with Brush, 50 cts.

A full line of cycling sundries always on hand. We have an extensive Repair Shop, and pay particular attention to difficult repairs on bicycles and tricycles.

STEEL BALL OF BEST CAST-STEEL, FOR ANTI-FRICTION BEARINGS,
HARDENED, GROUND, AND BURNISHED
3-16" to 3" diam. Samples and prices on application.
SIMONDS ROLLING-MACHINE COMPANY, Fitchburg, Mass.

League Uniforms.

John Wanamaker, Philadelphia,



OFFICIAL CONTRACTOR.

These are the prices: Coat, $6.20; Knee Breeches, $4.34; Shirt, $1.95; Hose, 80 cts.; Cap, 84 cts.; Delivered without extra cost to any part of the U. S. where there is mail or express service.

Regulation League Cloth, Burlington Mills, $2.18 a yard; League Buttons, large, 5 cts. each; small, 2 1-2 cts., full set for suit, 55 cts. Uniform sent C. O. D., privilege of examining, and ONLY TO LEAGUE MEMBERS. We do not pay delivery charges on cloth.

All orders must be accompanied by League Number.

JOHN WANAMAKER,
PHILADELPHIA.

CUSTOM MADE PANTS, $3

Vests to Match for $2.25.

Also, FULL SUITS at Popular Prices.



Send 6 cents for samples of Cloths, rules for Self-measurement, and other particulars showing how we can make to measure, a pair of

The Celebrated

Bay State Pants,

For $3,

We give excellent value for the money, incredible as it may seem. Satisfaction guaranteed



We also Manufacture Bicycle, Base Ball, Polo, Lawn Tennis and all Fancy Garments or Uniforms required by clubs or other organizations. We should be glad to make proposals to those having such orders to fill. Address

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32 HAWLEY ST., BOSTON, MASS.

For Sale, Cheap!

BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. O. P. Drawer 64.

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In Long or One-Quarter Sleeves, or Sleeveless, High or Low Neck, Lace Front, or Standing Collar, Plain or Fancy Colors.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders, Arm Holes and Neck,** as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.

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Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.





BICYCLE KNEE TIGHTS.

Made same as full tights, to three inches below the knee.

TRUNKS

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.



JERSEY FITTING KNEE PANTS,

Buttoned in Front, same as Pantaloons, without Certain Objections.

We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.



LADIES' JERSEY FITTING TRICYCLE PANTS.

A NEW THING

These Pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.



HOLMES & CO., 17 Kingston St., Boston, Mass.

ST. LOUIS WHEEL CO.

Difficult Repairing a Specialty.

Enamelling, Nickelling, Etc. at Lowest Prices

LARGEST STOCK OF SECOND-HAND BICYCLES in the WEST. WRITE FOR LIST.

THE CLUB.

CLUBS that have a rule which obliges each and every member to join the L. A. W. should file a certificate to that effect at this office, and should send date of organization and date of joining the League.

NEW ORLEANS. — R. G. Betts has been elected captain of the Louisiana Cycling Club. Chief Consul Hodgson has stated that he would offer a gold medal to the member of the club who rides the greatest number of miles between the first of September and the first of April, according to cyclometer measurement.

PIQUA, OHIO. — The Border City wheelmen has been organized with ten members. All have joined the L. A. W. They are endorsed by the Mayor, City Clerk, and the Cashier of the leading bank. Edgar Miller is president and captain, and Leon C. Hatch is secretary-treasurer.

FIUME, AUSTRIA. — Young America Cycle Club, organized June 10, 1888. President, Dr. N. A. Givovich; Secretary and Treasurer, C. Gomp. A League club.

SALEM, OHIO. — Quaker City Wheelmen. Organized June 6, officers: Fred McClain, president; C. B. Hunt, vice-president; J. T. Hardy, secretary-treasurer; C. P. Ambler, Captain; E. B. Kelly, lieutenant.

NEWPORT, KY. — Newport Bicycle Club have elected officers as follows: President, Geo. Knight; secretary, L. L. Buchanan; treasurer, Geo. Van Duzen; captain, P. I. Holmes.

The club has secured the Newport Rink for club rooms, which furnishes us reception room, locker rooms, bath rooms, and wheel and repair room, besides a large riding surface, sixty by one hundred and sixty feet.

BINGHAMTON, (N. Y.) The Binghamton Wheel Club was organized July 14, with thirty one charter members. The following officers were elected: — President, A. H. Saunders; vice-president, Louis Harris; captain, E. H. Towle; first lieutenant, Stanley Mewton; second lieutenant, H. Y. Brazee; third lieutenant, Harry Arnold; secretary-treasurer, Ben. T. Ash; bugler, Wm. P. Mosher; color bearer, John Stafford.

The club is contracting for a nine-mile cinder path between Binghamton City and Union.

THE PATH.

THE annual races of the Louisiana Division will occur in New Orleans, September 15, at Audubon Park. The following is the programme of events: —

1. Boys' race; one half mile, boys under eighteen years, prize, silver medal.
2. Louisiana Cycling Club race; one mile, prize, silver medal.
3. New Orleans Bicycle Club race; one mile, prize, gold medal.
4. Open race; half mile dash, prize, scarf pin.
5. Slow race; 100 yards, prize, silk umbrella.
6. L. A. W. State Championship; one mile, prize, gold medal.
7. Hands off; one quarter mile, prize, Lakin cyclometer.
8. Open handicap; one mile, prize, silver cup.
9. Open race, ride and run; one half mile, prizes, first, silver-headed cane; second, bicycle stand.
10. Consolation race; one mile, prizes, first, pair bicycle shoes; second, bicycle whistle; last prize, leather medal.
11. Team race; five men each team, two and one half miles, prize, silk banneret.

KANSAS CITY, MO., July 27, 1887.

THE GORMULLY & JEFFERY MFG. CO., Chicago, Ill.:

Gentlemen, — We are pleased to announce the following as the result of the races at Paola, during the second annual meet of the Kansas Division, L. A. W. Out of thirteen races, eight firsts and four seconds were won on Light Champions, four firsts and six seconds on Victors, one second on a Star, one on an Ideal, and one first on a Kangaroo. The remaining second was won on a Rover. In addition to this very good list, the writer broke the half mile track record, Paola track, making it in 1m. 24s. Yours truly,

FRANK S. RAY.

OFFICIAL ANNOUNCEMENTS.

TRANSPORTATION.

THE following is an extract of proceedings of meetings of National Association of General Baggage Agents, held at Denver, Col., July 20: "Mr. Walch, of the Atchison, Topeka and Santa Fé R. R., introduced a resolution to carry bicycles in baggage cars without check, when owners of the same are on train. This motion elicited a good deal of discussion in which a decided prejudice was shown against bicycles, but the motion was finally adopted." This affects the action of every railroad in the United States, and increases the probability of continuance of privileges now enjoyed by wheelmen.

B. B. AYRES, *Chairman.*

PENNSYLVANIA APPOINTMENTS.

I MAKE the following appointments in Pennsylvania Division L. A. W.: —

Committee on Rights and Privileges. — T. Howard Wright, Philadelphia; J. Van Nort, Scranton; F. J. Richards, Williamsport; Isaac Elwell, Philadelphia; G. N. Osborne, Philadelphia.

Racing. — Geo. Sanderson, Scranton; S. B. Vaughn, Kingston; J. E. Harder, Clearfield.

Road Books. — John A. Wells, Philadelphia; Seward H. Murray, Sewickley; G. L. Weiss, Alden.

Touring. — H. E. Bidwell, Pittsburg; W. W. Berry, Pittston; H. W. Ferry, New Castle.

GEO. A. JESSUP, *Chief Consul Pennsylvania Division L. A. W.*

MICHIGAN APPOINTMENTS.

MR. A. B. RICHMOND having resigned chairmanship of Membership Committee, Mr. R. G. Steel, St. Johns, is hereby made chairman, and Mr. O. L. Palmer, Grand Rapids, appointed to vacancy on said committee.

J. H. JOHNSON, *C. C. Michigan Division.*

DETROIT, MICH., July, 28, 1887.

ROAD INFORMATION WANTED.

I DESIRE to know the smoothest and quickest route from Buffalo to Chicago, through Northern Ohio and Indiana. Will wheelmen, having knowledge of routes through these States, kindly advise me regarding same. The information will be used to perfect a route between Chicago and Boston, much information concerning which is already in.

B. B. AYERS, 152 S. Hoyne Avenue, Chicago.

CONTRACT FOR CHAMPIONSHIP MEDALS.

OWING to the breaking of the dies some change has been necessary in the quality of gold used, and has resulted in an increase in the cost, but increases also the intrinsic value of the medal.

The gold medal is to be not less than eighteen karat fine, to cost $15.00. Silver, $8.00; bronze, $7.00; and the contract has been awarded to Mr. Jens F. Pedersen, No. 13½ Maiden Lane, New York City.

J. H. COOLEY, *Chairman.*

PLAINFIELD, N. J.

BY unanimous vote of the Racing Board, Mr. Chas. Marsden, of Tacony, Philadelphia, Pa., has been reinstated as an amateur wheelman.

J. H. COOLEY, *Chairman.*

July 28, 1887.

NEW YORK STATE CONSULS.

CONSULS will please examine all routes in New York State Road Book that cover riding in their vicinity, and report at once any corrections, additional information or new routes.

It is earnestly requested that this important matter receive immediate attention that future editions of the work may be as free from error as possible. Send all information to the undersigned, from whom blank route slips may be obtained on application.

Fraternally,

A. B. BARKMAN,
Chairman Touring Committee,
608 4th Avenue, Brooklyn, N. Y.

TRANSPORTATION.

THROUGH the efforts of F. B. Jones, Consul, of Brooklyn, N. Y. State Division L. A. W., the tariff heretofore charged for the carrying of wheels by the New York and L. I. Steamboat Co. has been removed. Therefore in the future their steamboat, the "Silver Glen," running to Oyster Bay, Cold Spring, Huntington and North Port, will carry wheels free at the owner's risk.

G. R. BIDWELL.

NEW YORK, July 28, 1887.

SECOND ANNUAL MEET OF THE KANSAS DIVISION.

THE second annual meet of the Kansas Division was held at Paola, Kansas, July 18, 19, and 20, and was a complete success as could be wished for. Everybody enjoyed themselves to the fullest extent, and too much cannot be said in praise of the generous hospitality extended to the visiting wheelmen by the citizens of Paola, who did all in their power to make things pleasant for everybody, and right well did they succeed.

As early as Sunday evening wheelmen began to straggle in from all parts of the State, and by Monday night there was a large crowd in attendance. Professor Ley of Kansas City gave a fine exhibition of fancy riding in the Square, Monday night, and this, with a few minor runs, filled out the first day's programme, the more serious business being reserved for Tuesday and Wednesday.

The Tuesday A. M. trains brought in a goodly number to swell the already large crowd, and while the State members adjourned to the Opera House to attend the business meeting, the great unattached and visitors sought the track where it is said they "whooped her up" in great style.

BUSINESS MEETING.

Chief Consul Everest being unavoidably absent, the meeting was called to order at 9.35 A. M., Vice Consul C. S. Davis of Junction City in the chair. Messrs. Pulsifer, Phillips and Candy were appointed a committee on credentials, and reported that delegates from Central Cycling Club and Leavenworth County Wheelmen were present and having proper credentials, recommended that they be permitted to cast the vote of their respective clubs, viz., Central Club, H. S. Hale, delegate, 10 votes; Leavenworth County Wheelmen, Otto Wulfekuhler, delegate, 9 votes. On motion of Mr. Buxton, the report of the committee was accepted and committee discharged.

Roll call showed 31 members present at meeting.

The Secretary-Treasurer then proceeded to read the minutes of the last meeting, held at Junction City, Sept. 22 and 23, 1886.

On motion of Mr. Lydecker, minutes were adopted and ordered placed on file.

Chief Consul Everest being absent and having forwarded no report to be read at the meeting, Mr. Davis read a communication from him expressing his regret at being unable to attend.

The Secretary-Treasurer, C. C. Candy, then submitted the following

STATEMENT

SHOWING THE FINANCIAL CONDITION OF THE KANSAS DIVISION, L. A. W.

FORT LEAVENWORTH, KANSAS, June 30, 1887.

Cash.

E. M. Aaron, 6 applications for membership during 4th quarter 1886		$0 75
Abbot Bassett, 71 applications for and renewals of membership during 1st quarter 1887		35 50
Receipts from Hand-Books		15 50
Total receipts		$51 76
Expense act. Secretary-Treas. to June 30	$9 87	
Printing Hand-Books, etc.	20 45	
Total disbursements		30 32
Cash on hand		$21 43

Outstanding Accounts.

Abbot Bassett, 1 application, 1st quarter 1887,	$0 50	
" " 48 " 2d " "	17 76	
Total amount due Division		18 26
Assets		$39 69

Respectfully submitted,
CHAS. C. CANDY,
Secretary-Treasurer Kansas Division L. A. W.

STATEMENT OF MEMBERSHIP,
KANSAS DIVISION.

FORT LEAVENWORTH, July 19, 1887.

TO THE CHIEF CONSUL AND MEMBERS OF THE KANSAS DIV.

Gentlemen: I have the honor to make the following report of membership of the Division to date since its organization, Sept. 22 last. The chartered members numbered . . . 70

During the last quarter of 1886 there were 6 applications for membership 6

Making a total Dec. 31, 1886, of 76

Of this number the renewals during 1st quarter 1887 numbered 57

Applications 15

Total membership March 31 72

During 2d quarter 1887 the applications numbered . 48

Total membership June 30 120

During July to date applications number . . . 9

Making a total membership of 129

Respectfully submitted,
CHAS. C. CANDY,
Sec.-Treas. Kan. Div. L. A. W.

The chairman of Touring Committee reported no progress had been yet made in compilation of Road Book. Messrs. Schott, Pulsifer and Lydecker indulged in an animated discussion as to the reason of there being no road reports. It was shown that information of a reliable character was about impossible to obtain. Mr. Schott gave it as his opinion that the members of the Touring Committee be required to prepare a road report of their respective districts. Mr. Pulsifer stated that he was ready and willing to do this.

After discussion by Messrs. Pulsifer, Schott, Taylor and Bates, it was, on motion of Mr. Phillips, decided to re-district the State.

Messrs. Phillips, Bates, Schott, Brown and Everest were appointed a committee of five to divide the State into such a number of districts as in their opinion seemed best.

Mr. C. S. Davis, as chairman of Racing Board, stated that he had no special report to make, but desired to say that the ten-mile L. A. W. championship would be run at Junction City, Sept. 22d next, under auspices of Central Cycling Club.

OVERMAN WHEEL CO. LAMPS.

In view of the ordinances lately passed by a number of our large cities, requiring the carrying of lamps on all bicycles and tricycles after nightfall, we desire to present to the cycling public our claim to the best wheel lamps yet produced. Our lamps are all of the best and strongest construction, and are fitted with the most successful ventilating apparatus ever used. By its use, the air is brought up to a level with the flame before being admitted to the lamp chamber, thus preventing the strong upward draught which has made it so difficult to keep other lamps burning. Try them.

OVERMAN WHEEL CO.

Victor Bicycles, Tricycles and Accessories,

182-188 COLUMBUS AVE. - - - - - BOSTON, MASS.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

(YOST & McCUNE PATENTS),

19 PEARL STREET - - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.

ATTENTION, CYCLISTS!



Tucker's Elastic Strap,

(Pat. applied for.)

For Cyclists, Military Men and Equestrians.

Endorsed by the leading Wheelmen and Military men.
It holds the pants close to the **Ankle** and **free** from the **Wheel**, with nothing **visible** from the outside of the pants.
It is Neat, Stylish, and Easily Applied or Detached. For sale by Bicycle Agencies and Gents' Furnishing Goods Houses. Also by the Manufacturers, **TUCKER & HUBBARD, P. O. Box 1029, Hartford, Conn.** Liberal Discount to the Trade. **Price, 25c. per pair** (mailed). Full directions with every pair.

For Sale by A. G. SPALDING & BRO., and at all their Agencies.

CARTER'S FOOT REST.

FOR THE  FOR THE

★ ★

FOR THE STAR.

Every STAR Rider should have one. It is for Comfort and Easy Position in coasting. All old STAR riders use it and give it the heartiest endorsement. PRICE, $1.00.

HOWARD A. SMITH & CO.

M'f'rs of and Dealers in Cycles and Cycle Sundries.

ORATON HALL - - - NEWARK, N. J.

Sold by all Dealers.

NOW WE HAVE IT!



THE PERFECT

LANTERN HANGER

No more trouble with the Lantern. It can be put on or taken off in an instant, and admits of throwing the light in any direction desired; high or low directly in front of the wheel, or far ahead, and can be attached to either side of the wheel. **Price, postpaid, $2.**

HOWARD A. SMITH & CO.

Oraton Hall, Newark, N. J.

Send for our Illustrated Catalogue.

A HYDROMETRIC PARADOX.

The favorite run from Boston, through Brighton, Newton, Newtonville and West Newton to the Woodland Park Hotel, is ten miles.

A bath or swim in Allen's charming pond of pure running water (with every bathing and dressing convenience, will make the return run one of eight miles. Try it.

Everything necessary provided for 15 cents.

JAMES T. ALLEN.

N. B.— Private entrance to pond midway between West Newton and the hotel, off Washington Street, opposite Greenough.

THE FAMOUS CUSTOM MADE

PLYMOUTH ROCK $3 PANTS.

(Coats and Vests cut to order at proportionate prices.)



DO YOU WEAR

PANTS

If you **do**, you may save lots of **money**, and at same time **get a good fit**, by sending (or, (and mentioning this paper) for a full line of samples of cloth, linen tape-measure and self-measurement blanks, with full particulars. *Satisfaction guaranteed.*

PLYMOUTH ROCK PANTS CO., 18 Summer Street, Boston.

BICYCLES ON EASY PAYMENTS.

New Rapid, American Champion, Star, Rival, Otto, and other Bicycles and Tricycles sold on easy payments, with no extra charge, except for interest. Prices guaranteed as low as the lowest. Low freight and express rates to all points. Large stock of accessories, including all latest novelties. Nickel-plating and repairing.

SECOND-HAND WHEELS

bought for cash, taken in exchange, and sold on instalments. Liberal discounts to agents. One of the largest stocks of new and second-hand wheels in America; rarely less than 200 wheels on hand to select from. Send for large illustrated catalogue and latest descriptive second-hand list and terms of easy payments; of interest to every actual or prospective wheelman. Correspondence solicited.

GEO. W. ROUSE & SON, 25 G Street, Peoria, Ill.

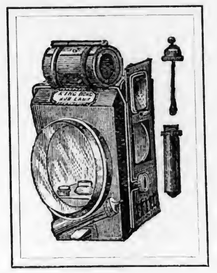
BEFORE YOU BUY A BICYCLE OR GUN

Send to **A. W. GUMP, Dayton, Oh o,** for ILLUSTRATED NEW AND SECOND-HAND PRICE LIST. Bicycles repaired and nickeled. Second-hand **BICYCLES, GUNS and REVOLVERS taken in exchange.**



DAYTON BICYCLE STAND AND CAMP STOOL

Can be used as a stand or stool; used for cleaning; adjusted to different size wheels. Price **$2,** delivered free of express to any point east of Omaha. Patented by A. W. GUMP, Dayton, O.



THE CELEBRATED

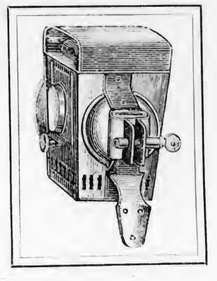
KING OF THE ROAD LAMPS.

Manufactured by J. LUCAS & SONS, Birmingham, Eng.

These Lamps are unquestionably the best in the market. Made of the best tin, every part riveted (instead of soldered), they are a thorough piece of workmanship. Being of large size, they throw a very powerful light; but from their peculiar construction, being divided throughout their entire length, they can be placed within a many-spoked wheel. They are provided with red side lights and red danger light at the back. The 1885 pattern, here represented, is far superior to the old style. The improvements are: (1) Adjustable axle bearings. (2) Wind-up burner, by which the light may be regulated from the outside, thus avoiding the annoyance of opening the lamp. (3) Improved arrangement of powerful detached reflector, which prevents its getting smoked. (4) Slide at side for lighting. (5) Patent clip on front containing wick igniter, etc. Sold by

STODDARD, LOVERING & CO.,

152 Congress Street - - - - BOSTON, MASS.



Mr. Pulsifer moved that the State Racing Board take proper steps to locate the State championships, and that they, if possible, secure a national championship to be contested at the next State meet,—said State meet to be held under auspices of some League club. Carried.

Mr. Bates suggested that State championship medals be furnished by the Division.

Mr. Pulsifer suggested that the Division officers should then decide what the Division could afford.

Mr. Bradley, seconded by Phillips, moved that a contribution of $1.00 be asked from each State member, on or before March 31, 1888, the Racing Board to have full control of the money so contributed.

Mr. Candy moved in amendment that the funds be collected by secretary-Treasurer, and held by him subject to draft of chairman of Racing Board.

After discussion of question of establishment of challenge or championship medals by Messrs. Davis, Lydecker and Bates, Mr. Bradley re-stated his motion, accepting Candy's amendment, which was unanimously carried.

The election of secretary-treasurer being in order, Mr. Pulsifer moved suspension of rules, and that C. C. Candy be declared the choice of the Division for secretary-treasurer for the ensuing year. Carried.

The election of Racing Committee resulted as follows: — Chairman, W. C. Bradley, Ottawa; W. C. Schott, Leavenworth; J. H. Everest, Lyons; C. I. Davis, Junction City; W. H. Taylor, Topeka.

Mr. Davis stated it as the wish of the chief consul that the meeting recommend for appointment one additional representative, the membership omitting the Division to two.

Mr. Everest nominated A. Jos. Henley, of Wichita.

Mr. Pulsifer nominated Chas. S. Davis, of Junction City.

Formal ballot resulted as follows: Henley, 11; Davis, 20. Mr. C. S. Davis declared the choice of the meeting.

Mr. Bates moved that it be declared the sense of the meeting that the next meet be held at Topeka, seconded by Lydecker and unanimously carried.

Motion to adjourn. Carried.

The races were well managed, hotly contested, and were a very interesting feature of the Meet.

One and half-mile, novice, — E. R. Jewett (1), 4.32; R. B. Hall (2); H. H. Everest (3).

Half-mile, — F. S. Ray (1), 1.29; Harry Gordon (2); R. B. Hall (3).

Hundred yards, slow, — Harry Gordon (1).

Half-mile, State championship, — E. R. Jewett (1), 1.40 1-2; H. S. Hale (2).

Three-mile, — Harry Gordon (1); F. S. Ray (2); C. G. Ellis (3).

SECOND DAY.

One-mile, championship Kansas City, — F. S. Ray (1), 3.07; H. G. Stuart (2); J. A. De Tar (3).

Half-mile, hands off, — Harry Gordon (1), 1.33; J. A. De Tar (2).

One-mile State championship, — E. N. Jewett (1), 3.07; H. S. Hale (2); H. A. Everest (3).

Half-mile, safety, — Harry Gordon (1), 1.36 1-2; J. C. Higdon (2).

Half-mile, boys, — C. Wheeler (1), 1.55; J. Cummings (2).

One-mile, — F. S. Ray (1), 3.08; R. B. Hall (2).

Harry Gordon gave exhibitions of trick riding, and with J. A. De Tar, rode double in fancy tricks.

The three days' session ended with a banquet tendered the visiting wheelmen by the ladies of Paola. The visitors did justice to the dinner, and after the clearing of the board a season of toasts and speeches was enjoyed.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them.* After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 93 — Total 116.

BOSTON, Aug. 1, 1887.

CANADA — 2.

Brantford Bi. Club.
16121 Fitch, Russell, Brantford, Ont.
Toronto Bi. Club.
16082 Davies, H. P., Toronto, Ont.

CONNECTICUT DIVISION — 1.

Unattached.
16122 Richards, Stanley A., Guilford.

DISTRICT OF COLUMBIA DIVISION — 2.

Unattached.
16133 Cudlipp, M. A., 315 A St., S. E., Washington.
16134 Torbert, John B., 129 C St., S. E., "

GEORGIA — 1.

Albany Bi. Club.
16135 Nelson, T. M., Albany.

ILLINOIS DIVISION. — 20.

Cairo Bi. Club.
16168 Halliday, H. N., Cairo.
Evanston Bi. Club.
16066 Pearson, C. W., 226 Judson Ave., Evanston.
Illinois Cycling Club.
16136 Terbstein, S., 269 E. 25th St., Chicago.
16137 Dietrich, H. W., 375 Mansfield Ave., "
16138 Gibson, C. B., 113 Hoyne Ave., "
16139 Howes, R. A., 607 Van Buren St., "
16140 Stoughton, O. H., 306 Park Ave., "
16141 Huszagh, W. O., 306 " " "
16142 Roberts, E. J., 343 Congress St., "
16143 Towsley, A. W., Gault House, "
Owl Cycling Club.
16083 Seig, Morton, 3725 Vincennes Ave., Chicago.
16084 Senour, W. F., 2520 Quarry St., "
16085 Seymour, H. G., 206 29th St., "
16086 Smiles, Edw. M., 125 State St., "
Unattached.
16053 Bagby, John S., Rushville, Schuyler Co.
16054 Scripps, John L., " " "
16144 Cinn, George, Carrollton.
16123 Lovejoy, C. F., Grand Crossing Cook Co.
16145 Tousley, R. F., Belvidere.
16146 Wilcox, W. D., Onarga.

INDIANA DIVISION — 3.

Unattached.
16059 Bond, Luce, Remington.
16060 Parker, Robt., "
16061 Thomas, Harry, "

IOWA DIVISION — 2.

Spencer Bi. Club.
16147 Chamberlain, H., Spencer.
16148 Snow, S. S., "

KANSAS DIVISION — 1.

Unattached.
16055 Harding, Chas. O., Garden City.

KENTUCKY DIVISION — 1.

Unattached.
16067 Taylor, John C., Danville.

LOUISIANA DIVISION — 2.

Louisiana Cycling Club.
16056 Renaud, W. H. Jr., 388 Prytonia St., New Orleans.
New Orleans Bi. Club.
16087 Guilloth, Chas. B., 720 St. Charles Ave.

MAINE DIVISION — 1.

Lewiston Wheel Club.
16057 Thomas, Elmer L., Lewiston.

MASSACHUSETTS DIVISION — 6.

Conomo Bi. Club.
16088 Willmanton, Geo. E. Manchester.
Northampton Wheel Club.
16068 Smith, C. W., Pomeroy Terrace, Northampton.
16069 Smith, Edwin C., "
16070 Wood, James T., 27 River St. "
Unattached.
16058 Brigham, Chas. H., Quincy.
16089 Cartwright, J. Sheldon, 5 Cedar St., Haverhill.

MICHIGAN DIVISION — 3.

Tecumseh Bi Club.
16096 Orr, Chas. H., Tecumseh.
Unattached.
16149 Eaton, C. Harry, Holly.
16071 Fox, Wm. K., 201 Scribner St., Grand Rapids.

MINNESOTA DIVISION — 1.

Cyclists Touring Club.
16124 Johnson, Robert, St. Paul, care Mr. A. Childs (Como, N. P. R. R.).

MISSOURI DIVISION — 3.

Outing Cyclists.
16150 Winslow, Fred., care Badger Lumber Co., Kansas City.
Unattached.
16091 Doughty, Ellis M., Farmington.
16092 Tetley, John H., "

NEBRASKA DIVISION — 15.

Omaha Wheel Club.
16093 Cramer, G. W. A. P., care U. P. Headquarters, Omaha.
16094 Cramer, T. P., " " " "
16095 Kosters, Geo. J., care G. L. Fisher, Chamber of Commerce. " "
16096 Rheem, M. L., care Omaha National Bank. " "
16097 Schneider, A. E., care A. Hospe, " "
16098 Wheeler, Myron E., 522, So. 20th St. " "
16099 Wheeler, W. H., 522 South 20th St. " "
Unattached.
16100 Carruth, Fred. W., Plattsmouth.
16101 Livingston, Theo. P., "
16102 Parmele, Chas. C., "
16103 Patterson, Samuel, "
16104 Patterson, Thos. M., "
16105 Pollock, Jas. K., "
16106 Pollock, T. H. "
16151 Josephi, James, care Collins Gun Co., Omaha.

NEW JERSEY DIVISION — 3.

Orange Wanderers.
16152 Fieger, Frank L., 331 Main St., E. Orange.
16153 Frederick, Jas. R., 79 N. Clinton St. "
16154 Frederick, Mrs. Jas. R., 79 N. Clinton St., "

NOVA SCOTIA — 1.

Unattached.
16155 Blair, F. L., Amherst.

LEAGUE OFFICERS.

OFFICERS OF THE BOARD.

PRESIDENT. — T. J. Kirkpatrick, Springfield, Ohio.

VICE-PRESIDENT. — H. W. Hayes, Cambridge, Mass.

TREASURER. — W. M. Brewster, 309 Olive St., St. Louis, Mo.

SECRETARY-EDITOR. — Abbot Bassett, 22 School St., Boston, Mass.

EXECUTIVE COMMITTEE. — T. J. Kirkpatrick, H. W. Hayes, Geo. R. Bidwell.

STANDING COMMITTEES.

MEMBERSHIP. — James R. Dunn, Massillon, Ohio; Dr. G. Carlton Brown, 40 Orchard Street, Elizabeth, N. J.; Harry H. Hodgson, 13 Carondelet Street, New Orleans, La.

RIGHTS AND PRIVILEGES. — C. H. Luscomb, 280 Broadway, New York; Winfield S. Slocum, *Herald* Building, Boston, Mass.; A. C. Stewart, 404 Market Street, St. Louis, Mo.

RULES AND REGULATIONS. — C. S. Butler, 263 Main Street, Buffalo, N. Y.; W. W. Share, 336 Navy Street, Brooklyn, N. Y.; W. T. Williams, Norwich, Conn.

RACING BOARD. — Dr. J. H. Cooley, Plainfield N. J.; W. M. Brewster, 309 Olive Street, St. Louis, Mo.; Chas. H. Potter, 99 Superior Street, Cleveland, Ohio; Gerry Jones, Binghamton, N. Y.; Sanford Lawton, Springfield, Mass.; Col Geo. H. Sanderson, Scranton, Pa.

TRANSPORTATION. — Burley B. Ayres, 152 S. Hoyne Avenue, Chicago, Ill.; Fred T. Sholes, Box 93, Cleveland, Ohio; Geo. R. Bidwell, 313 West 58th Street, New York; W. S. Bull, 360 Main Street, Buffalo, N. Y.

TOURMASTER. — W. S. Bomberger, Hagerstown, Md.

BUREAU OF INFORMATION. — A. B. Barkman, Chairman, No. 608 4th Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

TOURING DEPARTMENT.

W. S. Bomberger, tourmaster, Hagerstown, Md.; A. B. Barkman, Bookmaster, 608 Fourth Ave., Brooklyn, N. Y.; Geo. R. Bidwell, Chief Marshal, New York; Joseph Pennell, Marshal Foreign Division, London, England; H. D. Corey, General Agent, Boston, Mass.; Fred. Jenkins, Chief Quartermaster, New Rochelle, N. Y.; Edwin Oliver, Secretary, Chicago, Ill.

The following works are officially recommended by the L. A. W. Bureau of Information:

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, advertisements. Price, 15 cents. Address Pope Manufacturing Company, 79 Franklin Street, Boston, Mass.

L. A. W. ROAD AND HAND-BOOK OF CALIFORNIA (Official): — Officers, Consuls, hotels, and rates of California Division, California bicycle clubs and officers. Over 2,000 miles reported roads, 100 pages, tabulated form. Bound in flexible leather, $1.00. Ready Aug. 1, 1887. Address J. W. Gibson, No. 612 Hyde Street, San Francisco, Cal.

L. A. W. ROAD-BOOK OF CONNECTICUT (Official): — In progress. Address Charles G. Huntington, Hartford, Conn.

L. A. W. ROAD-BOOK OF LONG ISLAND, with the best riding within fifty miles of New York City — very thorough. Three fine maps on one sheet folded in the book, bound in flexible cloth. Price, $1.00. Address A. B. Barkman, 608 Fourth Ave., Brooklyn, N. Y.

L. A. W. HAND-BOOK OF MASSACHUSETTS (Official, 1884): — Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address S. Lawton, Springfield, Mass. New Road Book in preparation; will probably be issued early in 1888.

L. A. W. ROAD-BOOK OF MICHIGAN (Official); with best roads of Ontario and through route from Chicago to N. Y. City Sectional and general maps; lists of Consuls, hotels, repair shops, and points of interest. Flexible leather cover. Free to Division members joining before July 1; after that date, 25 cents extra. Price to L. A. W. members of other States, $1.00. Address J. H. Johnson, 397 Second Ave., Detroit, Mich. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

L. A. W. HAND AND ROAD BOOK OF NEW YORK (Official): — Two hundred pages, numerous maps, lists of Consuls, hotels, and repair shops, general information about the L. A. W. and N. Y. Division, etc., with complete indexes. Tabulated reports of 14,000 miles of roadway, extending east to Mt. Desert, Maine; west to Cleveland, Ohio; north to Quebec, P. Q., and south to the Natural Bridge, Virginia, and Washington, D. C. General description of local riding districts, and much other information of value to cyclers, bound in flexible leather. Free to Division members joining in the first quarter; 17 cents to those joining in the second quarter, ending June 30, 1887; after that date, 50 cents. Price to League members of other States, $1.50 per copy. Address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

L. A. W. ROAD AND HAND-BOOK OF PA., N. J., AND MD. (Official): — Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, bound in flexible leather. This work is now out of print. A revised edition will probably appear in 1888.

RECORD BOOK OF SHELL ROADS IN VICINITY OF NORFOLK. — A description of the shell roads around the city of Norfolk. Contains in addition several pages for records of rides. Bound in paper: 10 cents. By V. Paul Ellis, Norfolk, Va.

L. A. W. HAND-BOOK OF OHIO (Official): — Complete official lists of officers, Consuls, hotels, etc. General description of riding districts, fine large folding road-map of the State. Price, $1.00. Address F. C. Meyer, 37 N. Market Street, Canton, Ohio.

ROAD-MAP OF CENTRAL INDIANA (L. A. W. Official), covering 90 miles N. and S., and 153 miles E. and W., and showing the famous Crawfordsville record-breaking district. Contains list of Consuls and hotels, and shows towns, railroads, etc. Free to Division members joining in first quarter, 13 cents in second quarter, 25 cents in third quarter, and 38 cents in fourth quarter. Price, to other League members, 75 cents. Scale of nine miles to one inch. Address Josh. Zimmerman, Secretary-Treasurer, 37 So. Alabama Street, Indianapolis, Ind.

ROAD-MAP OF NEW JERSEY (L. A. W. Official): — Three parts, Northern, Central, and Southern, folded in stiff covers. Price, 50 cents each, or $1.50 for the set. Address Dr. J. H. Cooley, Plainfield, N. J.

TEN THOUSAND MILES ON A BICYCLE; A Gazetteer of American Roads. — Cloth bound, gilt top, 41 chapters, 908 pages, elaborate indexes, no advertisements. Mailed on receipt of $2 00, by Karl Kron, University Building, Washington Square, New York City, D. Analytical contents-table, descriptive circulars, and specimen pages sent free.

ROAD-MAP OF OHIO (L. A. W.). See *Ohio Hand-Book.*

ROAD MAP OF BOSTON AND VICINITY (Warren's).

MARTINET'S ROAD-MAP OF MARYLAND: — Splendid work. Price, $10.00. J. L. Smith, as below.

COLTON'S ROAD-MAP OF PENNSYLVANIA: — Three parts, Eastern, Central, Western. Price, $2.00 per section. J. L. Smith, Map Publisher, Sixth Street, above Chestnut, Phila., Pa.

ROAD-MAP (WHEELING CHART) OF SPRINGFIELD AND VICINITY. Address Henry E. Ducker, Springfield Mass.

IN AND AROUND CAPE ANN, bound in cloth; finely illustrated. The wheelmen's hand-book of Gloucester, Mass., and vicinity. Price, 75 cents. Address John S. Webber, Jr., Gloucester, Mass.

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS.— Sketches of cities towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. Address George Chinn. Beverly, Mass., price 20 cents.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$1.50,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public, or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, roller, and ice skating."

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$1.50*** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *Residence,* .....

City and State, ... *Date,* .....

REFERENCES: .....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

WILLIAMSPORT RACES.

1. 1-mile Novice, wheels not less than 30 lbs. Home Trainer. Pair Sleeve Buttons.
2. ¼-mile Dash, 1st Heat. Open. Gold Medal.
3. ½-mile Club Championship. Gold Medal.
4. 2-mile 6.45 Class. Gold Medal. English Bicycle Shoes.
5. ¼-mile Dash, 2d Heat.
6. ½-mile L. A. W. Championship. DIAMOND MEDAL.

FANCY RIDING.

7. 2-mile Lap Race. Open. Diamond Scarf Pin. Silver-headed Cane.
8. 1-mile 2.50 Class. Diamond Stud. Gold Medal.
9. 2-mile Pennsylvania State Championship. Gold Medal.
10. 1-mile Team Race. Open. Clock for Club.
11. ¼-mile Dash, 3d Heat.
12. 2-mile Handicap. Open. Gold-headed Cane. Travelling Bag.
13. 1-mile Open. Opera Glass. Silver Match Safe.
14. 1-mile Consolation. Silk Umbrella. Shaving Set.

All entries to close the 25th of August, except one half mile L. A. W. Championship, which must close the 20th of August.

RACES TO TAKE PLACE AUGUST 27, AT OLD OAKS PARK, WILLIAMSPORT, PA.

NEW YORK DIVISION — 19.

Albany Wheelmen.
16107 Wendell, Ernest B., 14 Jay St., Albany.
Auburn Cycle Club.
16062 Grant, A. E., 11 Court St., Auburn.
Binghamton Wheeling Club.
16108 Cutler, John W., Binghamton.
Citizens Bi. Club.
16126 Sloane, George, 100 W. 54th St., New York.
Cortland County Cyclists Club.
16072 Ballard, Stephen D., Cortland.
16073 Osgood, John W., Cincinnatus.
Kings County Wheelmen.
16063 Warner, F. E., 375 Gates Ave., Brooklyn.
Poughkeepsie Bi. Club.
16064 Ostrander Chas. M., 371 Main St., Poughkeepsie.
Unattached.
16125 Beidley, Chas. E., 124 W. 93d St., New York.
16150 Rader, Louis B., 159 W. 123d St., "
16110 Smith, Melvin A., 135 E. 111th St., "
16157 Newbourg, Chas., 57 Willoughby St., Brooklyn.
16058 Weyand, Chas. A., 1008 Bushwick Ave., "
16159 Willets, F., 25 Leffert's Pl., "
16076 Powell, Frank, Hempstead.
16065 Powell, Percy H., Box 6, "
16074 Corwin, Geo. R., Center St., Dunkirk.
16075 Dremann, Henry L., 15 Lyell Ave., Rochester.
16109 Parke, Charles S., 102 Johnson Pl., Buffalo.

OHIO DIVISION — 6

Richland Ramblers.
16160 McFarland, Orrie C., Mansfield.
Shelby Bi. Club.
16111 Mansfield. Edwin, Shelby.
Unattached.
16127 Booth, W. E., Lockland.
16128 Burdsal, J. O., "
16161 Lang, Burton H., Wellington.
16112 Meguinness H. E., 90 North 20th St., Columbus.

PENNSYLVANIA DIVISION — 13.

Harrisburg Wheel Club.
16162 Fahnestoch, Wm. E., 12 S. Market Sq., Harrisburg.
16163 Hutman, Geo. A., 807 N. 3d St. "
16164 Lyter, Wm. H., 12 So. Market Sq., "
Pittsburgh Wheelmen.
16129 Satler, Chas. E. 45th St., near Plummer, Pittsburgh.
Williamsport Wheel Club.
16130 Rawle, James, Williamsport.
Unattached.
16077 Cox, Frank, 138 W. Gay St., West Chester.
16165 Parker, Edgar J., Virginia Ave. " "
16079 Foote, John H., 1730 Girard Ave, Philadelphia.
16080 Sigler, Geo. W., 314 N. Front St., "
16078 Doll, Sherman, Sharpsville.
16081 Lay, Chas. H. Jr., Oil City.
16113 Titley, G. A., Sherrett.
16114 Titley, J. J., Worthington.

RHODE ISLAND DIVISION. — 1.

Unattached.
16166 Warburton, Fredk. Wm., 33 Prospect St., Pawtucket.

VIRGINIA DIVISION — 6.

Old Dominion Wheelmen.
16115 Bodeket, W. H., 1414 Main St., Richmond.
16116 Francisco, L. A., Kinney Tobacco Works, "
16117 Hubard, P. C., 402 E. Main St., "
16118 Pleasants, A. J., State Bank of Virginia, "
16119 Pond, W. C., 1017 W. Carey St., "
16120 Schapp, Chas. E., 617 Broad St., "

WEST VIRGINIA DIVISION — 1.

Unattached.
16167 Gilchrist, Geo. R. E., Elm Grove, Ohio, County.

WISCONSIN DIVISION — 1.

S, arta Bi. Club.
16131 Newton, Harry, Sparta.

WYOMING DIVISION — 1.

Unattached.
16132 Mandeville, Herbert, 2002 Eddy St., Cheyenne.

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

Advertisements will be inserted in this column as follows: $1.00 for four lines, first insertion; 50 cts. for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

RACE MEETING. — A Race Meet will be held on the Millville, N. J., Bicycle Track, on Sept. 1. Entries to be made to, and further information to be obtained of C. S. STEVENS, Millville, N. J.

FOR SALE. — 51-inch Special Star, '86 pattern. Spade Handles, Cyclometer Lamp, Luggage Carrier, etc. Used very little, and in A 1 condition. $105.00. C. L. LEISEN, 2306 American Street, Philadelphia, Pa

FOR SALE. — One 50-inch Expert Columbia. New. $110. One 50-inch Standard Columbia, new, $70. For further particulars call on or address A. M. HILL, 115 Canal St., New Orleans, La.

DIRT CHEAP. — One 54-inch New Rapid, '86 pattern, used only since August 14. Condition guaranteed No. 1. Will be sent for inspection. Be quick, owner going West. C. W. FUNSTON, Bloomsburg, Pa. Box 375.

FOR SALE to the one making the best offer, a Light Roadster, Am. Sunspareil, 54-inch, in good condition; has not been used for the past two seasons; price when new, $140.50. Also, have as bargains for some one, a Light Roadster Rudge, 54-inch, 1886 pattern, in fair condition. A Light Roadster Rudge, 50-inch, new; and a 55-inch Yale in good condition. If you want a machine, make an offer. JOHN J. VAN NORT, Scranton, Pa.

CHEAPEST AND BEST Second wheel in the market. Send for list. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N.Y.

VICTOR SAFETY at a bargain, new last month, perfect order, $120. 50-inch Roadster, shopworn, practically *new*, $80. 58-inch, 1886 pattern, Am. Rudge, in excellent order, $65. If C. O. D., send $10. CASTILE BICYCLE AGENCY, Castile, N. Y.

FOR SALE. — A 60-inch Expert with D. G. ball pedals, D. G. handles and cow-horn bars. Wheels enamel, rest nickel. Perfect condition. Very cheap. Address A. P. COBB, 52 Wall Street, New York.

FOR SALE. — 54-inch Columbia Expert, in first-class condition. Address EDWIN VAN DEUSEN, M. D., 2004 Tioga Street, Philadelphia.

EXCHANGE. — 56-inch Expert Columbia; good as new; used very little; with all the latest and best attachments; for a 54-inch Columbia Expert, or Light Roadster. W. H. LISTER, 4974 Lancaster Avenue, Philadelphia, Pa.

BUY THESE. — 54-inch Royal Mail, fine condition, $80. 54-inch American Club, full nickelled, $75. 54-inch new 1887 Victor, $120, cash. All have balls all round. EDWARD LEONARD, 41½ State Street, Auburn, N. Y.

FOR SALE. — One 54-inch Lakin Cyclometer, $7. One O. W. Co. Head Lamp, can be used as Hub Lamp with Cyclometer, $4.50. Z. A. S. Luggage Carrier, $1. Harwood Bell, $2.50. All warranted to be as good as new. VICTOR AGENCY, Lock Box 132, Mitchell, Dakota.

OUR SPECIAL BARGAINS IN NEW AND second-hand machines are having an unprecedented sale, and we are going to keep it up. We are constantly receiving fresh stock in all the desirable patterns of bicycles, tricycles, and Safeties. Write to us what you want, *it will pay you.* List free. L. H. JOHNSON, Orange, N. J.

FOR SALE. — Humber Tandem, new last fall, for 52 or 54-inch rider, in good condition, run about one hundred and fifty miles; price, $140. Address M. JAY M., 211 West Main Street, Jackson, Mich.

LARGE STOCK OF SECOND-HAND BICYCLES, all sizes, always on hand, at extraordinary bargains; sole Brooklyn agents for Columbia cycles; wheels sold on instalments. BROOKLYN BICYCLE COMPANY, 161 Clymer Street, Brooklyn, N. Y.

FOR SALE. A 52-inch Rudge Light Roadster. Ball pedals, in perfect condition. Price $90.00. Apply to Rudge Agency, 152 Congress St., Boston.

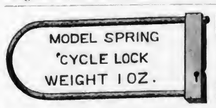
FOR SALE. Two Rudge Humber Tandems, suitable for 52 and 54-inch respectively. Ball pedals, latest pattern, in good order. For particulars, apply at the Rudge Agency, 152 Congress St., City.

SPECIAL BARGAINS in New and Second-Hand Machines, prior to removal April 1st to more central location in Orange. Bicycles, Tricycles, Tandems, and Safeties. Send for list. Write to us what you want, *it will pay you.* L. H. JOHNSON, East Orange, N. J.

FOR SALE VERY CHEAP. — 62-inch Rudge Light Roadster, in good condition. Address JAMES W. LEE, Jr., Cleveland, Ohio.

BARGAINS. — Victors, $75 and $80; Standard Columbias, $40 and $45; Expert Columbias, $70 and $75; sizes, 48, 50, 52, and 54-inch; none but good wheels. Machines sent with privilege of examination on receipt of $10 to cover expressage. Freight prepaid on receipt of price. VICTOR AGENCY, Lock Box 132, Mitchell, Dak.

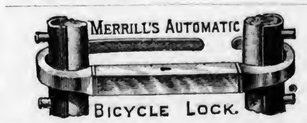
BICYCLES FOR SALE. — Bicycles and Tricyles — all kinds, descriptions, and prices — from $35.00 upwards. Call and examine, or send for list to RUDGE AGENCY, 158 Congress St., Boston, Mass.



Price, 50 Cents.
By Mail.
SEND FOR ONE.

MANUFACTURED ONLY BY
W. C. BOAK - - LE ROY, N. Y.

NEW YORK ROAD BOOK. — Members of the New York Division who joined during the second quarter, viz., from April 1 to June 30, may receive a copy upon payment of seventeen cents, and members who joined since June 30, upon payment of fifty cents. A few surplus copies are for sale to League members of other States at $1.50 per copy. Address E. K. AUSTIN, secretary-treasurer, Box 157, Flathush, N. Y., giving League number, name, and address *plainly written.* A. B. BARKMAN, *Bookmaster.*



For locking Bicycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neat, compact and cheap. Weighs only 2¼ ounces, and length only 4 inches.

Dr. W. D. Ball, of Boston, writes: "I bought one of your locks the first of the season, and can say it is really the only lock on the market good for anything. I leave my bicycle anywhere and have never had it tampered with, and yet two bicycles have been stolen within a stone's throw of my office."

Can be had of any dealer in bicycles, or sent post-paid on receipt of $1.00.

MARLIN FIRE ARMS CO., New Haven, Ct.

SOME OF THE TRADE

Delight in informing their friends that we do not sell any wheels to speak of, that the demand for them is very light in wheeling centres, where bicycle riders are posted.

WE APPEND HEREWITH

A few letters from some of our agents who had given up a well-known line of wheels rather than ours.

LOUISVILLE, KY., April 18, 1887.

Dear Sirs: — We have sold twenty-five Champions so far — twenty-one in the city, the balance outside, which is double the number of fine wheels ever sold in Louisville by both the agencies put together in a year, and I think we will sell not far from one hundred Champions this season. It has not been hard work to sell them, they sell themselves. If an old —— rider is skeptical, he is the man I want to get hold of, and let him first try an —— and then a Champion. In this way we have mounted seven prominent riders on full nickelled Champions. Of course, this has had an effect no choice of wheels for beginners, which we intend to keep up. In fact, the machine has the most good talking and taking points of any machine I ever saw. For instance, you can grasp the large wheel and backbone of an —— just above the step — it is not very hard work to bring the wheel and backbone together. Now try the Champion, and you will find that it don't go together worth a cent; and as the backbones on both wheels are nearly the same, one must give in the head and the other does n't. I have ridden my own mount (a Champion, of course) over 500 miles this season, and have given it a pretty thorough test on rough roads, and I certainly would not exchange it for anything in the wheel line I ever saw. I rode it April 3d (after the snowstorm), eighty miles, from Harrodsburg to Louisville in ten hours, with six inches of mud for forty miles, and not anything loosened but a spoke. I 'll not say anything more about the Champions, now; you may think I 'm trying to sell you one. Our successor has sold one —— so far.

HERE'S ANOTHER.

The New Orleans agent, by far the largest cycle dealer in the extreme South, says:

NEW ORLEANS, LA., April 21, 1887.

Gentlemen: — Your favor of the 15th inst., asking for a candid expression of opinion as regards the American Champion Bicycle, manufactured by Gormully & Jeffery Manufacturing Co., has been received. In reply, I would say that in all my experience I have not found a wheel that gives such entire satisfaction, and sells as readily as the "Champion." I have sold it since first introduced, and in this State it outnumbers other makes of high grade wheels about seven to one. It has proved a durable, easy running wheel, and its reputation here is fully established. You can recommend it to your customers with the utmost confidence. I could send you any number of direct testimonials, but infer you are writing for what is called a "condensed" experience.

AND STILL ANOTHER.

The Cincinnati agency is equally enthusiastic. Any one who has seen the four-horse teams of Cincinnati will understand the reference to the roads in the following.

CINCINNATI, O., April 10, 1887.

Dear Sirs: — We are in receipt of yours asking information regarding the Gormully & Jeffery goods. We feel that we cannot say too much as to the good merits of their machines. We have handled the "Ideal" for four years, and the "American Champion" from its first appearance last season. In every instance they have given perfect satisfaction to the purchaser. The American Champion, for ease of running, rigidity, and general durability, is not excelled by any wheel. The American Challenge is a good staunch roadster at a moderate cost, that has proven itself by actual usage on our roads (and worse could not be found in our immediate vicinity), to be a thoroughly reliable machine, answering all the requirements of a good all 'round bicycle at a moderate cost. The Ideal is, beyond a doubt, the best boy's wheel ever produced. The success of the wheel has been phenomenal about Cincinnati, and it is certainly well earned. It affords us great pleasure to offer these machines to the public, knowing that for thorough workmanship, reliable construction, and good quality of material employed in their manufacture, they are all that is claimed for them and sure to give satisfaction. We congratulate you on having added these wheels to your list, and wish you every success that they are bound to bring you.

There are plenty more to follow. In fact, we are prepared to satisfy an extraordinarily keen appetite for reflection. Catalog on application.

GORMULLY & JEFFERY MFG. CO.

CHICAGO - - - - ILLINOIS.

Largest Manufacturers of Cycles and Sundries in America.

THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA: PUBLISHED WEEKLY:

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, AUGUST 12, 1887. | VOL. V. No. 6. WHOLE NUMBER, 111.

SOME COLUMBIAS

SPRINGFIELD, JULY 4, 1887.

RACES.	WINNERS.	MACHINES RIDDEN.
One-mile, novice	H. B. Arnold	Columbia Light Roadster.
One-mile, for boys	Geo. McClelland	Victor.
One-mile, 3.20 class	Geo. C. Dresser	Columbia Light Roadster.
One-mile, handicap	E. A. DeBlois	Columbia Light Roadster.
One-mile, club	W. H. Jordan	Expert Columbia.
Special challenge / Five-mile Lap	H. B. Wordsworth	Victor.
One-mile, ride and run	Thomas Harvey	Columbia Light Roadster.
One-mile, open	E. A. DeBlois	Columbia Light Roadster.
One-mile, consolation	D. P. Williams	Victor.

TEAM RACE.

E. A. DeBlois, Hartford, largest number of points; H. S. Hart, New Britain, next largest number of points; E. B. Smith, Springfield, next largest number of points.

ALL RODE COLUMBIAS.

ROSEVILLE, N. J., JULY 4, 1887.

RACES.	WINNERS.	MACHINES RIDDEN.
One-mile, L. A. W. Cham'p.	A. B. Rich	Columbia Racer.
Three-mile, lap	J. W. Powers, Jr.	Columbia Racer.
One-mile, Championship / Union County Wheelmen,	A. W. Pierson	Columbia Light Roadster.
Three-mile, team	J. W. Powers	Columbia Racer.
One-mile, consolation	H. Powers	Columbia Racer.

Lynn, Mass., July 4, 1887.

3-mile amateur, 3-mile professional handicap, boys' mile handicap, 2-mile professional handicap, 2-mile amateur handicap, 1-mile run.

WON ON COLUMBIAS.

American Athletic Club,

NEW YORK.

Sat., June 25, 1887.

2-mile Handicap won on a

COLUMBIA LIGHT ROADSTER.

THE CHICAGO HERALD.

TUESDAY, MAY 31, 1887.

RACING ON BICYCLES.

H. R. Winship wins the Chicago Wheelmen's Trophy.

The great bicycle race between nearly two score of the fleetest wheelmen of the Chicago clubs was run yesterday from the Leland Hotel to the plaza in front of the Florence Hotel in Pullman, a distance of sixteen and a half miles. The course was along Michigan Avenue.

* * * * * * *

STARTERS.	Actual Time.	Minutes' Start.	Position.
H. R. Winship	1:2:55	8¼	1
C. H. Seig	1:6:45	11	2
W. J. Maas	1:7:3	11¼	3
T. F. Palmer	1:7:51	9¼	4
H. Mangle	1:10:23	11	5
W. M. Cook	1:8:55	8¼	6
F. E. Spooner	1:11:43	11¼	7
C. B. Pierce	1:7:30	6¼	8
R. E. Schmidt	1:10:50	9¼	9
H. L. Wheeler	1:15:32	14	10
Martin Bowbeen	1:8:55	6	11
F. T. Harmon	1:9:47	6¼	12
T. M. Crennon	1:09:00	5	13
B. B. Ayres	1:11:7	6¾	14
M. D. Wilber	1:10:43	6¼	15
W. D. Buckley	1:14:00	9¼	16
W. A. Davis	1:12:5	6¼	17
Frank Riggs	1:16:23	10¼	18
H. L. Fulton	1:18:20	11	19
R. A. Ehlert	1:8:30	*	20

*Scratch.

Position at finish.	MACHINE RIDDEN.
1	Columbia Light Roadster
2	Columbia Light Roadster
3	Columbia Light Roadster
4	Victor
5	Columbia Light Roadster
6	Star
7	Expert Columbia
8	Columbia Light Roadster
9	Columbia Light Roadster
10	Expert Columbia
11	Champion
12	Columbia Light Roadster
13	Columbia Light Roadster
14	Columbia Light Roadster
15	Columbia Light Roadster
16	Star
17	Star
18	Victor
19	Expert Columbia
20	Champion

POPE MFG. CO.

COLUMBIA BICYCLES and TRICYCLES.

Boston, New York, Chicago. Catalog sent Free.

BOSTON DAILY GLOBE.

Monday, June 27, 1887.

RHODE ISLAND WHEELMEN.

PROVIDENCE, R. I., June 26. — The R. I. Division, L. A. W., held a 25-mile road race yesterday for three medals. There were five starters, and M. Turner, of Warren, came in first, Time, 1 hour, 42 minutes, 5 seconds. L. A. Dawson, of Pawtucket second; C. M. Morse, of Pawtucket, third. Turner rode a Columbia, Dawes a Star, and Morse a Rudge.

THE TWENTY-FIVE MILE ROAD RACE AT HARTFORD, CONN.

The race held at Hartford, June 9th, was one of the hardest ridden in this country; it was a genuine scorcher's race over the worst, heaviest, and muddiest roads, in a pelting rain storm. . . . The men mounted at 4.10 and were pushed off a minute later in the presence of a large crowd of wheelmen and spectators. . . . Considering the conditions, the time was creditable in the extreme. The race was a great one, and all the contestants showed elements of pluck and endurance that only those who knew the condition of the roads can realize. — *Bicycling World, June 17, 1887.*

L. A. Miller, 54-inch Columbia Light Roadster, first; Wm. Harding, 52-inch Columbia Light Roadster, second; E. A. DeBlois, 52-inch Columbia Light Roadster, third; F. L. Damery, 51-inch Columbia Light Roadster, fourth; Ludwig Forster, 53-inch Victor, fifth; S. J. Mills, 58-inch Expert Columbia, did not finish.

Kings County Wheelmen.

6th ANNUAL MEET,

SATURDAY, JUNE 25, 1887.

8 OUT OF 10 RACES WON ON COLUMBIAS, VIZ.:

1-mile novice, 2-mile handicap relay race, 1-2 mile boys', 1-mile championship, Ilderan Club, 1-mile handicap, 5-mile State Championship, 1-mile consolation.

THE

RUDGE RACER.

NEW

OR

Second-Hand

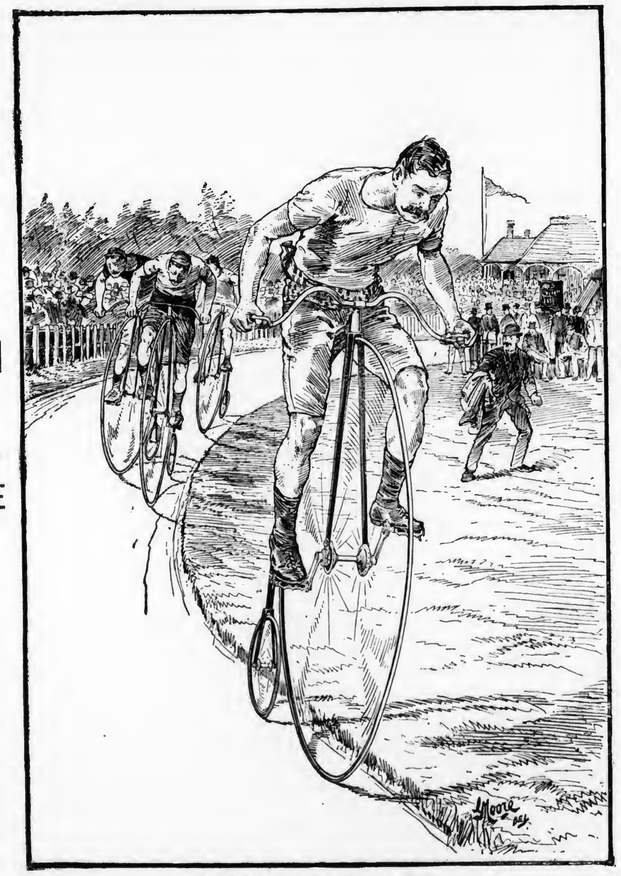
MACHINES

OF ANY

RELIABLE MAKE

TAKEN IN

PART PAYMENT.



KING OF THE PATH.

NEW

OR

Second-Hand

MACHINES

OF ANY

RELIABLE MAKE

TAKEN IN

PART PAYMENT.

If you are thinking of going into Racing, let us hear from you.

STODDARD, LOVERING & CO.,

125 TO 158 CONGRESS STREET - - BOSTON, MASS.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

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Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

THE FIRST LEAGUE CLUB.

WE have been at work now some months, preparing a list of League clubs in the order which should be given them under the rules of the League. We are not quite done with the work yet, for we find it very difficult work to get responses from a large number of clubs who have no certificate filed at this office, and whose officers fail to respond to our repeated calls for these.

In arranging the clubs we have given them position in the order in which they joined the League, and when two clubs unite with us on an even date we classify them by their date of organization. Under this system it was necessary for us to arrange according to date of organization all those clubs which were represented at Newport where the League was formed. This put the Massachusetts club at the head, and gave the New York club the sixth place To this arrangement the New York club objects, claiming that they have always had the first place in line, and they desire to keep it. In the absence of records, data, etc., and for want of anything like system in arranging the clubs, we have been standing out for our system of placing the clubs, but have written the New York Club officers that if they can show us good reason for their claim under any logical system we would yield to their request. After a good deal of correspondence we yield the point to the New York Club, and give them the first place.

Their right to the first position will be shown by the following correspondence, which gives a number of interesting facts relating to the early history of the League.

The following are extracts from the records of the New York Club:

Extract from minutes March 1, 1880: —

"The Captain's report embraced an account of what had been done in the way of arrangments for the Newport meet. A letter was read from Mayor Benedick of Newport, promising his aid and co-operation. It was then moved, seconded, and carried, that the New York Bicycle Club take the initiative step, by sending letters to the various bicycle clubs, inviting their co-operation in this plan."

Extract from minutes, May 5, 1880: —

"It was moved, seconded and carried that the New York Bicycle Club be represented at the convention in Newport by two delegates with power to act in all matters pertaining to the formation of a National Association of Bicyclers."

Extract from minutes June 7, 1880: —

"The Captain submitted a long verbal report on the Grand Meet at Newport. It was moved seconded, and carried, that the New York Bicycle Club join the L. A. W. in a body."

The following letter from the first commander of the League, to Mr. Shriver, of the New York Club, tells its own story:

"The original idea of such an organization was entirely my own, and I first spoke of it to Kingman Putnam one night in the latter part of January, 1880, as we were walking home from the American Institute Rink, where we had our club room. He was delighted with it, and at the monthly meeting of the club, held in February of that year, I broached the subject to the members. Putnam seconded my remarks, and the club received the proposition to issue an invitation for a general gathering, with enthusiasm. As a result of this meeting, the New York Club *alone* — not conjointly with the Boston Club — issued a circular note of invitation to all bicycle clubs then in exi-tence in this country to meet them at Newport, on May 30–31.

Representatives from thirty-one clubs gathered at Newport in consequence of this invitation, and on the morning of May 31, in the Newport Skating Rink, I had the honor of calling to order and addressing the first general assembly of wheelmen ever held in this country. The name, "League of American Wheelmen" was my own pet name, and its adoption was stubbornly contested by the advocates of "American Bicyclists' Union," "Bicyclists Touring Association," and other titles.

The Boston Bicycle Club *asked* to be allowed the honor of being the first to enter their names upon the roll of membership of the new organization. To this the New York Club yielded a reluctant consent in recognition of the Bostons being the oldest and most influential club in the country; but claimed second place. This claim was made in virtue of our having taken the initiative in the movement that resulted in forming the League, and was at the time cheerfully allowed by the Massachusetts, Essex, and other clubs whose date of organization was prior to ours. I gave in all the names of our club members and became responsible for the dues. In the parade that followed the first League meeting, although I had already been elected commander, I invited Captain Hodges of the Boston Club to take command, as I considered the compliment due to the age and standing of his club, but I insisted that the New York Club should have the right of line and lead the procession, which it did, followed by the Boston, Massachusetts, and other clubs.

For the parade of the following year in connection with the League Meet in Boston, I, as commander, arranged the clubs and gave them their positions according to the order in which they had joined the League. This placed Boston first, New Yorks second; Massachusetts third; New Haven fourth; Essex fifth, etc. In this giving of positions I was assisted by Albert S. Parsons, corresponding Secretary of the League, who produced his record book containing the list of membership, for this purpose.

Yours Fraternally,

KIRK MUNROE.

FROM A FEMININE POINT OF VIEW.

WHO shall write the story of Cottage City? It is now a memory only, and I fear that my feeble pen will fail to do it justice. My cycling log book had many precious pages, and now one more is added. It is a precious page and yet it is stamped with regret. Tantalus could have suffered no more than I did when I saw cycles, cycles everywhere, but never a chance to ride. I was without a costume and without a cycle. The tandemons explored the island so far as cycle riding was possible, and Daisie walked.

LET me call the roll! Doctor E. Y. Bogman and wife, of Providence; Mr. and Miss Coleman, of Cambridge, Dr. A F. Wyman and wife, of New Bedford; Mr. and Mrs. J. Fred Adams, of Haverhill; Mr. and Mrs. Stall, of Boston. These were the tandemons, and many merry times did they have together. They did not neglect the inevitable photo. Then there were a number of ladies who rode singles, including Miss Nickerson, of Somerville; Miss Louise Grout, of Newton Centre, and Mrs. F. P. Myers, of Boston. I wonder if I have forgotten any one. I mention these as among the visiting lady riders who ride at their homes. Everybody rides at Cottage City.

TWENTY-FIVE miles of asphalt pavement and few hills. This results in a spectacle not possible to see anywhere else. The ladies ride in everyday costume with no thought of oil. Many have large black aprons, which they tie around them to hang behind, and these are supposed to protect the skirts. Gentlemen ride in black coats and tall hats, and riding costumes are rarities. This is well enough for *Cottage City*. It would not do elsewhere.

I WAS persuaded by a friend who lives at the City to leave my wheel at home. I left riding dress in my closet and my wheel in the stable. I shall never forgive myself. It was a stupendous mistake. Once, in sheer desperation, I mounted for a ride after the fashion of the place. A dress well-steeled in the back and with plenty of drapery was forgotten, and I wheeled over to Vineyard Haven. It was my only ride, but it was a most charming one.

MEANTIME, the tandemons were wheeling to their heart's content. And yet it was an outing of supreme delight. We walked on the bluffs under the bewitching influences of moonlight on the sea; we listened to the strains of delicious music in the park, we danced at the Sea View, we saw the parade, the races and the ball match, we ate clams at Katama, and we bathed to the music of a brass band.

WE were prepared for everything. Was a ride on the *tapis*? Call up the tandems! Was a dance to be danced? Call up our Cambridge party and let them show the islanders how youth and beauty can glide through the mazes of Terpsichore's art.

COTTAGE CITY has captured us body and soul. We are going again next year and let no lady leave her wheel behind. I made some very charming friends, and I think we enlisted a large number of recruits for the annual fall run of the ladies.

ON Sunday we went to Vineyard Haven and saw the Volunteer, the Puritan, the Mayflower and the great fleet of yachts of the New York Yacht Club. I rode behind a horse whose slow pace was unequal to the rapid progress of our tandem escort.

CYCLERS take to the water as naturally as ducks, and the bath houses were well patronized by our party. If I were writing for a different paper I should at this point say a word about bathing as it is practised at the seaside resorts, but I fear the editorial blue pencil that runs through matter not connected with cycling. Let me put myself on record, however, as one who believes that the promiscuous bathing of the sexes in such places as these, under the eye of the assembled public, and in scanty costumes, is not conducive to the highest order of morality. Am I a prude? Perhaps so; I am unable to draw the line which allows a lady to appear in public on the beach in a costume which would not be tolerated in the drawing-room.

SAILING on Vineyard Sound, was down on the list of things to be essayed. We did not go. A few ladies of our party ventured out by moonlight, and the terrible *mal de mere* marked them for its own. Their sufferings kept us on dry land.

WE spent one evening with Dr. Tucker, who is president of the M. V. Club, and owns the most lovely cottage on the island. From the balcony of this cottage we saw the fireworks, and listened to the band concert. A hasty inspection of the cottage showed us what wealth could do to make life luxurious at the sea side. As we sat there, our attention was attracted by the notes of a cornet playing a funeral dirge. It came nearer and nearer, and soon there emerged from the darkness a procession of ghostly shapes, making their way towards

the cottage. As they came to the door, we noticed that each ghost had pinned upon the front of it's shroud the name of the disease that removed it from the world. One died from corns, another from rheumatism and still another from warts. The Doctor received them kindly, and after they had performed certain mystic ceremonies, he asked them what they wanted. Immediately they turned their backs and exposed the name, thereupon written, of the doctor's famous medicine. They were each given a bottle and then they vanished into the obscurity from which they had emerged. It was a very good joke played upon the doctor by several young ladies and gentlemen.

BUT I can say no more. I talk but of Cottage City this week, and I have room for nothing else. I do not care to bore my readers, but so vast were our experiences that I fear that they will come into my letters for very many months.

LADIES I have bad news for you. I am told by an inventor, that he has a patent pending for a device to go on a tandem which will show just how much work each rider is doing, and expose the weakness of those who are not strong. I will not suggest that any lady rider "loafs" on a tandem, but I do not believe it at all necessary for the men to know what proportion of the work the ladies are doing. I shall not buy the device. DAISIE.

QUAKERTOWN TROUBLES.

BICYCLES IN THE PARK.

THE Philadelphia *Record*, for Aug. 5, says: "Primarily the walks in the Park were intended for the accommodation of persons on foot, and the drives for persons in carriages or for other vehicles drawn by horses. Thd bicycle rider is an innovation only to be tolerated so long as he shall behave himself. He has not the right of way. He should keep out of the way of pedestrians as a matter of course and of civility. He should get out of the way of carriages for a double reason. In the first place, he is liable to scare spirited horses with his machine; and, secondly, as the pleasure and safety of the million should be preferred before the pleasure of a single person, or of a dozen or a hundred, in a place intended for public rather than private enjoyment, he should get out of the way as a matter of correct principles. The bicycle was permitted in the Park as an experiment. Doubtless, the presence of bicycle riders might be endured indefinitely if they would conduct themselves as gentlemen, but not otherwise. The bicycler who imagines that he has the right of the road is a trespasser upon the public forbearance and an abuser of his privilege.

"The persons charged with the maintenance of order in the Park should have an eye on bicyclers. Either a part of the Park should be set off for their especial use, or they should be made to drive their machines upon the public roadways with the greatest circumspection. Perhaps it would be better to entirely withdraw a privilege which has been abused of late, and which is attended with danger to others."

Commenting on which the following, from the *North American*, is certainly non-partisan: "It seems to us that our usually fair and good-natured contemporary is unjustly severe upon the wheelmen in the editorial article above. It talks as though the wheelmen had no rights which any one was bound to respect; were only permitted to enter the Park on suffrage and on specific pledges of good behavior; were a good deal of a nuisance anyway, and really ought not to be allowed to continue their, at present, restricted perambulations. What is there to justify this kind of talk? Are not the rights of a man who rides on a bicycle precisely the same as the rights of the citizen who takes his ease in a buggy or mounts the aristocratic drag? So it seems to us. Of course the argument is that a bicycle is a dangerous object, because horses are apt to shy at it, but so few accidents from this cause have been reported that the danger seems to have been greatly exaggerated. Then as to the behavior of the wheelmen It may some times have been open to censure, but on the whole the cycler has been more sinned against than sinning, and it is the persons who strike at cyclers with their whips as they pass them, upon whom the Park guards should have an eye. Perhaps our contemporary drives a spanking team and has personal reasons for disapproving of bicycles, but it should, and to give it its dues it generally does, strive at all hazards to be fair."

The *Record* article above and the retaliatory comment is attracting universal attention from such of Philadelphia's wheelmen as have time to spare for fanning up a miniature cold wave. The ground taken is preposterous, and the statement that the cyclers have behaved in an ungentlemanly manner is libellous; wheelmen do not need to be told, that in every case in which parties have tried in courts to show that bicyclers have not precisely equal rights with the riders in every other kind of road vehicle, the courts have ruled in favor of the bicycler. The general impression among the riders is, that the *Record's* articles is the result of some of the machinations of the fellow Cairns, of the Philadelphia coroner's office, a kind of political bum, who had two wheelmen arrested last week, for not getting out of his way, and then, when the case came up for a hearing, sneaked away and disappeared. Several offers have been made of subscriptions to a fund to arrest Cairns, and prosecute him for preferring false charges against the wheelmen, and it is not improbable that, in the light of the recent developments, such an action may be brought.

The Philadelphia bicycle clubs are arranging for a twenty-mile team race for the Tryon cup, which is to take place on September 10. The event is in charge of a committee of one member from each club, which has already made the necessary arrangements. Teams of four can be entered from all Philadelphia clubs, and so far, five have been entered: Pennsylvania, Century, Tioga, South End and University, of Pennsylvania. An entrance fee of fifty cents will be charged, and entries close with J. R. Lincoln Edwards, secretary, 1419 Wharton Street, September 3.

The cup is to be awarded to the club team making the best record in this way. All the contestants will be started off together. The first man to finish scores twenty points, if there are that many starters; the next man nineteen, and so on. The club team scoring the highest number of points wins the cup. A special prize, to be paid for by the entrance fees, is to be awarded to the first man to finish the twenty miles. Fine prizes will also be offered to the different clubs who make the twenty miles in one hour and twenty minutes or better, a four-minute gait.

The course selected for the race is a fine piece of macadamized road on the Lancaster Pike. The start will be made from Bryn Mawr, coming towards the city to a point near the first tollgate. Then a turn is made, and the course follows out again past Bryn Mawr to the foot of Devon Hill, where there is another turn, and a return to the starting point at Bryn Mawr. PHACTO.

ST. LOUIS.

THE Division Board held a called meeting on Thursday evening. The handbook which C. C. Brewster proposes to issue was the main topic of discussion, and a general outline of the coming book was chosen. It will combine the qualities of a roadbook, and the handy bits of information contained in the first book published by the Division. From the present lookout, it may be expected to appear by the 1st of October. The correspondence which our representatives commenced a month since, for the purpose of enlisting every wheelman in the State on the Division roll, has borne good fruit both as regards membership and an increased knowledge of the wheeling advantages in various portions of the State. The wheelmen in Carthage came into the League in a body. Stuart, of Kansas City, grew tired of asking for road information by mail, and now mounts his wheel twice each week with a view of obtaining a correct measurement of the roads about his city. The Division Board elected Frank Pratt third member of the finance committee, and will meet again two weeks hence, to read the first proof of the handbook.

THE Missouri Club held its usual busy meeting on Tuesday. Several new names were placed on the reserve list, which grows longer each month. The mileage of one hundred active members of the club (of this number some have reported no mileage), for the months of April, May, June, and July, stands at nineteen thousand miles. The ten members ranking highest have rolled up some rattling figures, when one thinks of the scorching season which is passing, and Capt. Brewster has himself ridden five hundred miles the past month. The club will probably adopt a strong by-law at its next meeting, to provide against the depredations of the tool-thief and the carelessness of the gent who borrows a friend's wheel and disappears with it for an indefinite period. The club shook hands with itself over the flattering resolutions sent on by the secretaries of Eastern clubs, complimenting the Missouri Bicycle Club on its success as an entertainer at the Meet.

LAST Saturday's loaf at the games of the Athletic Club has resulted in a great deal of squabbling between the racing men and members of the club. This is much to be regretted. The outcome of what was heralded as an interesting event is bad blood between the Athletic Club and cyclists, and an injury to our sport generally. Our men used a bad track as a flimsy excuse for ridiculous riding, and the judges, being ignorant of the L. A. W. rule, which fails to provide against loafing, disqualified the riders. The latter are now clamoring for their prizes, and threaten suit if they are not forthcoming.

TO-DAY, the Missouri Club, or rather that small portion of it which dutifully observes club runs in these dog-days, ries itself a few miles into the country to Camp Marvin, so named because it is the scene of an annual gathering of Methodists during several weeks of August. I understand that a ladies' run is soon to be organized, starting at the clubhouse and ending at some cool retreat in Forest Park. The "toughs" will mount their old reliables, while the too-lazies and ladies will mount 'buses, carrying with them hampers full of those good things which go to make life bearable. The Cycle Club, to-day, is scorching eastward to the breweries and bottomless gutters of Belleville, Ill. Weather is very cool.

PERCY STONE went to Cleveland last night. He thinks that he has not altogether recovered from his sickness at Clarksville, the effect of which he notices at times. The DeSoto race has had no perceptible effect on his running gear, and he managed to pump through a mile on the bad (!) Union Ground track, the other day, in 2.57. He says that Bob Neilson, Rhodes, and himself will compose the Victor team this season; but that he will confine his efforts to the smaller tournaments near home this time, as he does not care to go East and overdo himself. Percy is very sensible in this view, and with care will be in shape to tackle the finest when he reaches Cola's racing age — twenty-two years. He is now twenty.

SECRETARY-TREASURER AB. LEWIS is expected to return home from his long European trip about the 12th, though this date is not known to his brother, who expects him about the 25th. The affairs of his office have been conducted smoothly by the latter, and handsome Ab., whose face was missed at the Meet, will find fast friends, much to eat, and re-election awaiting him.

SEPT. 30 and Oct. 1 (Friday and Saturday), have been chosen as the dates for the annual Division meet. It will occur during the heat of the gayeties of G. A. R. week, and a rattling old time may be expected. Lend a hand, Chicago, and we will take you out on another "tour of St. Louis County," and do you up in more ways than one. Iowa did you up last year by the size of its delegation.

THEY say that President Kirkpatrick is a regular hustler on the smooth roads of Central Ohio, and Alex. Lewis tells how he had to pump to catch his excellency, who had started ahead to catch a train at a little station some five miles ahead.

I RECENTLY had a very interesting interview with W. M. Chauvenet, of this city, relative to the wonderful table-land roads which extend through the central portion of the Republic of Mexico. I hope to dish it up to the readers of the BULLETIN in the next issue. PHŒNIX.

MICHIGAN.

DETROIT. — Chief Consul Johnson has gone on a two weeks' vacation.

IN CAMP. — At Base Lake, Robert Traub; at Four Towns, George Lane.

"DUNDER und blitzen! Was ist das?" exclaimed the elder Beller, as twenty-five dusty cyclers called simultaneously for tickets, towels, and trunks. When Capt. Peck, of the Detroit Bicycle Club, decided to vary the usual run to the Pointe by stopping at Beller's for a swim, it was hailed with delight by the riders; for what is there more delightful after a dusty ride than a plunge into a cool, refreshing bath, and in this case it was the Detroit River, which even Lieut. Bowley acknowledged to be large enough for him. After swimming and ducking to their hearts' content, the party rode out to the Pointe and back by moonlight, finishing one of the most enjoyable club runs yet held this season.

COLDWATER. — A sad accident occurred here on Monday evening, Aug. 1. Mr. L. M. Bassett was riding his tricycle on East Chicago Street, when something attracted his attention, and while looking back, one wheel of his trike dropped off the sidewalk and overturned the machine. The fall fractured his leg just below the thigh. As Mr. Bassett is quite advanced in years, it will be some time before he can be around again.

UTICA. — E. C. Andrus is the pioneer wheelman of this town. With the hard gravel and clay roads around Utica, there should be a rapidly growing club. MICH.

LONG ISLAND NOTES.

"BON'S" remarks concerning signs, etc., were appreciated. I understand that Consul Jones, of Brooklyn, will soon have his district under way, and intends to work as far out as Jamaica, where Consul Waters' district lies. The latter has done good work in tree-trimming, etc., but has done no signing. I shall try very hard to get some of the wheelmen in Hempstead to join the L. A. W., with the hope of getting a live consul there, where one is especially needed. Nowhere is the necessity of signs more apparent than on the "New Bridge" route to South Oyster Bay, at the triple forks, about four miles beyond Hempstead, where there is not the slightest indication which of the three roads should be taken. The same holds good in regard to the turn at the hotel, a mile or so beyond.

A PECULIAR drink, known as "Shandy Gaff" is becoming a favorite with athletes around here, and I find that it is especially adapted to the use of wheelmen. It is made of equal parts of ginger ale and lager beer, thus retaining the strengthening properties of the beer, with none of its usual deleterious after effects.

THE composition of the Huntington Bi. Club is unique by comparison with the other clubs hereabouts, having nine Stars out of a total of twelve members. An explanation of this may be found in the multiplicity of hills which surround the town.

ONE of our club members, while on a recent trip, became the victim of a peculiar succession of coincidences. While riding along a narrow foot-path he came to where a cow was tied to the fence with a short piece of rope, which lay across the walk. Thinking to get by in safety he put on a spurt, but when just over the rope the cow jumped away, hauling the rope taut between the wheels, giving the gentleman a somewhat abrupt sider, and at the same time pulling over a length of fence, with which mixture of fence, rider and wheel she attempted to run away, with poor success. Here our friend imagined he had all the elements of a first-class tragedy, but there was something missing, and it soon appeared in the person of the somewhat irascible old lady owner of the herein-before mentioned cow and fence, for the damages, to which latter she demanded payment. Here I draw a veil of merciful obscurity.

CAPT. PETTIT, of Babylon Dock, is a favorite with wheelmen, as is his 27-foot boat, which is a model of neatness and convenience. Babylon sail-boats are noted for their speed, and nothing pleasanter can be found than a sail across the bay or a swim on the flats. This wonderful sheet of water, nearly eighty miles in length, is a paradise for sportsmen, and is peculiar for the shallowness of the water, the depth of which, over the larger part of the area, is not more than from two to ten feet.

"HEMPSTEAD PLAINS," in the vicinity of Garden City, are so free from ob-tructions to the sight that distances are very deceptive. A friend of mine, when he came in sight of St. Paul's school, from Hyde Park, exclaimed that we were nearly there. "Not more than three-quarters of a mile more," said he. It proves, on being ridden, to be full two and a half miles. I doubt whether a better two-mile straight run can be found on the island than this broad avenue leading from Garden City directly west to Hyde Park. The hollow near the western end, known familiarly as the "Gulch," has this year always been ridable, as the effect of the driving over the road of the large flocks of sheep belonging to the Stewart Estate, the myriad hoofs packing the sand very hard, and giving the surface the peculiar raked appearance, at the cause of which so many have wondered. Dogs are employed in driving these flocks, and turn them out of the way of carriages or wheelmen very handily.

I have been recently told that the country out on Montauk Point, beyond Sag Harbor is very fertile, and that good roads abound. Can anybody enlighten me in regard to this matter? This region is generally represented as being a regular shoal of sand.

A GREAT deal of quiet touring has been lately going on, down the island; hardly a night passing that there are not parties staying at Pettits, in Jamaica, or at the Flushing Hotel, as these hostelries may be reached "the night before," and an early start made in the morning.

ALL those who fall into our tender clutches are made to see the elephant, and all the other animals, generally ending up with a swim at "that float," which proved so alluring to the "B. B. C.'s." The more the merrier. Where is Brother Veysey's party of Harlemites? No. 7556.

CHICAGO.

"WESTWARD the course of Empire takes its way." A saying old, but, nevertheless, true. Cleveland has succeeded the mighty Springfield as a racing centre, the beloved Ducker has taken up his abode in Buffalo, the *Gazette* has found a resting-place in Indianapolis, and now Burley Ayers, who has so long been Pooh Bah of the League, will take his wheel for a sojourn on the pacific slope. We may be a little new out here, but "we get there just the same."

I HAVE just been informed of the organization of a new club, in the northwest portion of the city. The name I have not been able to learn, but am assured that it will be a League club. It starts out in life with the lucky number of fifteen charter members. They have a brilliant future before them, and we wish them all the success and pleasure that is usually found wrapped up in the mysteries of cycling.

ON Sunday last, a party of four, consisting of Newell, Loveday, Bowbeer and Munger, all of the Illinois club, succeeded in lowering the record between Chicago and Milwaukee, from sixteen hours to eleven hours and fifty-five minutes. This is considered a wonderful performance by those who are familiar with the condition of the roads, and we venture to say that it will stand as a record for many days. The famous Peters made the sixteen-hour record, and was willing to stake his wheel against it being lowered this season. We notice, however, that he was the first one to "crawfish" out of the team race between the two places.

THE twenty-mile race, being the third and last of the Ehlert-Van Sicklen series, took place at Cheltenham Beach, this afternoon. Van lead the first seven miles, averaging 3.05 to the mile. Ehlert spurted to the front at the end of the seventh mile, and rode the eighth in 2.48, and lapped Van in the twelfth mile, at which point Van gave up the race. While Ehlert was in the lead, the pace averaged 2.58. Ehlert will represent the Illinois at Cleveland next week, and doubtless will surprise many of the Easterners. While he does not go as dark horse, he is comparatively a new rider; consequently, he will be looked upon, for the present, as one of the ordinaries.

CHIEF CONSUL VAN SICKLEN gave a lawn party last Wednesday evening, at his residence in Windsor Park, complimentary to the Owl Cycling Club. The Owls report a pleasant time and say the evening was enjoyed immensely. These birds of darkness will spend Sunday in St. Joe, Mich., and will carry their wheels along and sample some of the sandy roads.

IN the early days of cycling, it was nothing unusual for the captain and lieutenants to make a club run alone; but, alas! how time has changed the state of affairs. At the present day, the captain is the easy goer or go-as-you please of the club. I know of one who has called on an average of two runs a week for the past three months, and has put in an appearance at about three, and in two of these cases he turned back at the Park. A hint to the wise is sufficient. SPECTATOR.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

LEAGUE HOTELS.

EDITOR BULLETIN: — What is the use in selecting good hotels to be designated as L. A. W. headquarters, and securing reduced rates there, when so many wheelmen neglect to avail themselves of these advantages? Many are evidently too lazy to make the necessary hotel changes in their road books as they should, or do not notice properly the BULLETIN. We valley consuls, have given this hotel business much attention and are vexed to see our labor ignored. If what we do is not used, we may as well do nothing. SHENANDOAH.

A PLEASANT ROUTE.

EDITOR BULLETIN: — There are a number of wheelmen in New York and vicinity, who are so occupied during the week that they can only get away from Saturday noon until Monday morning, and, who, if they knew of a trip that could be made in that time, that would take them over the best part of the Hudson River by boat and give them a spin through one of the best riding districts of New York State, would avail themselves of it. I submit the following as one of several that I have been over and tried, and hope that you will give it space in the BULLETIN.

Take steamer at foot of Franklin Street North River for Stuyvesant, at 6 P. M. on Saturday. Fare $1.00, stateroom $1.00, and meals fifty cents each. Arrive at Stuyvesant early Sunday morning. Take the road directly up the hill, bearing a little to the left as you leave the dock, for Kinderhook, five and one quarter miles, where if you did not breakfast on the boat, take breakfast at "Kinderhook" Hotel (L. A. W. hotel), meals to wheelmen forty cents each. Take direct road to Valatie, one and three-quarter miles using the path on left of road all the way. Road leads about east from Kinderhook, and is almost like a race track. Cross iron bridge at Valatie, and at top of hill take first left hand turn two blocks to top of another slight elevation and turn right one block to brick church and turn left into direct road to Riverville, two and one-half miles. At cross road, one and three-quarter miles from Valatie, take left turn (straight ahead is more direct to North Chatham, but leaves out Kinderhook lake). At Riverville turn right across the Boston and Albany Railroad one-fifth mile to entrance to hotel at Kinderhook lake on left. There is a good hotel on the lake, and boating, fishing, etc. A pleasant spot for a rest of half an hour. Keep direct road past lake entrance and take first turn to left for North Chatham, 2.94 miles, keep straight through North Chatham to small park, and then turn right over bridge to cemetery, and then turn left and keep direct road to Nassau 3.62 miles. Take dinner at the hotel on the square in Nassau. They set a good table, and charge fifty cents. At Nassau take left turn from the one you came in on, for East Greenbush, about seven miles, following the regular Albany turnpike. The road from Nassau to East Greenbush is rather hilly, but smooth and hard. Keep direct road into Greenbush (East Albany), 4.60 miles and take South bridge to Albany. Turn right after you leave bridge up Broadway to State Street. Turn left up State to corner of South Pearl, the Globe hotel, or up North Pearl to the Kenmore. Take night boat back to New York, or train and sleeper. The whole wheeling distance is about thirty miles, and from Stuyvesant to Nassau the road is A 1, after that the road is good, but rather hilly. L. A. W., 4096.

THE ROSEVILLE MEET.

EVERYTHING points to a big success for the Meet to be held at the Roseville track on the 20th. The programme has been well arranged, affording ample chance for both novices and flyers, while the two professional events should offer a good chance to witness some fast pedalling. The events, as decided on, are as follows:

UNQUALIFIEDLY FIRST CLASS!

HIGH GRADE IN EVERY SENSE.

From the Very Start,—from the Opening of the Season,

THE NEW MAIL

Has received the Best Evidences of Merit; viz.:

A constantly increasing demand, and unasked testimonials. Wherever one has been shown, other orders surely and quickly followed. In fact, ☞ AT NO SINGLE TIME SINCE JANUARY 1 have we been up with our orders. This means something. It means a good wheel.

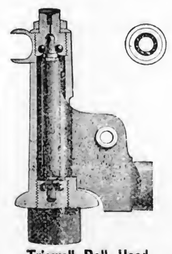
AN AMERICAN MADE WHEEL, WITH ALL PARTS INTERCHANGEABLE

WITH

Trigwell's ball-bearing head, and perfection backbone and forks. The ball head has been PROVED by two years' use a great success, and the best criticisers are not competing dealers, but the users and riders, and we refer to the latter's testimonials in our catalogue. Did any rider ever see too rigid and strong backbone and forks? Are not the Strengthened Perfection Pattern Backbones and Forks common sense improvements? Notice the advantanges. Perfectly rigid forks and backbones which do not break nor spring out. Especially fitted for rough road work. And look at our rim with the thickened base; no such thing as buckling.

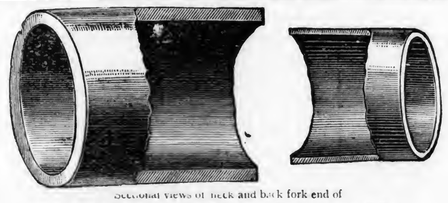


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Trigwell Ball Head.

One thousand miles without oiling or adjusting. Perfect rigidity, and ease of steering. Greatest modern improvement. See testimonials in our catalogue.



Sectional views of neck and back fork end of

NEW PERFECTION BACKBONE,

Giving increased thickness and strength at upper end, where is the greatest strain. Forks, also, same construction.



WARWICK'S NEW RIM.

No seam outside. Thickened metal at bottom. Cemented Tire.

Also, New England Agents for the

IDEAL

Boys' Bicycle.

We only ask for you to SEE a New Mail, and you will buy one.

REMEMBER EXCHANGE.

We offer a splendid opportunity to exchange your old wheel for a new Royal Mail with ball head and late improvements, and having the New Mail Rim and Tire, at very low terms. Send description of your wheel, with your estimate of value, stating size wanted.

WM. READ & SONS,

107 Washington Street - - - - BOSTON, MASS.

1, One-mile novice; 2, two-mile open; 3, club race; 4, two mile handicap; 5, one-mile professional handicap; 6, one-mile tandem; 7, one-mile handicap; 8, club race; 9, one-mile lap, open; 10, two-mile professional handicap; 11, club race; 12, consolation.

Great interest is being taken in the tournament, the Orange Wanderers having for the present given up theirs, announced for the 27th, that there may be no clashing. Rowe has promised to be on hand, and it is probable that Crocker, Whittaker, and Hollingsworth, the Gormully and Jeffrey team, will also be present. Secretary J. C. Willever, 115 Arlington Street, Newark N. J., will receive entries, and furnish all desired information. JER. C.

TOURING CHAT.

Address communications to A. B. Barkman, Chairman L. A. W. Bureau of Information, No. 608 Fourth Avenue, Brooklyn, N. Y.

NEW YORK ROAD BOOK. — CORRECTIONS, ETC.

Route 20 page 2. The telegraph wires have been removed, and as the two lines referred to have been erected on a road which leaves Poughkeepsie two blocks above the Post Road, along which they formerly ran, and which should be taken, the present directions in road-book might prove confusing.

Approaching the city from New York, hold South Avenue until the little park which contains the old cannon is reached; t. r. on Montgomery Street, two blocks, and t. l. to Main Street, at the corner of which is the Morgan House. To proceed, keep straight north from the Morgan House two blocks, t. l. two blocks to the Post Road, and t. r. along it to Hyde Park, etc. This is the best way of getting through the city and avoiding its cobbles.

Route 22, page 1. From Hillsdale, after leaving Sunmit House, bear left through North Egremont, instead of taking r. f. through South Egremont, as per road-book. Road is more level and generally better.

Route 23, page 2. Springfield, Mass., is given as 153 miles from start, at bottom of page. In carrying the distance over to page 3, it is given as 151 miles. This is an error, and consequently all following distances in route are two miles short in totals.

Route 21, page 1. At marble quarry, two and a half miles north of Unionville, t. r. through the quarry to Pleasantville, and direct to Mount Kisco, where t. r. just before r. r., and t. l. at next road direct to Brewster's Station.

Route 31, page 1. From Albany book says, "Out State Street direct *via* Washington Park and Hartsville." This should be Hurstville. Official repairer at Albany is James Bradley, 42 Norton Street.

Route 52, page 2. On account of a mistake in punctuation in paragraph of directions, reading "Present certificate," etc., the turns are given in exactly the opposite direction intended. The directions properly punctuated, will read, "Straight up hill to asphalt (Western Av.) and t. r.; at Vermont Street t. l.; at Richmond Avenue t. r.; at Circle t. l. to Delaware Avenue; t. l. on Delaware Avenue to Genesee Street, and t. l. to the Genesee.

Philadelphia and New Jersey Road Book. — This work is now out of print. A new and revised edition will probably appear in 1888.

LONG ISLAND FERRY CONNECTIONS.

Many inquirers will please take notice. Steamer "Manhansett," for New London, Conn., leaves Sag Harbor at 1.15 P. M., and Greenport at 2.15 P. M. daily, except Sunday.

Steamer "Sunshine," for New London. Niantic, Lyme, and Hartford, Conn., leaves Sag Harbor Mondays, Wednesdays, and Fridays at 6.45 A.M., and Greenport about one hour later. Returning, leaves Hartford Tuesdays, Thursdays, and Saturdays at 8.30 A. M.

Bridgeport and Port Jefferson Steamboat Co., leaves Bridgeport for Port Jefferson, Monday, Wednesday, and Friday at 1.30 P. M., and Tuesday, Thursday, and Saturday at 8 A. M and 5 P. M.

Leaves Port Jefferson for Bridgeport, Monday, Wednesday, and Friday at 7.45 A. M. and 5.30 P. M., and Tuesday, Thursday, and Saturday at 1.30 P. M.

Boats return to New York Sunday afternoons from Northport, Cold Spring, Oyster Bay, Glen Cove, Roslyn, and Whitestone.

A. B. B.

CYCLETS.

SEVENTY-NINE applications this week and a total membership of 10,932.

THE half mile National Championship will be run at the Williamsport (Pa.) races.

THE Capital Club, of Washington is at Cottage City this week.

THE Columbia team will go from Cleveland to Roseville and from thence to Worcester.

HENRY STURMEY has issued another "Indispensable." We shall greet it like an old friend.

THE one-mile professional events at Cleveland will be the important races of the whole tournament.

THE annual meet of the New York Division will be held at Cooperstown, on Otsego Lake, September 23 and 24.

MR. C. H. LAMSON wishes to dispose of his badge business. Here is an opportunity to secure a well-established and profitable business.

THERE were no serious accidents from headers at Cottage City but Cook of Worcester, put his elbow out of joint while playing at base ball.

FRANK LESLIE'S paper for July 30, publishes a full page set of views of the Gormully & Jeffrey Mfg. Co's factory at Chicago.

THE Massachusetts Club has received its certificate of incorporation. Road officers have been elected as follows: Captain, A. D. Peck, Jr.; lieutenant, J. E. Tippett.

EFFORTS are being made to secure the consent of the National Cyclists' Union to allow Ralph Temple to race W. A. Illston, the crack English amateur.

The Detroit Bicycle Club and the Star Bicycle Club of that city have formed base-ball teams, and are to try conclusions with each other on the diamond.

H. W. GASKELL sailed for England from this port on the Pavonia last week. He will enter the employ of the Coventry Machinists' Company.

F. A. ELWELL met with an accident on the last day of the Quebec tour and broke an arm. He took a header going down hill and brought his outing to a painful close.

WILLIAM A. ROWE, Robert A. Neilson, H. G. Crocker and William A. Rhodes have been engaged by the Cleveland Bicycle Club to ride a handicap race each day of the meeting in August.

MR. LAWRENCE CHENY of Baltimore, has recently lost by theft a 56-inch, New Rapid bicycle. The finder will confer a favor by writing to S. T. Clark & Co., Baltimore, Md.

E. P. CROCKER, who has charge of the mail and telegraph service at Manchester-by-the-Sea, Mass., has put three bicycles into use for delivery purposes.

YOUNG William Windle is to compete in amateur events in this section. He is only seventeen years old, and, though he is new to the track, he can make his mile in three minutes.

JUNIUS E. BEAL, Secretary-Treasurer of the Michigan Division was in Boston last week, and we received a very pleasant call from him on Thursday.

EXPERT Columbia No. 10780, 48-inch, cowhorn handles, was stolen from Jno. H. Milby, Spencer House, Niagara Falls, N. Y., July 23. Any one who may discover the machine should telegraph to the owner at once.

ON the grounds of the Athletic Club at Indianapolis, August 6, Prince Wells lowered the unicycle record for ten miles from one hour to fifty-nine minutes and forty-five seconds. The ten miles were made without a dismount.

THE East Hartford, Conn., Wheel Club will have a tournament Friday and Saturday, September 9th and 10th. The programme will be made up largely of handicap and class races.

JERSEY justice beats all. A wheelman of Camden, N. J., was attacked by a strapping bartender out on the pavement, as he was passing by the place, and the wheelman took the law in his own hands, and now the bartender nurses a black eye.

ROWLAND EVANS, who was recently assaulted in Fairmount Park, Phila., writes that he is not a member of the Pennsylvania Bicycle Club, but is unattached.

S. I. SNYDER and John Kennard climbed the Cemetery Hill at Clearfield, Pa., on their bicycles, the other evening. The hill makes an ascent of 160 feet in 1,700, and every bicyclist in town has given it many a hitch only to fail, 'til Snyder and Kennard "got there."

GEORGE W. NELLIS JR., arrived at San Francisco from New York Wednesday, he having made the trip on a bicycle. He started May 24, lost fifteen days by rough weather, and lost twenty-three pounds in weight. He averaged fifty miles a day.

An exchange recommends that the League change its badge, since the design has been stolen by the C. T. C. How absurd! The badge has given good satisfaction and there are very many expensive ones in possession of League members. Let us retain the old. If England wants to copy us why should we care. "Imitation is the sincerest flattery."

A STRANGER tried to sell an American Safety bicycle to Samuel T. Clark & Co. of Baltimore, last week. The circumstances of the case, and the unlikely story he told led Mr. Clark to suspect that the seller did not come honestly by the wheel. He had him arrested and detained pending a search for the owner. Any one who has lost such a wheel will do well to write to Mr. Clark.

FRED T. SHOLES, of Cleveland, took his camera to St. Louis and secured several good views. He has complimented us with views of the bridge and a view from the bridge, a view of the art museum and the "bastile" in Vandeventer Place. Very many thanks, Mr. Sholes. Our gallery of views is very greatly improved by your contribution.

AUGUST KOCH, of Peoria, Ill., was run into by a man in a buggy on Aug. 1. He was not injured, but his cycle was wrecked. The Peoria Club has offered $10 for the capture of the driver.

A WHEELMAN who recently took a two months' trip in the northeast estimated that his membership of the L. A. W. saved him in hotels and in attention the round sum of $150, more than he would pay out in dues in a lifetime. — *N. O. Picayune.*

THE *Scientific American* shows a sketch of a proposed ambulance made with bicycles. Two large wheels are employed, and between them is swung a hammock attached to the handle-bars. A patient is laid in the hammock, and the wheels are pushed along by attendants, who take hold of the handle-bar with one hand and the backbone from another. The little wheels are removed, the bicycles are placed back to back, and a bar running from one small fork to the other keeps the wheel upright.

ONE of the bitterest satires upon what people call the freedom of this land is the existence of such things as stamway lines. For nobody's advantage but their own a trading company can get the right with very little trouble, to utterly ruin the roadways for every class of traffic but their own. If roads were only decently made and kept, there would exist no shadow of an excuse for their existence, for all their work could then be done much more cheaply and efficiently, and with quite as much comfort to the passengers, by omnibuses, and with twice the safety to pedestrians. — *Cycling Journal.*

A. T. STEVENS, who has been laid up with a lame knee, began riding a tricycle last week and goes to and from business on it. He does all the driving with the good leg, but lets the other follow the pedal around. This motion, in two days, had so strengthened his knee that he could discard his crutches, for the first time in six months, and hobbles about with a cane. In the light of such an experience what becomes of the constitutionality of a proposition to tax bicycles? In Mr. Stevens' case it would be the same as taxing his crutches. In general it would be a tax of a man's leg power, which would be equivalent to a tax on walking. —*Post-Dispatch.*

OVERMAN WHEEL CO. LAMPS.

In view of the ordinances lately passed by a number of our large cities, requiring the carrying of lamps on all bicycles and tricycles after nightfall, we desire to present to the cycling public our claim to the best wheel lamps yet produced. Our lamps are all of the best and strongest construction, and are fitted with the most successful ventilating apparatus ever used. By its use, the air is brought up to a level with the flame before being admitted to the lamp chamber, thus preventing the strong upward draught which has made it so difficult to keep other lamps burning. Try them.

OVERMAN WHEEL CO.

Victor Bicycles, Tricycles and Accessories,

182-188 COLUMBUS AVE. - - - - - BOSTON, MASS.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

(YOST & McCUNE PATENTS),

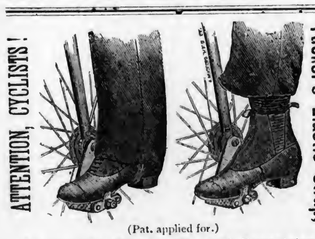
19 PEARL STREET - - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.

ATTENTION, CYCLISTS!



Tucker's Elastic Strap,

(Pat. applied for.)

For Cyclists, Military Men and Equestrians.

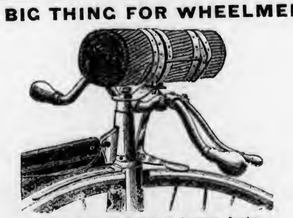
Endorsed by the leading Wheelmen and Military men.

It holds the pants close to the **Ankle** and **free** from the **Wheel**, with nothing **visible** from the outside of the pants.

It is Neat, Stylish, and Easily Applied or Detached. For sale by Bicycle Agencies and Gents' Furnishing Goods Houses. Also by the Manufacturers, **TUCKER & HUBBARD, P. O. Box 1023, Hartford, Conn.** Liberal Discount to the Trade. **Price, 25c. per pair** (mailed). Full directions with every pair.

For Sale by A. G. SPALDING & BRO., and at all their Agencies.

A BIG THING FOR WHEELMEN



The Rose Improved Detachable Luggage Carrier.

Don't buy any other. You certainly won't when you know what a convenience it is. We haven't space to fully describe it, but it is detachable and can be turned entirely out of the way in coasting, (as per cut.) Acknowledged by everybody to be the most convenient Luggage Carrier ever offered to wheelmen. Send for one and you will be delighted with it. For both crank and star bicycles. Nickelled; price only $1.00; by mail, $1.10. C. H. ROSS & CO., 46 Columbia Street, Albany, N. Y. 27 P. S. In ordering, give name of wheel.



NOW WE HAVE IT!

THE PERFECT

LANTERN HANGER

No more trouble with the Lantern. It can be put on or taken off in an instant, and admits of throwing the light in any direction desired; high or low directly in front of the wheel, or far ahead, and can be attached to either side of the wheel. **Price, postpaid, $2.**

HOWARD A. SMITH & CO.

Oraton Hall, Newark, N. J.

Send for our Illustrated Catalogue.

A HYDROMETRIC PARADOX.

The favorite run from Boston, through Brighton, Newton, Newtonville and West Newton to the Woodland Park Hotel, is ten miles.

A bath or swim in Allen's charming pond of pure running water (with every bathing and dressing convenience, will make the return run one of eight miles. Try it.

Everything necessary provided for 15 cents.

JAMES T. ALLEN.

N. B. — Private entrance to pond midway between West Newton and the hotel, off Washington Street, opposite Greenough.

MODEL SPRING 'CYCLE LOCK WEIGHT 1 OZ.

Price, 50 Cents.

By Mail.

SEND FOR ONE.

MANUFACTURED ONLY BY

W. C. BOAK - - LE ROY, N. Y.

NEW YORK ROAD BOOK. — Members of the New York Division who joined during the second quarter, viz., from April 1 to June 30, may receive a copy upon payment of seventeen cents, and members who joined since June 30, upon payment of fifty cents. A few surplus copies are for sale to League members of other States at $1.50 per copy. Address E. K. AUSTIN, secretary-treasurer, Box 157, Flatbush, N. Y., giving League number, name, and address *plainly written*. I.A. B. BARKMAN, *Bookmaster*.



For locking Bicycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neat, compact and cheap. Weighs only 2½ ounces, and length only 4 inches.

Dr. W. D. Ball, of Boston, writes: "I bought one of your locks the first of the season, and can say it is really the only lock on the market good for anything. I leave my bicycle anywhere and have never had it tampered with, and yet two bicycles have been stolen within a stone's throw of my office."

Can be had of any dealer in bicycles, or sent post-paid on receipt of $1.00.

MARLIN FIRE ARMS CO., New Haven, Ct.

BEFORE YOU BUY A BICYCLE OR GUN

Send to **A. W. GUMP, Dayton, Oh o,** for ILLUSTRATED NEW AND SECOND-HAND PRICE LIST. Bicycles repaired and nickeled. Second-hand **BICYCLES, GUNS and REVOLVERS taken in exchange.**



DAYTON BICYCLE STAND AND CAMP STOOL

Can be used as a stand or stool; used for cleaning; adjusted to different size wheels. Price **$2,** delivered free of express to any point east of Omaha. Patented by A. W. GUMP, Dayton, O.

PAINFUL as was the report that artists were starving to death in Paris, because they could do nothing but paint pictures which nobody would buy, yet more painful is it to read that the professional bicycle riders will soon find their occupation gone. Sad, indeed, will it be to see these limber-legged "professors" reduced to the necessity of earning a living like the rest of us. But everybody can't live by and on "art." If the world had no inhabitants but bicycle riders and artists and ball players and elocutionists, we should all starve to death, which would be a good deal worse, than things are now.—*Herald.*

"PEDAL AND PATH" is the title chosen by George B. Thayer for his little book of travel which describes his trip from Connecticut to San Francisco. The book not only tells of the ride but describes places stopped at and people met with on the road, and is in fact a series of letters written to the Hartford *Post* and now revised and published in book form. A large number of illustrations aid the text. We have found it very entertaining reading.

THE Newport, (Ky.) Bicycle Club opened its new and elegant Club House at York and Mayo Streets, Newport, August 6, and entertained about two hundred wheelmen. The Newport Club has now one of the finest club houses in the West.

CINCINNATI wheelmen are at last going to have a race meeting that will infuse some life into the wheeling interest of that city and vicinity. The race meet is under the auspices of the Central Wheelmen and will take place on September 10, the first anniversary of the organization of the club. A large list of gold and silver medals etc. will be offered as prizes and some excellent races may be expected. After the races all wheelmen are invited to meet at the club house of the "Centrals" to take part in a lantern parade which will move over the principal streets of the city and return to the club house, where the "Centrals" will set a luncheon for the assembled cyclers. A large number of prominent citizens and wheelmen have signified their intention of being present; among them: Mayor Smith, President Kirkpatrick, Chief Consul Dunn, of Ohio, Chief Consul Croninger, of Kentucky, and many others. A cordial invitation is extended to all wheelmen to be present and take part in the celebration.

COTTAGE CITY.

THE meet of the Massachusetts Division at Cottage City was eminently successful. Very many wheelmen from Massachusetts, Rhode Island, and New York went to the island, and engaged in the festivities. Chief Consul Bidwell, C. H. Luscomb, F. P. Share, Dr. Gilfillian, E. B. Hutchinson, and D. G. Corwin, all of New York, and Mr. Ludwig, of Baltimore, represented distant wheelmen.

The first detachment of wheelmen arrived at the island Wednesday evening, and the number was increased on the arrival of every boat.

Thursday forenoon was given over to the business and from the meeting the wheelmen went to Katama for the clambake.

Friday morning two hundred wheelmen, under command of Chief Consul Hayes, paraded through the streets, and in the afternoon there were races as follows: —

COTTAGE CITY, August 5. — Races under the auspices of the Massachusetts Division.

One Mile Novice. — F. A. Delabarre (1), 4.41; E. A. Phemister, (2); W. L. Adams (3).

Half Mile Rowing Tricycle, 2 in 3 — First heat: Wallace Ross (1), 1.52; Geo. H. Hosmer (2), 1.57. Second heat: Geo. H. Hosmer (1) 52 1-2; Ross (2). Final heat: Ross (1), 1.57 3-4; Hosmer (2.)

One-Mile Open. — J. F. Midgley (1) 4.27 1-2; C. B. Brigham (2); F. A. Woodman (3)

One-Mile Tricycle. — E. S. Hutchins (1), 5.43 1-4; H. C. Getchell (2.)

One-Mile Handicap. — J. F. Midgley, scratch (1), 4.22 1-2; F. A. Delabarre, 50 yds. (2.)

The distance run, though called a mile, was nearer a mile and a half.

A reception and dance at the Sea View House was on the programme for Friday evening, and on Saturday there was sailing in the forenoon and a base-ball match in the afternoon. The whole outing ended with a hop at the Sea View on Saturday night.

NOTES.

THE presence of the ladies made the Meet very attractive to the great majority of wheelmen.

THE Somerville club occupied a cottage on the camp grounds.

THE thanks of the Division are due the committee on entertainment, which consisted of Dr. Mott, Mayor Dobbs, and Mr. Young.

EUGENE SANGER, E. J. Briggs, and Charles P. Cubberly, of Somerville, rode to the meet on their wheels, taking a boat at New Bedford.

CHIEF CONSUL HAYES was made a member of the Martha's Vineyard Club.

DR. TUCKER kept open house for wheelmen.

The game of base ball was diastrous to the wheelmen. The score, 23 to 2, speaks well for the ability of the islanders, though the wheelmen were not altogether lacking in skill.

THE "Hayseed Battalion" was organized during the meet. The ability to make a noise was the only qualification demanded.

ONE of the happiest men at Cottage City was J. B. McCune. The Springfield Roadster ran away from everything in the races, though it was pitted against all other types.

ANNUAL MEETING OF THE MASSACHUSETTS DIVISION.

THE annual meeting of the Massachusetts Division was held at Cottage City, Martha's Vineyard, August 4. Chief Consul Hayes presided, in the absence of Secretary Lawton, Mr. C. S. Howard, of Boston, was chosen Secretary *pro tem.*

The Chief Consul gave a verbal report, showing the condition of the division. He has appointed during the year sixty-two consuls, sixty-one hotels and forty-seven repair shops.

The report of Secretary-treasurer was as follows:

SANFORD LAWTON, *Secretary-Treas., in account with Massachusetts Division, L. A. W.*

		1886.	
Aug.	27.	To balance from last account	$928 76
Nov.	4.	E. M. Aaron, Secretary-Editor, forty-four names, at twenty-five cents, lists forty-two to fifty-four inclusive	11 00
Dec.	27.	Pope Manufacturing Co., sale of Massachusetts hand books	3 20
		1887.	
Jan.	12.	E. M. Aaron, Secretary-Editor, twenty-three applications, at twelve and half cents, fifty-five to sixty inclusive	2 88
April	27.	A. Bassett, Secretary-Editor, part pay on amount due April 1	175 00
	13.	A. Bassett, Secretary-Editor, part pay on amount due April 1	100 00
			$1,220 84
		1886.	
Sept.	8.	J. A. Whipple, room for meeting	$4 00
		E. B. Coleman & Co., printing circulars, C. C. office	4 00
		E. B. Coleman & Co., printing circulars, envelopes, and postals, C. C. office	11 25
		E. B. Coleman, letter heads, C. C. office	2 50
	11.	Springfield Printing Co., printing copies of Treasurer's report of L. A. W. Meet, 1886, Secretary	7 50
		H. W. Hayes, C. C., expenses of office, C. C.	8 77
	14.	Springfield Printing Co., printing check book, Secretary	1 00
Oct.	20.	H. W. Hayes, C. C., expenses to New York, Brooklyn, and Philadelphia, account road book	28 90
	23.	Cupples, Upham & Co., maps, road book	5 50
		Blair & Hallett, letter heads, representatives	8 75
Nov.	4.	E. M. Aaron, consul cards and hotel certificates, C. C.	3 12
	12.	Blair & Hallett, route slips, circular letters, three hundred stamped envelopes, two cents, road book	29 60
Dec.	11.	Springfield Printing Co., 2,200 letter heads, and twenty-nine lots paper, $17, less printing and paper, $10 50, representatives	6 50
	21.	Sanford Lawton, Secretary-Treasurer, expenses of office, Aug. 28 to Dec. 15, Secretary	4 67
	22.	H. W. Hayes, C. C., stamps, $3.50, map, $1.00, expense to Providence, $2.75, account A. Bk.	7 25
		1887.	
Jan.	7.	Blair & Hallett, printing, C. C.	7 40
	17.	H. W. Hayes, C. C., to apply towards expenses of C. C. office, as per vote Jan. 8,	100 00
Feb.	5.	Blair & Hallett, printing, C. C.	7 50
	8.	Springfield Printing Co., letter heads, Secretary	3 50
March	5.	1,000 one-cent circular envelopes for notices, expiration of membership, Secretary	12 20
		Springfield Printing Co., printing above notices, renewal blanks, and envelopes, Secretary	7 88
		Clerk hire for above notices, and sundry work, Secretary	3 00
		S. Lawton, Secretary-Treasurer, expenses of office, Dec. 15 to Feb. 24, Secretary	8 75
	10.	Springfield Printing Co., printing notices, "change of address," postals, and envelopes, Secretary	5 10
	25.	Circular envelopes, election, Secretary	10 44
		Springfield Printing Co., 1,000 copies by-laws, Secretary	8 50
April	8.	Clerk hire, election vote, Secretary	2 35
		Weaver, Shipman & Co., printing ballots, vote, Secretary	6 00
		Blair & Hallett, stamped envelopes and postals, C. C.	9 60
		H. W. Hayes, C. C., expenses to New York, $21.30; expense of office, $3.85, C. C.	25 15
	13.	Springfield Printing Co., geographical list, Secretary	8 00
May	11.	A. L. Spooner, clerk hire in compiling above, Secretary	2 70
		M. Belle Lang, clerk hire in compiling above, Secretary	6 00
		S. Lawton, Secretary-Treasurer, expenses to Boston, election, Secretary	8 31
		S. Lawton, Secretary-Treasurer, expenses of office, Feb. 24 to May 11, Secretary	7 47
	13.	Transportation expenses, H. W. Hayes, C. S. Howard, and Dr. W. H. Emery to St. Louis	144 00
June	23.	A. Mudge & Son, circulars, printing, and postage, C. C.	17 50
July	8.	H. W. Hayes, C. C., envelopes, one cent, $5.31; expenses Martha's Vineyard committee, $7.75, C. C.	13 06
	19.	A. Mudge & Son, circular letters, four hundred and fifty, C. C.	7 00
	26.	A. Mudge & Son, 1,150 programmes, M. B. Meet., envelopes, and addressing, 1,200 one-cent stamps	33 50
Aug.	1.	Balance on hand deposited in Agawam National Bank, Springfield	622 62
			$1,220 84
		Cash on hand	$622 62
		Due from Secretary-Editor on account	330 86
			$953 48

MASSACHUSETTS DIVISION MEMBERSHIP.

Total renewals	953
Applications inclusive of list No. 96	263
	1,216
Deduct one protested	1
	1,215
Add three life members	3
	1,218
Due from Secretary-Editor on first quarter	$265 50
Due from Secretary-Editor on second quarter	53 62
Lists 81, 92, 13 at 37 1-2 cents	8 87
Lists 93, 4, 5, 6, 26 at 25 cents	6 50
One protest subject to decision	37
	$330 86

Secretary Lawton was re-elected Secretary Treasurer by a unanimous vote.

The following committee were appointed:

Rights and Privileges, — Charles E. Pratt, W. S. Slocum, J. S. Dean.

Finance, — J. F. Adams, F. P. Kendall, A. L. Bowker.

Rules, — W. H. Emery, C. S. Howard, W. M. Farrington.

Touring, — J. H. Grimes, F. P. Kendall, A. D. Peck.

A discussion on road racing took place. Mr. Tippetts thought the subject should be agitated, and all the influences of the League should be used in the direction of road improvement. Mr. Slocum set forth the law on the subject, and showed that there was no existing statute under which the League could work. He suggested that the best and the only way to secure good roads, was to influence the local authorities to do it.

A vote of thanks was passed to Mr. Geo A. Perkins, of Cambridge, for his efforts in behalf of the Signboard Bill in the legislature.

A vote of thanks was passed to the Martha's Vineyard Club for the hospitable treatment of the Division, and the many courtesies shown the members.

BROOKLYN BICYCLE CO.

161 & 163 Clymer Street,

BROOKLYN - - NEW YORK.

SOLE BROOKLYN AGENTS FOR THE

Columbia Bicycles and Tricycles

Large Riding School on premises. Purchasers Taught Free. Wheels Rented for Road Use. Bicycles sold on Instalments. Repairs of all Kinds a Specialty. See, also, our "ad." in "For Sale" column.

$3.00. TOULMIN'S BUFFALO Is made of the Finest Kangaroo or Dongola, in any size or width Price, per pair, $3.00. BICYCLE SHOE and warranted superior to any Bicycle Shoe made. $3.00.



These shoes being laced to the toe, afford comfort to the wearer, in whatever position the foot is placed; and, also, are the most durable shoe made.

LIBERAL DISCOUNTS TO CLUBS

Ordering six or more pairs. Sent by express on receipt of $3.00, or by mail for $3.30. Send for circular containing prices of other shoes, and directions for self-measurement. Address,

W. B. TOULMIN,

152 to 160 Seneca St. - - BUFFALO, N. Y.

Patented 1881. L. A. W. BADGES.



For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle St., Portland, Me.

The Designer and Sole Authorized Maker.



Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges**, $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.

Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; G. R. Bidwell, 313 West 58th Street; in Philadelphia by H. B. Hart 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.

YANKEE ENAMEL,

The Latest and Best.

Put up and for sale by

BENNETT & HALE,

112 ORANGE ST., NEW HAVEN, CT.

Price Per Bottle, with Brush, 50 cts.

A full line of cycling sundries always on hand. We have an extensive Repair Shop, and pay particular attention to difficult repairs on bicycles and tricycles.

STEEL BALL OF BEST CAST-STEEL, HARDENED, GROUND, AND BURNISHED FOR ANTI-FRICTION BEARINGS.

3-16" to 3" diam. Samples and prices on application.

SIMONDS ROLLING-MACHINE COMPANY, Fitchburg, Mass.

AH! THERE!—STAY! THERE!

Don't Buy a Second-hand Wheel

Until you have seen our list of bargains. We do not speculate, simply sell on commission, so that our customers have the advantage of every sacrifice made by owners who need money immediately. Biggest stock and biggest bargains in America. If you don't believe us, send for list to

MANHATTAN WHEEL EXCHANGE,

46 Cortlandt Street, New York.

League Uniforms.

John Wanamaker, Philadelphia,

OFFICIAL CONTRACTOR.

These are the prices: Coat, $6.20; Knee Breeches, $4.34; Shirt, $1.95; Hose, 80 cts.; Cap, 84 cts.: Delivered without extra cost to any part of the U. S. where there is mail or express service.

Regulation League Cloth, Burlington Mills, $2.18 a yard; League Buttons, large, 5 cts. each; small, 2 1-2 cts., full set for suit, 55 cts. Uniform sent C. O. D., privilege of examining, and ONLY TO LEAGUE MEMBERS. We do not pay delivery charges on cloth.

All orders must be accompanied by League Number.

JOHN WANAMAKER,

PHILADELPHIA.

CUSTOM MADE PANTS, $3

Vests to Match for $2.25.

Also, FULL SUITS at Popular Prices.



Send 6 cents for samples of Cloths, rules for Self-measurement, and other particulars showing how we can make to measure, a pair of

The Celebrated

Bay State Pants,

For $3,

We give excellent value for the money, incredible as it may seem. Satisfaction guaranteed.



We also Manufacture Bicycle, Base Ball, Polo, Lawn Tennis and all Fancy Garments or Uniforms required by clubs or other organizations. We should be glad to make proposals to those having such orders to fill. Address

BAY STATE PANTS CO.

32 HAWLEY ST., BOSTON, MASS.

For Sale, Cheap!

BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. O. P. Drawer 64.

SPADE HANDLES!

Handsomest, Strongest, and best Handles in the Market

Only $2.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.

C. W. SPINNEY - - Fitchburg, Mass.

JOHN HARRIOTT.

MEDALS AND BADGES,

— ALSO —

Bicycle Club Pins of Every Description.

Designs on application.

3 Winter Street - - BOSTON, MASS.

Jersey-Fitting Underwear Company.

We Call Special Attention to our



BICYCLE, TENNIS, YACHTING and ROWING JERSEYS.

In Long or One-Quarter Sleeves, or Sleeveless, High or Low Neck, Lace Front, or Standing Collar, Plain or Fancy Colors.

Every Wheelman and Sportsman will give them his approval when he examines the Shoulders, Arm Holes and Neck, as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.

OUR BICYCLE FULL TIGHTS

Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.



BICYCLE KNEE TIGHTS.

Made same as full tights, to three inches below the knee.

TRUNKS

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.



JERSEY FITTING KNEE PANTS,

Buttoned in Front, same as Pantaloons, without Certain Objections.

We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.



LADIES' JERSEY FITTING TRICYCLE PANTS.

A NEW THING.

These Pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.



HOLMES & CO., 17 Kingston St., Boston, Mass.

ST. LOUIS WHEEL CO.

Difficult Repairing a Specialty.

Enamelling, Nickelling, Etc. at Lowest Prices

LARGEST STOCK OF SECOND-HAND BICYCLES in the WEST. WRITE FOR LIST.

ROSEVILLE RACES.

A Race Meeting, comprising twelve events, will be held on the grounds of the N. J. C. & A. Ass'n, at Roseville, on Saturday, Aug. 20. All entries to be sent to J. C. WILLEVER, 115 Arlington Street, Newark, N. J. The events will be as follows: —

1. ONE-MILE NOVICE.
2. ONE-HALF-MILE DASH (OPEN).
3. CLUB RACE.
4. TWO-MILE HANDICAP, 6-MIN. LIMIT.
5. ONE-MILE PROFESSIONAL, HANDICAP.
6. ONE-MILE TANDEM.
7. ONE-MILE HANDICAP.
8. CLUB RACE.
9. ONE-MILE LAP (OPEN).
10. TWO-MILE PROFESSIONAL, HANDICAP.
11. CLUB RACE.
12. CONSOLATION.

THE Harlem (New York) wheelmen are riding hard to secure the medals offered by the club. A gold medal goes to the best mileage, and a silver medal to the next best. Captain E. J. Halstead stands first on the list for the six months from January to June, having ridden 1,671 miles. E. C. Parker stands second with 1,211 miles.

ENGLISH RACING.

SOME of the best among the recent performances on the English track are given below: —

JULY 19, on the Coventry track, A. P. Engleheart on a Safety, led by J. H. Adams, T. E. Fenlon and F. S. Buckingham, lowered Howell's five-mile record and established New World's records for the Safety: One mile, 2.40; two miles, 5.26; three miles, 8.9; four miles 10.54; five miles, 13.35⅘.

AT Long Eaton, July 16, W. J. Morgan made the quarter-mile in 33½. Temple made a half-mile in 1.11, according to several watches, but on account of some blundering the performance was not credited.

ON July 20, at Long Eaton, with Snyder, Lees, Hinchcliffe, Morgan, and Temple making pace, Woodside lowered the English records from five to ten miles, making the whole distance in 28.34⅘. The following are the times: 1 mile, 2.52; 2, 5.53; 3, 8.41; 4, 11.26⅘; 5, 14.18; 6, 17.12; 7, 20.05; 8, 22.58; 9, 25.47; 10, 28.34⅘.

AT the Aston Lower Grounds July 23, W. A. Illston won the Speedwell challenge cup outright in a 10-mile race, beating W. F. Ball by four yards in 32.1⅘.

ON the same day at Catford Bridge, Speechly, 50 yards, won the first heat of a mile handicap in 2.58⅘. Osmond won the final in 3.0⅘, by two lengths from J. H. Adams, Speechly third.

AT Bradford, same date, J. E. Fenlon won a mile race in 2.14⅘, and a two-mile open handicap in 5.41⅘.

THE North Shields Bicycle Club held a meeting July 23. W. Wood won a 15-mile professional championship in 46.15⅘. English a yard behind, Lees third and close up. The last lap, 352 yards, was ridden in 20s.

R. TEMPLE ran from scratch in a mile handicap at Long Eaton July 23, conceding the winning opponents 130 and 170 yards respectively. He finished third in a field of seven, among them Woodside. Time, 2.37⅘. Engleheart then beat Allard in a two-mile bicycle race for suspends by three yards in 6.6.

SPEECHLY, 35 yards, ran second to Langley, 15 yards at Stamford Bridge, in a mile handicap, July 22. Time, 2.59⅘.

F. J. OSMOND made an attempt to beat G. Lacy Hillier's five mile amateur record of 14m. 18s. at the Crystal Palace track, England, July 21, and rode the distance in 14m. 18⅘s., losing by less than a second. The wind was not in his favor, so that there is no doubt that, given a good day and a good track, Osmond can accomplish the feat with comparative ease.

AT Grimsby, Eng., Aug. 9, Ralph Temple beat Fred Lees in a half-mile race by four lengths, and also won a mile handicap.

OFFICIAL ANNOUNCEMENTS.

L. A. W. STATEMENT, AUG. 1.

Cash balance		$593 15
Accounts receivable		2,700 69
		$3,293 84
Accounts payable	$1,248 67	
Due Divisions on first quarter	1,207 25	
Due Divisions on second quarter	475 45	
		2,931 37
		$362 47

BULLETIN STATEMENT, AUG. 1.

Loss to May 1, 1887		$1,312 68
Expenditures May		1,083 87
" June		1,042 24
" July		1,263 39
		$4,702 18
Amounts receivable from advertisers in May,	$930 85	
" " " " June,	1,009 35	
" " " " July,	1,201 34	
		$3,141 54
Loss to date		$1,560 64
" May 1		1,312 68
Net loss in three months*		$247 96

*Of this amount $99.43 is for discounts claimed and allowed on bills of 1886.

FROM THE MISSOURI DIVISION.

T. J. KIRKPATRICK, Esq., *President L. A. W.*, Springfield, O.:

Dear Sir, — In the final settlement of the affairs of the late League Meet, we find we have a surplus in the entertainment fund amounting to five hundred and sixteen dollars and six cents ($516.06), and this surplus the general committee have instructed me to divide between the National Organization, L. A. W., and the Missouri Division. In compliance with these instructions, I have this day deposited with the Treasurer of the L. A. W. the sum of two hundred and fifty-eight dollars and three cents ($258.03).

Yours fraternally,

W. M. BREWSTER, *Treas. Ent. Fund.*

ST. LOUIS, MO., July 14, 1887.

W. M. BREWSTER, Esq., *Treasurer:*

Dear Sir, — I beg to acknowledge receipt of your favor of 14th ult. addressed to President Kirkpatrick, and we accept the generous gift of St. Louis with many thanks. I feel that any fulsome flattery at this time would be out of place, but knowing as you do our pressing need of funds, you may be sure that it is appreciated highly, and I trust may prove to be "bread cast upon the waters.

Yours truly,

H. W. HAYES, *Ex. Fr. Sec.-Ed., Com.*

AUG. 9, 1887.

TRANSPORTATION.

THROUGH the efforts of Chas. A. Sheehan, Secretary of the Manhattan Bicycle Club, New York City, the Iron Steamboat Co., of New York, have been induced to remove the tariff heretofore charged for carrying bicycles on their steamers. Therefore, from this date, wheels will be carried free on the steamers on their Long Branch and Coney Island routes, continuing through the season of 1887.

G. R. BIDWELL, *C. C.*

TRANSPORTATION NOTICE.

CENTRAL VERMONT RAILROAD CO.

PASSENGER AND BAGGAGE DEPARTMENT.

Special Notice, No. 8.

Instructions to Station Agents and Baggage Masters.

ON and after June 10, 1887, bicycles will be received and forwarded in baggage cars at the rate of 50 cents each bicycle for any distance under fifty miles, and for longer distance, at the rate of one half cent per mile, in addition to the 50 cents for the first fifty miles.

When tricycles are offered for transportation, you will refer party presenting same to the express companies or freight department.

Tricycles should never be received for transportation in baggage cars.

(Signed) S. W. CUMMINGS, *Gen'l Pass. Agt.*
HERBERT BRAINERD, *Gen'l Bag. Agt.*

ST. ALBANS, June 8, 1887.

Yours truly,

G. R. BIDWELL, *for Com. Transportation.*

ASSIGNMENT OF TERRITORY.

THE members of the Racing Board will have jurisdiction over their respective territories as follows: —

Mr. Sanford Lawton, Springfield, Mass.: Massachusetts, Vermont, New Hampshire, and Maine.

Mr. Gerry Jones, Binghamton, N.Y.: New York, New Jersey, Connecticut, and Rhode Island.

Mr. Samuelson, Scranton, Pa.: Pennsylvania, Virginia, West Virginia, Maryland, Tennessee, Kentucky, and all other States south-east of the Mississippi River.

Mr. C. H. Foster, Cleveland, O.: Ohio, Indiana, Illinois, Michigan, and Wisconsin.

Mr. W. M. Brewster, St. Louis, Mo., all States west of the Mississippi River.

J. H. COOLEY, *Chairman.*

PLAINFIELD, N. J., Aug. 8, 1887.

ILLINOIS APPOINTMENTS.

HOTEL LEONARD, Rockford, Ill., is hereby appointed hotel No. 10. Rates, $1.50 to League members, upon presentation of tickets.

It affords me pleasure to appoint Mr. Julius P. Schuh, of Cairo, Ill., as Representative of that district. Members wishing information on League matters in that district will receive courteous attention by calling on or addressing Mr. Schuh.

N. H. VAN SICKLEN, *C. C.*

HALF MILE CHAMPIONSHIP.

By unanimous vote of the Racing Board, the half mile L. A. W. championship (bicycle) has been located with the Williamsport, Pa., club, and will be contested Aug. 27.

J. H. COOLEY, *Chairman.*

MISSOURI STATE DIVISION.

THE following appointments of local consuls have been made, viz.: Chas. J. Case, Carthage, Mo.; E. B. Hilton, St. Joseph, Mo.; C. W. Hobson, Savannah, Mo.; W. J. Staples, Marysville, Mo.; H. B. Lyons, King City, Mo.

Yours fraternally,

W. M. BREWSTER, *C. C.*

ST. LOUIS, Aug. 5, 1887.

I TAKE pleasure in announcing the appointment of the additional Representatives to which the Kansas Division is entitled. I announce Mr. Chas. S. Dorsey, of Junction City, Kas., for the present vacancy, and Mr. A. Lee Hetley for the vacancy shortly to occur, owing to our increased numbers. Please publish these announcements, and you will greatly oblige.

J. H. EVEREST, *C. C.*

LYONS, KA., Aug. 4, 1887.

NEW YORK DIVISION MEET.

To the Members of New York State Division, L. A. W.:

THE annual Meet of the Division will be held at Cooperstown, Sept. 23 and 24. The general business meeting of the Division will be called at 3 P. M. Sept. 23. The Board of Officers meeting will be at 8 P. M. on the same day.

The headquarters of the Division will be at the Hotel Fenimore where the meetings will be held. It is not intended that this shall be a formal affair, with a duly prescribed programme of entertainment, but an informal gathering of our members, each to enjoy himself as his taste may dictate.

Cooperstown is beautifully situated on the southern end of Otsego Lake, being bounded on one side by its shores, and on the other by its outlet, the Susquehanna River. The lake extends in a direction from north-by-east to south-southwest, about nine miles, and varies in width from three quarters to a mile and a half. It has many bays and points; the first are graceful and sweeping, and the last, low and wooded; they contribute largely to its beauty. The shores are generally high, though greatly varied. On the eastern side, extends a range of mountains, that vary in height from four hundred to six hundred feet. A road along the side of the lake is peculiarly pleasant, and travellers call it one of the most strikingly picturesque roads within their knowledge. The western side of the lake is also high.

The facilities for navigation on Otsego Lake are manifold. Besides the trim little steamers, the "Natty Bumppo" and the "Pioneer," which ply regularly up and down the lake, there are

LEAGUE OFFICERS.

OFFICERS OF THE BOARD.

PRESIDENT. — T. J. Kirkpatrick, Springfield, Ohio.

VICE-PRESIDENT. — H. W. Hayes, Cambridge, Mass.

TREASURER. — W. M. Brewster, 309 Olive St., St. Louis, Mo.

SECRETARY-EDITOR. — Abbot Bassett, 22 School St., Boston, Mass.

EXECUTIVE COMMITTEE. — T. J. Kirkpatrick, H. W. Hayes, Geo. R. Bidwell.

STANDING COMMITTEES.

MEMBERSHIP. — James R. Dunn, Massillon, Ohio; Dr. G. Carlton Brown, 40 Orchard Street, Elizabeth, N. J.; Harry H. Hodgson, 13 Carondelet Street, New Orleans, La.

RIGHTS AND PRIVILEGES. — C. H. Luscomb, 280 Broadway, New York; Winfield S. Slocum, *Herald* Building, Boston, Mass.; A. C. Stewart, 404 Market Street, St. Louis, Mo.

RULES AND REGULATIONS. — C. S. Butler, 263 Main Street, Buffalo, N. Y.; W. W. Share, 336 Navy Street, Brooklyn, N. Y.; W. T. Williams, Norwich, Conn.

RACING BOARD. — Dr. J. H. Cooley, Plainfield N. J.; W. M. Brewster, 309 Olive Street, St. Louis, Mo.; Chas. H. Potter, 99 Superior Street, Cleveland, Ohio; Gerry Jones, Binghamton, N. Y.; Sanford Lawton, Springfield, Mass.; Col. Geo. H. Sanderson, Scranton, Pa.

TRANSPORTATION. — Burley B. Ayres, 152 S. Hoyne Avenue, Chicago, Ill.; Fred T. Sholes, Box 93, Cleveland, Ohio; Geo. R. Bidwell, 313 West 58th Street, New York; W. S. Bull, 360 Main Street, Buffalo, N. Y.

TOURMASTER. — W. S. Bomberger, Hagerstown, Md.

BUREAU OF INFORMATION. — A. B. Barkman, Chairman, No. 608 4th Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

TOURING DEPARTMENT.

W. S. Bomberger, tourmaster, Hagerstown, Md.; A. B. Barkman, Bookmaster, 608 Fourth Ave., Brooklyn, N. Y.; Geo. R. Bidwell, Chief Marshal, New York; Joseph Pennell, Marshal Foreign Division, London, England; H. D. Corey, General Agent, Boston, Mass.; Fred. Jenkins, Chief Quartermaster, New Rochelle, N. Y.; Edwin Oliver, Secretary, Chicago, Ill.

The following works are officially recommended by the L. A. W. Bureau of Information:

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, advertisements. Price, 15 cents. Address Pope Manufacturing Company, 79 Franklin Street, Boston, Mass.

L. A. W. ROAD AND HAND-BOOK OF CALIFORNIA (Official): — Officers, Consuls, hotels, and rates of California Division, California bicycle clubs and officers. Over 2,000 miles reported roads, 100 pages, tabulated form. Bound in flexible leather, $1.00. Ready Aug. 1, 1887. Address J. W. Gibson, No. 612 Hyde Street, San Francisco, Cal.

L. A. W. ROAD-BOOK OF CONNECTICUT (Official): — In progress. Address Charles G. Huntington, Hartford, Conn.

L. A. W. ROAD-BOOK OF LONG ISLAND, with the best riding within fifty miles of New York City — very thorough. Three fine maps on one sheet folded in the book, bound in flexible cloth. Price, $1.00. Address A. B. Barkman, 608 Fourth Ave., Brooklyn, N. Y.

L. A. W. HAND-BOOK OF MASSACHUSETTS (Official, 1884): — Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address S. Lawton, Springfield, Mass. New Road Book in preparation; will probably be issued early in 1888.

L. A. W. ROAD-BOOK OF MICHIGAN (Official); with best roads of Ontario and through route from Chicago to N. Y. City Sectional and general maps; lists of Consuls, hotels, repair shops, and points of interest. Flexible leather cover. Free to Division members joining before July 1; after that date, 25 cents extra. Price to L. A. W. members of other States, $1.00. Address J. H. Johnson, 397 Second Ave., Detroit, Mich. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

L. A. W. HAND AND ROAD BOOK OF NEW YORK (Official): — Two hundred pages, numerous maps, lists of Consuls, hotels, and repair shops, general information about the L. A. W. and N. Y. Division, etc., with complete indexes. Tabulated reports of 14,000 miles of roadway, extending east to Mt. Desert, Maine; west to Cleveland, Ohio; north to Quebec, P. Q., and south to the Natural Bridge, Virginia, and Washington, D. C. General description of local riding districts, and much other information of value to cyclers, bound in flexible leather. Free to Division members joining in the first quarter; 15 cents to those joining in the second quarter, ending June 30, 1887; after that date, 50 cents. Price to League members of other States, $1.50 per copy. Address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

L. A. W. ROAD AND HAND-BOOK OF PA., N. J., AND MD. (Official): — Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, bound in flexible leather. This work is now out of print. A revised edition will probably appear in 1888.

RECORD BOOK OF SHELL ROADS IN VICINITY OF NORFOLK. — A description of the shell roads around the city of Norfolk. Contains in addition several pages for records of rides. Bound in paper: 10 cents. By V. Paul Ellis, Norfolk, Va.

L. A. W. HAND-BOOK OF OHIO (Official): — Complete official lists of officers, Consuls, hotels, etc. General description of riding districts, fine large folding road-map of the State. Price, $1.00. Address F. C. Meyer, 37 N. Market Street, Canton, Ohio.

ROAD-MAP OF CENTRAL INDIANA (L. A. W. Official), covering 90 miles N. and S., and 153 miles E. and W., and showing the famous Crawfordsville record-breaking district. Contains list of Consuls and hotels, and shows towns, railroads, etc. Free to Division members joining in first quarter, 13 cents in second quarter, 25 cents in third quarter, and 38 cents in fourth quarter. Price, to other League members, 75 cents. Scale of nine miles to one inch. Address Josh. Zimmerman, Secretary-Treasurer, 37 So. Alabama Street, Indianapolis, Ind.

ROAD-MAP OF NEW JERSEY (L. A. W. Official): — Three parts, Northern, Central, and Southern, folded in stiff covers. Price, 50 cents each, or $1.50 for the set. Address Dr. J. H. Cooley, Plainfield, N. J.

TEN THOUSAND MILES ON A BICYCLE; A Gazetteer of American Roads. — Cloth bound, gilt top, 41 chapters, 908 pages, elaborate indexes, no advertisements. Mailed on receipt of $2.00, by Karl Kron, University Building, Washington Square, New York City, D. Analytical contents-table, descriptive circulars, and specimen pages sent free.

ROAD-MAP OF OHIO (L. A. W.). See *Ohio Hand-Book*.

ROAD MAP OF BOSTON AND VICINITY (Warren's).

MARTINET'S ROAD-MAP OF MARYLAND: — Splendid work. Price, $10.00. J. L. Smith, as below.

COLTON'S ROAD-MAP OF PENNSYLVANIA: — Three parts, Eastern, Central, Western. Price, $2.00 per section. J. L. Smith, Map Publisher, Sixth Street, above Chestnut, Phila., Pa.

ROAD-MAP (WHEELING CHART) OF SPRINGFIELD AND VICINITY. Address Henry E. Ducker, Springfield Mass.

IN AND AROUND CAPE ANN, bound in cloth; finely illustrated. The wheelmen's hand-book of Gloucester, Mass., and vicinity. Price, 75 cents. Address John S. Webber, Jr., Gloucester, Mass.

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS.— Sketches of cities towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. Address George Chinn. Beverly, Mass., price 20 cents.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$1.50,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public, or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, roller, and ice skating."

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$1.50*** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *Residence,* .....

City and State, ... *Date,* .....

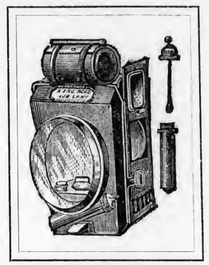
REFERENCES:

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(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)



CELEBRATED

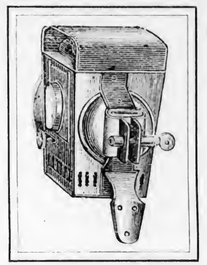
KING OF THE ROAD LAMPS.

Manufactured by J. LUCAS & SONS, Birmingham, Eng.

These Lamps are unquestionably the best in the market. Made of the best tin, every part riveted (instead of soldered), they are a thorough piece of workmanship. Being of large size, they throw a very powerful light; but from their peculiar construction, being divided throughout their entire length, they can be placed within a many-poked wheel. They are provided with red side lights and red danger light at the back. The 1885 pattern, here represented, is far superior to the old style. The improvements are: (1) Adjustable axle bearings. (2) Wind-up turner, by which the light may be regulated from the out-side, thus avoiding the annoyance of opening the lamp. (3) Improved arrangement of powerful detached reflector, which prevents its getting smoked. (4) Slide at side for lighting. (5) Patent clip on front containing wick igniter, etc. Sold by

STODDARD, LOVERING & CO.,

132 Congress Street - - - - BOSTON, MASS.



neat little steam launches, the "Gom" and "Glimmerglass," always at the service of private parties, also fleets of row boats and sailing yachts, lying at the village docks at the service of pleasure seekers.

A series of delightful runs can be taken about Cooperstown,— each possessing a peculiar charm. Among them may be mentioned the following: —

Up the west side of the lake to the first road on the left, take that and each succeeding left hand road, until you reënter the village. Distance, about eight miles. Up the west side of the lake till you reach the second road, and then on through Pierstown, until you reach the first road running towards the lake; that terminates at a five-mile point. Then south along the lake until you reënter the village, a distance about eleven miles. Up the east side of the lake about three miles, take the road leading across the mountain, which affords some of the finest views of the lake. Turn to the right when you reach the valley beyond, and return to the Fenimore by the "Vision" road, a distance of about nine miles.

Down the river road on the west side about three miles, cross the valley by the first road, Phœnix Mills Bridge, and return to the village by the road on the east side of the river, or continue down the river about six miles from the Fenimore to the Clinton factory, and cross there.

Down the river road to the first road on the right, take that through Toddsville and return to the village, by taking either a road over the hills, two turns to the right, or turn to the left and come back by the river road; the latter about seven miles, and the former about eight miles.

Down the river road to the road below Hartwick Seminary, turn to the right, and at the top of the hill you reach two beautiful little lakes. The view from this point is very fine.

Down the river road about three miles turn to your right, and on to Hartwick Village, a distance about nine miles from the Fenimore. Cross either bridge at the village into Middlefield, turn south and then ride around the Beaver meadow, going on one side of the hill and returning on the other, a distance of about seven miles.

The run to Wykoff Tower, on Mount Otsego, about eight miles north of the Fenimore, affords one of the best and most extensive views of the State.

Hooker Mountain is ten miles south, and rivals Mount Otsego in variety and extent of prospect. Many of the prominent peaks of the Catskills can be seen on a clear day. In going, take the road through Westville and return by the gulf, on the direct road to Schenevus.

Moose Hill, near the line of Middlefield and Westford, about eight miles southeast of the Fenimore, affords an extensive view of a beautiful section of the country.

In riding to Richfield Springs, it is well to go by way of the lake to five mile point, and over the hills to that noted resort, or through Pierstown and over Mount Otsego, and return by way of Schuyler's lake.

In riding to Cherry Valley, those who do not know the roads to that historic village, will do well to follow the telegraph wires leading there, or drive to the head of the lake, then turn to the right and on about four miles to the village, a distance by this route of about fifteen miles.

A run around the lake, a distance of about twenty miles, is one of the most pleasant.

The run to Sharon Springs, by way of Cherry Valley, is about twenty-three miles.

It will be readily seen that members of the Division fortunate enough to attend the Meet can enjoy two days of delightful touring over excellent roads, with scenery unsurpassed, not to mention the pleasant little trips on the lake, rowing, yachting, and fishing.

I trust that all the members of the Division will make an effort to attend this Annual Meeting, at least one day, and I will guarantee that they will be amply repaid for the trouble. Hotel and transportation rates will be published in the next issue of the BULLETIN. In the mean time, any members desiring information not contained in this announcement will please write to the undersigned, who will take pleasure in answering questions, or in giving any information that may be desired.

GEO. R. BIDWELL, *C. C.*

NEW YORK, Aug. 9, 1887.

N. Y. STATE DIVISION L. A. W. CONSULS.

APPOINTED to March 1, 1888: —

No.	*Name.*	*Place.*	*Address.*
1.	Jas. P. Becker.	Syracuse.	Becker Mfg. Co.
2.	Chas. H. Wolf.	Canastota.	Res., 14 Cook Blk, Gifford St. Canastota.
3.	Jas. E. Bixby.	Dayton.	Thrasher & Bixby. Res., Main St.
4.	Lewis D. Collins.	Batavia.	Care R. B. Pease. 84 Main St.
5.	Frank Mussell.	Albany.	82 State St. Res., 460 Western Ave.
6.	Chas. C. Gibson.	Hoosick Falls.	13 Church St. Res., 17 Church St.
7.	Henry Tate.	Verplanck.	Verplanck.
8.	H. E. Rheubottom.	Weedsport.	Weedsport Skirt & Dress Co. Res., 1 Jackson St.
9.	Fred. C. Taber.	Pawling.	P. O. Box 61.
10.	Joshua Reynolds.	Stockport.	Empire Loom Works.
11.	C. W. Sadlier.	Walden.	Walden Nat. Bank. Res. St. Nicholas Hotel.
12.	E. A. Mixer.	Mexico.	No. 33 Main St.
13.	Harry P. Gray.	Cortland.	Care J. C. Gray. Res., 157 S. Main St.
14.	F. T. Davis.	Mt. Vernon.	Firm of Burr, Davis & Son. 17 and 19 4th Ave. Res., 107 3d Ave.
15.	Harry H. Brown.	Wappinger's Fls.	Care Brown Comb Co. Res., South Ave.
16.	W. J. Walters.	Prospect.	Prospect.
17.	H. P. Monroe.	Dunkirk.	300 Central Ave. Res., 23 East 6th St.
18.	A. Wilson Dods.	Fredonia.	P. O. Box 253
19.	E. E. Baker.	Warsaw.	27 Main St. Res., State St.
20.	H. E. Blauvelt.	Nyack.	Blauvelt Bros., Broadway. Res., Marion St.
21.	W. W. Quackenbush.	Penn Yan.	28 Main St.
22.	J. W. Mabee.	Tarrytown.	Westchester Co. Sav. Bk. Res., Main St.
23.	S. D. Gifford.	Tuckahoe.	40th St. and 4th Ave., N. Y. Res., Tuckahoe.
24.	D. C. Hasbrouck.	Peekskill.	Care Union Stove Wks. Res., Washington St.
25.	Jno. M. Thompson.	Watkins.	72 Franklin St. Cor. 5th and Decatur Sts.
26.	Seely Conover.	Amsterdam.	16 and 18 East Main St. Res., 160 Spring St.
27.	W. L. Rathbone.	Randolph.	32 Main St. Res., 32 1-2 Main St.
28.	J. W. Garrison.	Garrison.	Highland House.
29.	W. L. Beck.	Lockport.	32 Main St. Res., 272 East Ave.
30.	Frank Masterson.	Chester.	With Masterson Bros. Res., Main St.
31.	David Zieley, Jr.	Canajoharie.	David Zieley & Co.
32.	J. Giles Ford.	Dryden.	*Herald.* Res., West Main St.
33.	William Wait.	Kinderhook.	Kinderhook.
34.	L. F. Drake.	Cohocton.	Cohocton.
35.	E. A. Abrams.	Croton Falls.	*The Folio.*
36.	S. B. Alley.	Moravia.	Care J. C. Allen. Res., Main St.
37.	Robt. W. Evans.	Hudson.	Evans Brewery. Cor. Mill and 2d Sts. Res., 214 Warren St.
38.	T. H. Clancy.	Livingston.	Livingston.
39.	Geo. H. Camehl.	Angelica.	Care S. G. Horner & Co.
40.	J. G. Bly.	Sherman.	Agt. P. N. Y. & P. R. R. Co.
41.	Geo. W. Holmes.	Downsville.	Main St. opp. Downs House.
42.	H. K. Carpenter.	Clifton Springs.	7 Foster Blk., Main St.
43.	N. DeRoy Lee.	Westmoreland.	Care Westmoreland Malleable Iron Co. Highland.
44.	W. S. Winans.	Highland.	
45.	Geo. E. Haman.	Ellington.	Care H. Haman & Son.
46.	Fred. Atkins.	Pokeepsie.	With O. S. Atkins, 149 and 151 Main St. Res., 288 Mill St.
47.	E. P. Horton.	Mt. Kisco.	Mt. Kisco.
48.	P. H. Spillane.	Cohoes.	1 Larkin Hall.
49.	Allen G. Wood.	Utica.	Utica Steam Gauge Co., (68 and 88 Fayette St. (Res., until December), 60 Fayette St.
50.	F. J. Hutton.	Nanuet.	Nanuet.
51.	C. S. Plumb.	Geneva.	New York Agricultural Experiment Station.
52.	F. E. Clawson.	Campbell.	Care J. C. Clawson & Son.
53.	Chas. A. Price.	Jamestown.	Res., 603 Lincoln St.
54.	E. Leonard.	Auburn.	Care Garrett Stone and Coal Co., 41 1-2 State St.
55.	H. S. Johnson.	Suffern.	Suffern.
56.	H. W. Pagan.	Yonkers.	Care Otis Bros. & Co., cor. Wells & Woodworth Aves. Res., 92 Warburton Ave.
57.	Fred. H. Fenton.	Greenwich.	109 Main St.
58.	L. A. M. Clark.	Flushing.	25 Broad St., N. Y. City. Res., 243 Sanford Ave.
59.	F. B. Hawkins.	Brooklyn.	L. B. Smith Rubber Co., 36 Park Pl., N. Y. Res., 137 Lafayette Ave.
60.	R. J. Knox.	Brooklyn.	97 Broadway. Res., 274 So. 5th St.
61.	Geo. S. Morley.	Clyde.	Care Morley & Watson.
62.	C. L. Nichols.	Elmira.	Elmira Oil Co. Res., 417 E. Market.
63.	R. C. Marshall.	Troy.	Care J. W. & W. L. Gardner.
64.	G. J. Rand.	Tonawanda.	State Bk., 22 Wester St. Res., 86 Christiana St.
65.	Chas. W. Adams.	Buffalo.	J. H. Ross, 141 Erie St. Res., 366 Prospect Ave.
66.	E. G. Latta.	Friendship.	16 Main St. Res., Elm Ave.
67.	E. P. Cochran.	LeRoy.	Lamyson House. Res., Main St.
68.	E. L. Davis.	Schenectady.	Union St. Pharmacy. Res., 223 Union St.
69.	Hugh H. Kendall.	Corning.	Care C. R. Maltby & Bro. 44 West Market St. Res., 16 East Third St.
70.	W. J. Dunihue.	Sinclairville.	Sinclairville.
71.	Geo. A. Spicer.	West Troy.	Care Geo. M. Wiswall, 11 Genesee St. Res., 58 Washington St.
72.	A. I. Barton.	Newburgh.	Turner & Sanford, 50 Third St. Res., 78 Montgomery St.
73.	G. B. Calder.	Watertown.	Care Silas L. George, 2 Court St.
74.	Geo. L. Smith.	Little Falls.	Little Falls Wool Extract Co., Moss Island. Res., 621 John St.
75.	Chas. Borst.	Clinton.	Clinton.
76.	C. L. Mitchell.	East Hinsdale.	
77.	P. D. Spaulding.	Olean.	Olean *Times* Office. Res., 73 4th St.
78.	W. W. Darbee.	Oneonta.	Oneonta.
79.	W. Grant Rhodes.	Groton.	3 Main St. Res., Cortland St.
80.	H. Greenman.	Brooklyn.	41 Cotton Exch., N. Y. Res., 490 Green Ave.
81.	Townsend Scudder.	Glen Head.	Glen Head.
82.	J. J. Wright.	Fulton.	Fulton.
83.	M. F. Shafer.	Rochester.	186 Main St. Res., 286 Meig St.
84.	E. W. Austen.	Oswego.	200 W. 1st St.
85.	J. R. Caulkins.	Glens Falls.	Rockwell House.
86.	M. Green.	Norwich.	186 So. Broad St. Res., 74 So. Broad St.
87.	F. A. Hinds.	Richfield Sp'gs.	Richfield Sp'gs.
88.	Dr. G. C. Gulick.	Catskill.	293 Main St.
89.	E. R. White.	Castile.	Castile.
90.	E. W. Rudd.	Glenora.	Glenora.
91.	A. M. Welch.	Bainbridge.	Bainbridge.
92.	F. B. Stephenson.	Amenia.	Amenia Seminary.
93.	C. C. Woolworth.	Castleton.	Care Fort Orange Paper Co. From Oct. 10 May, Res., 153 Washington Ave., Albany, N. Y.
94.	W. H. Holley.	Port Jervis.	29 and 31 Front St.
95.	C. C. Clarke.	Scott.	Stillman & Clarke.
96.	N. F. Waters.	Jamaica.	N. Y. Bicycle Co., N. Y. Res., 34 Fulton St.
97.	Otis Phillips.	Suspension Bridge.	Phillips & Co.
98.	Chas. E. Gates.	Gerry.	Gerry.
99.	F. B. Jones.	Brooklyn.	Care Crane Elevator Co., 403 Wall St., N. Y. Res., 132 Columbia Heights.
100.	W. R. Sanders.	Pavilion.	Gilmore Block.
101.	A. M. Zabriskee.	Aurora.	Main St., P. O. Box 74.
102.	G. S. Finch.	Walton.	Care L. S. & J. W. St. John.
103.	L. N. Hatch.	Richburg.	Richburg.
104.	L. G. Collins.	Whitney's Point.	Whitney's Point.
105.	Chas. W. Allen.	Westfield.	Westfield.
106.	W. H. Lemen.	Dansville.	148 and 150 Main St.
107.	W. C. Smith.	Pike.	Pike.
108.	F. H. Taylor.	Round Island.	Round Island.
109.	J. D. Culver.	Whitehall.	Care S. K. Griswold.
110.	Walter C. Mason.	Silver Creek.	Mason & Williams.
111.	Dr. A. D. Leonard.	Central Valley.	Central Valley.
112.	C. E. Tuchener.	Binghamton.	Binghamton.
113.	Neil Campbell.	Niagara Falls.	Cataract Bank, Main St. Res., cor. Ferry and 7th St.
114.	C. H. Baldwin.	Hornellsville.	26 Canisteo St. Res., 9 Center St.

115.	J. L. Beaumont.	Gainesville.	Gainesville.
116.	A. W. Crittenden.	Canandaigua.	130 Main St. Res., 30 Gorham St.
117.	Howland Carpenter.	Johnstown.	P. O. Box 132
118.	Percy Hicks.	Sands Point.	Sands Point.
119.	Harry Banfield.	Ven Littenville.	Main St.
120.	H. C. Longyear, Jr.	Roxbury.	Roxbury.
121.	L. H. Peck.	Canisteo.	Canisteo.
122.	Chas. H. Kenyon.	Adams.	Adams.
123.	B. Frank Green.	Matteawan.	Matteawan.
124.	Edward Self.	Bellmore.	Bellmore.
125.	F. A. Weed.	Potsdam.	Potsdam.
126.	Chas. B. Scudder.	Huntington.	46 Main St.
127.	L. G. Sloat.	Patterson.	Care O. G. Sloat & Co
128.	A. L. Baker.	Cambridge.	Care Dr. Chase, Dr'g't.
129.	S. G. Benjamin.	Fishkill.	Care I. C. Wood & Bro.
130.	H. J. Halsted.	New Berlin.	New Berlin.
131.	J. A. Nichols.	Chenung.	82 Murray St., N. Y. Res., Chenung.

GEO. R. BIDWELL, *Chief Consul.*

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

RACE MEETINGS.

A RACE MEET will be held on the Millville, N. J., Bicycle Track, on Aug. 30. Entries to be made to, and further information to be obtained of C. S. STEVENS, Millville, N. J.

WILLIAMSPORT RACES.—At Old Oaks Park, Williamsport, Pa., Aug. 27. Entries close Aug. 25, except for half mile L. A. W. Championship, which closes Aug. 20. Address J. G. RHOADES, Williamsport, Pa.

FOR SALE, EXCHANGE, ETC.

Advertisements will be inserted in this column as follows: $1.00 for four lines, first insertion; 50 cts. for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

CHEAPEST AND BEST Second-hand Wheels in the market. Send for list. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

FOR SALE.—A 50-inch Victor Light Roadster, nickelled, except spokes and rim: in perfect condition, and not been ridden 100 miles; virtually new; cost, $140; will sell for $115. WM. TAYLOR, Topeka, Kan.

THIS WILL not appear again. Keep for reference. 100 fine Bristol Cards, with name, L. A. W., and local club symbols, only 75 cents. Send club initials and League number. SAM MILLER, Box 356, Hagerstown, Md.

FOR SALE.—A 53-inch Columbia Light Roadster, enamel finish, 1886 pattern, elegant condition: hardly a scratch. Price, $100: including cyclometer. Hub lamp, anti-header, and two Acme stands. 1803 5th Avenue, Moline, Ill.

WANTED.—A Tandem or Sociable, regardless of make or previous condition of servitude: must be cheap; give full description: maze, bearings, tires, saddles, finish, etc. Box 8, Cottage City, Mass.

LARGE STOCK OF SECOND-HAND BICYCLES, all sizes, always on hand, at extraordinary bargains; sole Brooklyn agents for Columbia cycles; wheels sold on instalments. BROOKLYN BICYCLE COMPANY, 161 Clymer Street, Brooklyn, N. Y.

FOR SALE. A 52-inch Rudge Light Roadster. Ball pedals, in perfect condition. Price $90.00. Apply to Rudge Agency, 152 Congress St., Boston.

FOR SALE. Two Rudge Humber Tandems, suitable for 52 and 54-inch respectively. Ball pedals, latest pattern, in good order. For particulars, apply at the Rudge Agency, 152 Congress St., City.

FOR SALE VERY CHEAP.—62-inch Rudge Light Roadster, in good condition. Address JAMES W. LEE, JR., Cleveland, Ohio.

BICYCLES FOR SALE.—Bicycles and Tricycles—all kinds, descriptions, and prices—from $35.00 upwards. Call and examine, or send for list to RUDGE AGENCY, 158 Congress St., Boston, Mass.

FOR SALE.—A 60-inch Expert with D. G. ball pedals, D. G. handles and cow-horn bars. Wheels enamel, rest nickel. Perfect condition. Very cheap. Address A. P. COBB, 52 Wall Street, New York.

EXCHANGE.—56-inch Expert Columbia: good as new; used very little; with all the latest and best attachments; for a 54-inch Columbia Expert, or Light Roadster. W. H. LISTER, 4974 Lancaster Avenue, Philadelphia, Pa.

BUY THESE.—54-inch Royal Mail, fine condition, $80. 54-inch American Club, full nickelled, $75. 54-inch **new** 1887 Victor, $120, cash. All have balls all round. EDWARD LEONARD, 414 State Street, Auburn, N. Y.

DIRT CHEAP.—One 54-inch New Rapid, '86 pattern used only since August 14. Condition guaranteed No. 1. Will be sent for inspection. Be quick, owner going West. C. W. FUNSTON, Bloomsburg, Pa. Box 375.

FOR SALE to the one making the best offer, a Light Roadster, Am. Sansparell, 54-inch, in good condition; has not been used for the past two seasons; price when new, $149.50. Also, have as bargains for some one, a Light Roadster Rudge, 54-inch, 1886 pattern, in fair condition. A Light Roadster Rudge, 50-inch, new; and a 55-inch Yale in good condition. If you want a machine, make an offer. JOHN J. VAN NORT, Scranton, Pa.

FOR SALE.—Three 28-inch Ottos, new, $6 each: one 32-inch Otto, new, $12; one 30-inch Otto, new, $22; one 42-inch Ideal, new, $30; one 42-inch Ideal, $12; one 40-inch Special Facile, $40; one 50-inch Rudge Light Roadster, 1887 pattern, new, $100; one 52-inch Standard Columbia, $25; one 52-inch American Rudge, $40; one 52-inch British Challenge, $50; one 53-inch Columbia Light Roadster, $80; one 54-inch British Challenge, $55; one 55-inch Royal Mail, $65. All in good condition and thorough repair. A. J. KOLP, Scranton, Pa.

A RARE CHANCE!

FINE BUSINESS OPPORTUNITY.

Wishing to make a change, I have decided to offer my celebrated "LAMSON'S LUGGAGE CARRIER," patent and business, for the United States FOR SALE (for a short time only). None but a cash customer meaning business need apply. Business increasing rapidly. Terms on application.

THE L. A. W. GOLD BADGE.

I will also, for a limited time, entertain offers for this patent and business. The L. A. W. now numbers about 11,000, and rapidly increasing. The applicant must be or become a League member, and acceptable to the Executive Committee of the League. Address

CHAS. H. LAMSON, Portland, Me.

THE NEW PATTERN

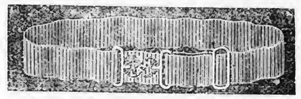
Butcher Cyclometer!

NOW READY.

The most Accurate, the Easiest to Read from the Saddle, and the BEST WORKMANSHIP ever put into a Cyclometer. Hub Cyclometer (Pat. Feb. 15, 1887), $10. Spoke Cyclometer (Pat. Nov. 30, 1886), $5. Either Cyclometer sent Post-Paid on receipt of Price.

BUTCHER CYCLOMETER CO.

6 and 8 Berkeley Street, BOSTON, MASS.



L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1.00.

Members who may desire the old style of outfittings can be supplied at the following low prices: *Cap or Helmet*, $1.50 each; *Shirt*, $2.25; *Hose*, $1.10.

L. A. W. *Scarsucker Norfolk Coats*, $3.00 each, reduced from $5.00. The lightest and best summer riding coat made.

Ira Perego

128 & 130 Fulton Street and 87 Nassau Street, NEW YORK.

Send 2-cent stamp for our new 52-page illustrated catalogue.

THE

Genuine Royal Mail

Bicycles and Tricycles

THE BEST IN THE WORLD.

I have just received a large consignment of new machines, with all 1887 improvements. Either call and examine them, or send for Catalog to

HENRY C. SQUIRES,

Sole Agent for United States,

No. 178 BROADWAY, N. Y.



We make a specialty in

SECOND-HAND BI TRI CYCLES.

Have large stock, many as good as new. Enclose stamp for List.

PRICES LOW.

SOLE AGENTS

For New York for the celebrated New Rapids, Quadrant and Sparkbrook Cycles.

New York Bicycle Co.,

38 PARK PLACE, NEW YORK.

HARLEM BRANCH, 124th ST. and 7th AVE.

Send for Circulars.

Second-Hand Machines

TAKEN IN EXCHANGE

For New Rapid, Quadrant, Sparkbrook, Victors, Star, New Mail, Facile, Rover, Humbers, or any other machines made.

CORRESPONDENCE SOLICITED.

WILLIAMSPORT RACES.

1. 1-mile Novice, wheels not less than 30 lbs. Home Trainer. Pair Sleeve Buttons.
2. ¼-mile Dash, 1st Heat. Open. Gold Medal.
3. ¼-mile Club Championship. Gold Medal.
4. 2-mile 6.45 Class. Gold Medal. English Bicycle Shoes.
5. ¼-mile Dash, 2d Heat.
6. ¼-mile L. A. W. Championship. DIAMOND Medal.

FANCY RIDING.

7. 2-mile Lap Race. Open. Diamond Scarf Pin. Silver-headed Cane.
8. 1-mile 2.50 Class. Diamond Stud. Gold Medal.
9. 2-mile Pennsylvania State Championship. Gold Medal.
10. 1-mile Team Race. Open. Clock for Club.
11. ¼-mile Dash, 3d Heat.
12. 2-mile Handicap. Open. Gold-headed Cane. Travelling Bag.
13. 1-mile Open. Opera Glass. Silver Match Safe.
14. 1-mile Consolation. Silk Umbrella. Shaving Set.

All entries to close the 25th of August, except one half mile L. A. W. Championship, which must close the 20th of August.

Entries to JOSEPH RHOADES, Williamsport, Pa.

RACES TO TAKE PLACE AUGUST 27, AT OLD OAKS PARK, WILLIAMSPORT, PA

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:—

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 99—Total 79.

BOSTON, Aug. 8, 1887.

CALIFORNIA DIVISION—3.

Oakland Bi. Club.
16218 Goddard, C. L., 1326 Chestnut St., Oakland.
San Francisco Bi. Club.
16183 Field, H. S., 118 Sutter St., San Francisco.
Unattached.
16219 Bliss, Joseph J., Q. M. Dept., U. S. A., Phelan building, San Francisco.

CONNECTICUT DIVISION—4.

Unattached.
16184 Blair, Burton D., Collinsville.
16185 Campbell, John T., Westport.
16186 Howe, Wm., Birmingham.
16208 Stoddard, Lewis S., Ansonia.

ILLINOIS DIVISION.—1.

Unattached.
16169 Cadwallader, John F., 229 W. Munroe, Springfield.

INDIANA DIVISION—1.

Unattached.
16209 McNutt, Rev. G. L., Indianapolis.

IOWA DIVISION—8.

Council Bluffs Ramblers.
16220 Cole, E. C., Council Bluffs.
16221 Goldthwait, J. C., "
16222 Lyon, W. L., "
16223 Shepard, E. C., "
16224 Shepard, P. R., "
16225 Shugart, L. T., "
16229 Stacy, H. L., "
Unattached.
16170 Hanssen, Louis, Jr., 213 W. 2d St., Davenport.

KANSAS DIVISION—2.

Unattached.
16227 Getchell, M. F., Williamsburg.
16228 Powell, W. B., Colwich.

LOUISIANA DIVISION—6.

Louisiana Cycling Club.
16229 Dodge, Jno. W., 893 Carondelet St., New Orleans.
New Orleans Bi. Club.
16230 Hunter, E. W., 244 Baronne St., "
Unattached.
16171 Anderson, Geo., 140 Gravier St., "
16172 Dwyer, Geo. H., 1449 St. Charles Ave., "
16173 Dwyer, W. H., 1449 St. Charles Ave., "
16187 Terwilliger, O. H., Opelousas.

MASSACHUSETTS DIVISION—11.

Chelsea Cycle Club.
16247 Woodman, F. E., Broadway, Chelsea.
Columbia Bi. Club.
16188 Horstmeyer, Chas., No. Attleboro.
Roslindale Cycle Club.
16231 Cardinal, H. A., Roslindale.
16232 Estey, Frank W., "
16233 Reed, E. W., "
16234 Sherman, Wm. S., "
16235 Waldron, Geo. F., Jr., "
Suffolk Wheel Club.
16182 Creden, Wm. L., 940 E. Broadway, South Boston.
Unattached.
16246 Aymar, Frank W., 147 Washington St., Boston.
16210 Pease, Austin W., 27 Temple St., "
16211 Whitwell, S., Great Barrington.

MICHIGAN DIVISION—4.

Dowagiac Cycling Club.
16189 Colby, Fred L., Dowagiac.
16190 Wilbur, L. E., "
Thos. Stevens Bi. Club.
16191 Keeney, L. R., Park Pl., Grand Rapids.
Unattached.
16192 Case, Claude W., care Jas. McMillan, Detroit.

MISSOURI DIVISION—1.

Unattached.
16212 Greenwood, S. H., 3017 Dickson St., St. Louis.

NEBRASKA DIVISION—2.

Unattached.
16236 Dale, Arthur B., care Omaha Savings Bank, Omaha.
16193 Wentz, Theo. W., Sutton.

NEW JERSEY DIVISION—1.

Unattached.
16213 La Rue, Homes E., Tyler St., Chambersburg, Trenton.

NEW YORK DIVISION—8.

Huntington Bi. Club.
16194 Irwin, Thos. E., Huntington.
Ilderan Bi. Club.
16195 Hurst, Louis, 456 Greene Ave., Brooklyn.
16196 Livingston, S. W., 13 Nassau St., New York.
16197 Wells, W. H., 172 Halsey St., Brooklyn.
Olean Bi. Club.
16214 Ball, Fred A., Olean.
Unattached.
16174 Genung, M. E., Port Chester.
16175 Henry, Geo. R., Pavilion.
16215 Miles, Henry D., 55 Chrystie St., New York.

OHIO DIVISION—12.

Canton Bi. Club.
16237 Zininger, G. F., Paris, Stark Co.
Fountain's City Bi. Club.
16216 Ashton, J. T., Jr., Bryan.
Thos. Stevens Bi. Club.
16198 Chandler, L. Bruce, 430 Franklin Ave., Columbus.
Unattached.
16202 Bigger, Jas. K. P., Cincinnati.
16177 Pappenheimer, Sig., 327 W. 4th St., Cincinnati.
16199 Bennett, C. M., Springfield.
16200 Cobleintz, F. H., "
16203 Bull, J. F., Marion.
16176 Boden, Walter, Lindale, Clermont Co.
16204 McGrath, Chas. D., Athens.
16201 Roberts, Geo. F., 539 Scioto St., Urbana.
16205 Wood, Frank W., 175 Vega Ave., Cleveland.

PENNSYLVANIA DIVISION—12.

Allegheny Cyclers.
16178 Corbit, C. M., care T. Mellon & Sons, Pittsburgh.
16179 Taggart, C. C., care Adams Express Co., "
16180 Williams, Edw., 4 Irwin Ave., Allegheny.
Brownsville Cycle Club.
16217 Madera, Norval, Brownsville.
Muncy Bi. Club.
16238 Brewer, Harry F., Muncy.
Pottsvile Bi. Club.
16206 Kennedy, Robert M., Pottsville.
Scranton Bi. Club.
16181 Fritz, John A., 520 Madison Ave., Scranton.
Unattached.
16239 Dimon, C. A., 1613 Chestnut St., Philadelphia.
16241 Marsden, Chas., Tacony. "
16207 Metzger, Oscar E., 621 No. 13th St., "
16240 Eichholtz, E. G., 58 No. Queen St., Lancaster.
16242 Small, L. R. M., York.

VIRGINIA DIVISION—3.

Old Dominion Wheelmen.
16243 Tanner, Wm. E., Jr., 210 So. 3d St., Richmond.
16244 Walker, D. L., Box 176, "
Unattached.
16245 Braxton, A. C., Staunton.

THE PATH.

ON Sept. 15, the Louisiana Division will give a day of racing at Audubon Driving Park, on which occasion some eleven or twelve races will be run.

The programme and prizes for the meet are given below:—

First.—Boys' race, open to all under 18 years of age: one mile. Prize, silver medal.

Second.—Louisiana Cycling Club championship; one mile. Prize, silver medal.

Third.—New Orleans Bicycle Club championship; one mile. Prize, gold medal.

Fourth.—Open race for L. A. W. members; half a mile dash. Prize, scarf pin.

Fifth.—Open race to members of the L. A. W.; 100 yards slow race. Prize, silk umbrella.

Sixth.—L. A. W. State championship; one mile. Prize, gold medal.

Seventh.—Open race for L. A. W. members; quarter of a mile, hands off. Prize, Laking cyclometer.

Eighth.—Open to L. A. W. members; mile handicap. Prize, gold medal.

Ninth.—Open race for L. A. W. members; half a mile ride and run. Prizes: First, silver-headed cane; second, bicycle stand.

Tenth.—Open race for L. A. W. members not winning previously, consolation race: one mile. Prizes: First, pair bicycle shoes; second, cyclist whistle; last man, leather medal.

Eleventh.—Team race, between Louisiana and New Orleans Bicycle Clubs, five men each: distance, two and a half miles. Prize, silk pennant.

The above list of prizes will be added to as soon as the articles donated and donors' name are known, which will be given at a later date. Entries will close sept. 10, at 5 P. M. Entrance fee, 50 cents for each event. No money refunded for non-starters.

Parties entering the races will get a list of rules governing same from W. W. Crane, 17 Carondelet Street.

THE CLUB.

CLINTON BICYCLE CLUB, Clinton, Mass.—Officers elected: President, G. B. Jackson; secretary treasurer, E. A. Evans; captain, C. F. Martin.

TAYLORVILLE BICYCLE CLUB, Taylorville, Ill.—Organized, Aug. 2. Officers elected: President, W. C. Abbott; secretary, W. G. Sattley; captain, C. C. Phinney.

NOTES AND QUERIES.

[Readers are requested to contribute answers to questions propounded.]

(83) COLLAMER. The undersigned is compiling a genealogical record of the Collamer (or Collamore) family, and would be pleased to communicate with any one bearing the name or having relatives who do, or who can afford information on the subject.

N. L. COLLAMER,
Washington, D. C.

SOME OF THE TRADE

Delight in informing their friends that we do not sell any wheels to speak of, that the demand for them is very light in wheeling centres, where bicycle riders are posted.

WE APPEND HEREWITH

A few letters from some of our agents who had given up a well-known line of wheels rather than ours.

LOUISVILLE, KY., April 18, 1887.

Dear Sirs: — We have sold twenty-five Champions so far — twenty-one in the city, the balance outside, which is double the number of fine wheels ever sold in Louisville by both the agencies put together in a year, and I think we will sell not far from one hundred Champions this season. It has not been hard work to sell them, they sell themselves. If an old —— rider is skeptical, he is the man I want to get hold of, and let him first try an —— and then a Champion. In this way we have mounted seven prominent riders on full nickelled Champions. Of course, this has had an effect no choice of wheels for beginners, which we intend to keep up. In fact, the machine has the most good talking and taking points of any machine I ever saw. For instance, you can grasp the large wheel and backbone of an —— just above the step — it is not very hard work to bring the wheel and backbone together. Now try the Champion, and you will find that it don't go together worth a cent; and as the backbones on both wheels are nearly the same, one must give in the head and the other does n't. I have ridden my own mount (a Champion, of course) over 500 miles this season, and have given it a pretty thorough test on rough roads, and I certainly would not exchange it for anything in the wheel line I ever saw. I rode it April 3d (after the snowstorm), eighty miles, from Harrodsburg to Louisville in ten hours, with six inches of mud for forty miles, and not anything loosened but a spoke. I 'll not say anything more about the Champions, now; you may think I 'm trying to sell you one. Our successor has sold one —— so far.

HERE'S ANOTHER.

The New Orleans agent, by far the largest cycle dealer in the extreme South, says:

NEW ORLEANS, LA., April 21, 1887.

Gentlemen: — Your favor of the 15th inst., asking for a candid expression of opinion as regards the American Champion Bicycle, manufactured by Gormully & Jeffery Manufacturing Co., has been received. In reply, I would say that in all my experience I have not found a wheel that gives such entire satisfaction, and sells as readily as the "Champion." I have sold it since first introduced, and in this State it outnumbers other makes of high grade wheels about seven to one. It has proved a durable, easy running wheel, and its reputation here is fully established. You can recommend it to your customers with the utmost confidence. I could send you any number of direct testimonials, but infer you are writing for what is called a "condensed" experience.

AND STILL ANOTHER.

The Cincinnati agency is equally enthusiastic. Any one who has seen the four-horse teams of Cincinnati will understand the reference to the roads in the following.

CINCINNATI, O., April 10, 1887.

Dear Sirs: — We are in receipt of yours asking information regarding the Gormully & Jeffery goods. We feel that we cannot say too much as to the good merits of their machines. We have handled the "Ideal" for four years, and the "American Champion" from its first appearance last season. In every instance they have given perfect satisfaction to the purchaser. The American Champion, for ease of running, rigidity, and general durability, is not excelled by any wheel. The American Challenge is a good staunch roadster at a moderate cost, that has proven itself by actual usage on our roads (and worse could not be found in our immediate vicinity), to be a thoroughly reliable machine, answering all the requirements of a good all 'round bicycle at a moderate cost. The Ideal is, beyond a doubt, the best boy's wheel ever produced. The success of the wheel has been phenomenal about Cincinnati, and it is certainly well earned. It affords us great pleasure to offer these machines to the public, knowing that for thorough workmanship, reliable construction, and good quality of material employed in their manufacture, they are all that is claimed for them and sure to give satisfaction. We congratulate you on having added these wheels to your list, and wish you every success that they are bound to bring you.

There are plenty more to follow. In fact, we are prepared to satisfy an extraordinarily keen appetite for reflection. Catalog on application.

GORMULLY & JEFFERY MFG. CO.

CHICAGO - - - - ILLINOIS.

Largest Manufacturers of Cycles and Sundries in America.

THE L. A. W. BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN.

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED WEEKLY.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, AUGUST 19, 1887. | VOL. V. No. 7. WHOLE NUMBER, 112.

SOME COLUMBIAS

SPRINGFIELD, JULY 4, 1887.

RACES.	WINNERS.	MACHINES RIDDEN.
One-mile, novice	H. B. Arnold	Columbia Light Roadster.
One-mile, for boys	Geo McClelland	Victor.
One-mile, 3:20 class	Gen. C. Dresser	Columbia Light Roadster.
One-mile. handicap	E. A. DeBlois	Columbia Light Roadster.
One-mile, club	W. H Jordan	Expert Columbia.
Special challenge / Five-mile Lap	H. B. Wordsworth	Victor.
One-mile, ride and run	Thomas Harvey	Columbia Light Roadster.
One-mile, open	E. A. DeBlois	Columbia Light Roadster.
One-mile, consolation	D. P. Williams	Victor.

TEAM RACE.

E. A. DeBlois, Hartford, largest number of points; H. S. Hart, New Britain, next largest number of points; E. B. Smith, Springfield, next largest number of points.

ALL RODE COLUMBIAS.

ROSEVILLE, N. J., JULY 4, 1887.

RACES.	WINNERS.	MACHINES RIDDEN.
One-mile, L. A. W. Cham'p.	A. B. Rich	Columbia Racer.
Three-mile, lap	J. W. Powers, Jr.	Columbia Racer.
One-mile, Championship / Union County Wheelmen,	A. W. Pierson	Columbia Light Roadster.
Three-mile, team	J. W. Powers	Columbia Racer.
One-mile, consolation	H. Powers	Columbia Racer.

Lynn, Mass., July 4, 1887.

3-mile amateur, 3-mile professional handicap, boys' mile handicap, 2-mile professional handicap, 5-mile amateur handicap, 1-mile run.

WON ON COLUMBIAS.

American Athletic Club,
NEW YORK.
Sat, June 25, 1887.
2-mile Handicap won on a
COLUMBIA LIGHT ROADSTER.

NEW CASTLE, PA., JULY 4, 1887.

9 out of 13 Events won on

COLUMBIAS.

CLEVELAND, AUG. 11-14, 1887.

One-Mile L. A. W. Amateur Championship for Bicycle and Tricycle.

TANDEM RACE.

One-Mile Professional Handicap. Fastest Mile ever ridden in a Tournament.

MADE ON COLUMBIAS.

THE CHICAGO HERALD.

TUESDAY, MAY 31, 1887.

RACING ON BICYCLES.

H. R. Winship wins the Chicago Wheelmen's Trophy.

The great bicycle race between nearly two score of the fleetest wheelmen of the Chicago clubs was run yesterday from the Leland Hotel to the plaza in front of the Florence Hotel in Pullman, a distance of sixteen and a half miles. The course was along Michigan Avenue.

* * * * * * *

STARTERS.	Actual Time.	Minutes' Start.	Position.
H. R. Winship	1:22:55	8½	1
C. H. Seig	1:16:45	11	2
W. J. Maas	1:27:3	11½	3
T. F. Palmer	1:27:51	9½	4
H. Mangle	1:20:23	11	5
W. M. Cook	1:28:55	8½	6
F. E. Spooner	1:11:43	11½	7
C. B. Pierce	1:27:30	6½	8
R. E. Schmidt	1:20:50	9½	9
H. L. Wheeler	1:15:12	11	10
Martin Bowbeen	1:28:55	6	11
F. T. Harmon	1:30:47	6½	12
T. M. Crennon	1:09:00	5	13
B. B. Ayres	1:21:7	6¾	14
M. D. Wilber	1:10:43	6½	15
W. D. Buckley	1:14:00	9½	16
W. A. Davis	1:12:5	6½	17
Frank Riggs	1:16:23	10½	18
H. L. Fulton	1:18:20	11	19
R. A. Ehlert	1:8:30	*	20

*Scratch.

Position at finish.	MACHINE RIDDEN.
1	Columbia Light Roadster
2	Columbia Light Roadster
3	Columbia Light Roadster
4	Victor
5	Columbia Light Roadster
6	Star
7	Expert Columbia
8	Columbia Light Roadster
9	Columbia Light Roadster
10	Expert Columbia
11	Champion
12	Columbia Light Roadster
13	Columbia Light Roadster
14	Columbia Light Roadster
15	Columbia Light Roadster
16	Star
17	Star
18	Victor
19	Expert Columbia
20	Champion

POPE MFG. CO.
COLUMBIA BICYCLES and TRICYCLES.
Boston, New York, Chicago. Catalog sent Free.

BOSTON DAILY GLOBE.

Monday, [illegible] 1887.

RHODE ISLAND WHEELMEN.

PROVIDENCE, R. I., June 26. — The R. I. Division, L. A. W., held a 25-mile road race yesterday for three medals. There were five starters, and M. Turner, of Warren, came in first, Time, 1 hour, 47 minutes, 5 seconds. L. A. Lawson, of Pawtucket, second, and C. M Morse, of Pawtucket, third. Turner rode a Columbia, Lawson a Star, and Morse a Rudge.

THE TWENTY-FIVE MILE ROAD RACE AT HARTFORD, CONN.

The race held at Hartford, June 9th, was one of the hardest ridden in this country; it was a genuine scorcher's race over the worst, heaviest, and muddiest roads, in a pelting rain storm. . . . The men mounted at 4.10 and were pushed off a minute later in the presence of a large crowd of wheelmen and spectators . . . Considering the conditions, the time was creditable in the extreme. The race was a great one, and all the contestants showed elements of pluck and endurance that only those who knew the condition of the roads can realize. — *Bicycling World, June 17, 1887.*

L. A. Miller, 54-inch Columbia Light Roadster, first; Wm. Harding, 52-inch Columbia Light Roadster, second; E. A. DeBlois, 52-inch Columbia Light Roadster, third; F. L. Damery, 51-inch Columbia Light Roadster, fourth; Ludwig Forster, 54-inch Victor, fifth; S. J. Mills, 58-inch Expert Columbia, did not finish.

Kings County Wheelmen.
6th ANNUAL MEET,
SATURDAY, JUNE 25, 1887.
8 OUT OF 10 RACES WON ON COLUMBIAS, VIZ.:

1-mile novice, 2-mile handicap relay race, 1-2 mile boys', 1-mile championship, Ilderan Club, 1-mile handicap, 5-mile State Championship, 1-mile consolation.

RUDGE RACERS.

As we have decided to discontinue the use of racing wheels as an advertisement, we wish to call your attention to the following novel and special sale of racing machines.

Below we give you the size and full description of racing wheels in stock, numbered in such a way that they can be easily ordered. We have made this list, showing the present selling price of the Racers, also the special price at which we offer them to close. In addition to this we propose to accept bids on any machine in the list, up to September 15th, which bids will be carefully recorded, and any wheels that have not been sold at the regular price, at that date, will be forwarded to the highest bidder.

To insure the genuineness of the bids, each bid must be accompanied by a check for $5.00, for which a receipt will be given, showing the number of the machine for which the bid has been made, and in case the machine has been sold, or has had a higher bidder, the money will be refunded September 15th.

The reputation of the Rudge Racer for strength, durability and speed, has earned for it the name of, "King of the Path," and parties wishing a racing wheel, cannot do better than provide themselves by this sale. They are all in good order, fitted with racing saddle, spade handles, and racing rat-trap ball pedals.

		List Price.	Present Price.
No. 117.	One 53-inch Rudge Racer, new, - - -	$140	$85
" 118.	" 53 " " " shopworn - -	140	70
" 119.	" 54 " " " new - - -	140	85
" 120.	" 54 " " " shopworn - -	140	70
" 121.	" 55 " " " new - - -	140	85
" 122.	" 55 " " " shopworn - -	140	70
" 123.	" 56 " " " new - - -	140	85
" 124.	" 56 " " " shopworn - -	140	70
" 125.	" 56 " " Semi-Racer, shopworn	140	70
" 126.	" 57 " " Racer, new - - -	140	85
" 127.	" 57 " " " shopworn - -	140	70
" 128.	" 58 " " " " - -	140	70
" 129.	" 58 " " Semi-Racer, shopworn	140	70

MISCELLANEOUS.

No. 130. One 56-in. Rudge Humber Racer, (A DAISY) Ridden by Webber, shopworn, $80
" 131. " Rudge Racing Humber Tandem - - - $125 net.

IF YOU ARE THINKING OF GOING INTO RACING, LET US HEAR FROM YOU.

STODDARD, LOVERING & CO.

125 to 158 CONGRESS ST. - - - BOSTON, MASS.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

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CLUBS OF FIVE - - - - - - $4.00 "

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

THE following letter from the Westchester (N. Y.) *News* tells its own story, and gives an idea of one of the quarters in which the League can find allies for it's coming warfare on the roads. The author keeps a little inn or roadhouse, near New York City, where he dispenses the best of hospitality and gives his guests the benefit of a bright wit, sharpened by sundry experiences as a member of the Pope's Legion, of the Fenian army, and of other bands of adventurers. He pays particular attention to wheelmen, and his interest in their patronage has probably helped to call his attention to the roads:

ST. BONIFACE HOTEL.

To the Road Commissioners of West Chester: —

I have heard that you meet at the Town Hall this afternoon for the *performance* of some supposed duties. If others should withhold the opinions they possess of you in your official capacity, there is no reason that I can see, why I should do so.

If any office-holders that I have the honor, or misfortune, to be acquainted with deserve censure, none more unquestionably deserve both than you, gentlemen. You are by nature and education totally unfit for the offices you had the presumption to aspire to, and to which you were elected by stupidity, and through the rascality of individuals who had no more thought, respect, or care for the welfare of the business community than you collectively have ability to perform the duties which your office demands, or necessity requires. You are an eyesore, in your official capacity, to everything respectable, and by your misplaced ambition bring disrepute on the town, and hardships upon those to whom for the proper development of their business, good roads are a *desideratum*. The roads in and around here are a disgrace to civilization, and if other men, without waiting for other times, were elected to the position, that you most certainly are unfitted for, much greater success would be achieved by those who depend upon this place being visited by outsiders and persons of means. It is quite possible, you may say in answer to this, if it is possible for you to give your limited ideas proper shape, "that it is not your fault that the proper and necessary repairs, work, etc., etc., is not performed," but my reply to that assumed assumption is, if you cannot do what's necessary in the premises, why don't you get *out* and give others, who possess the necessary qualifications, the chance to get *in*.

I am perfectly well aware of the fact that anything I, or any other individual whose brains are unsoiled with a knowledge of rings, or hands unpolluted by political contact, will have any more effect than water is said to have upon the backs of geese, but it is a satisfaction, at least to myself, to say how I feel towards you, and what standing you've got in my humble estimation. And to conclude with this truism, that not a small percentage of those who aspire to office here, and who, unfortunately, get too often elected to important offices, could not in any European county, town, or village, hope to get the appointment of lamp-lighter or bill-poster. Then thank God that the reasons which compelled yourselves or ancestors to depart from the European continent, landed you in a country whose benighted citizens elected you Road Commissioners, — for had you remained on the 'tother side you never, *politically* speaking, had been heard of.

I have the honor to remain gentlemen, very respectfully,

Your obedient servant,

RUDOLPH FITZPATRICK.

West Chester, N. Y., July 27, 1887.

AT Willows, Cal., a paper has been circulated and signed by a number of merchants and farmers, wherein it is agreed to boycott all persons riding or employing a person who rides a bicycle. This is a new form of attack. A League member writes that the movement was started on account of the careless and inconsiderate action of a few boy riders.

IT cost the New York division nearly a thousand dollars to carry through the Liberty Bill. The counsel fee was $750. In response to a call for subscriptions, Chief Consul Bidwell tells us that the money is coming in very rapidly and he does not doubt he will get all he wants.

FIFTH ANNUAL MEET AND TOUR OF OHIO DIVISION.

"A SUCCESS in every respect" is the unanimous verdict of all members of the Division, who attended the above Meet and accepted the hospitalities tendered by the local cyclists of Mansfield, Marion, and Springfield for the past three days. The Meet proper took place in Mansfield on the 26th inst., a large touring party from Canton arriving overland on Monday evening, and every train in the morning was crowded with riders and machines giving the efficient reception committee of the Richland Ramblers plenty of work. On arrival of the visitors, they were escorted to the courthouse where roomy storage quarters for wheels were found in the basement; and then to the club rooms of the Ramblers fronting on the Park, which excited many favorable remarks on their arrangement and furnishing. All riders registered in the club album, and were then duly presented with an original and appropriate souvenir in the shape of a gold key representing the freedom of the city, marked "Richland Ramblers, Ohio State Meet, Mansfield, 1887." Over one hundred members assembled in Miller's Opera House at the time set for the annual business meeting, the stage being occupied by Chief Consul Dunn, President Kirkpatrick of the L. A. W., Mayor M'Crory of Mansfield, Secretary-Treasurer Meyer, and reporters of the local press. The Mayor, in a neat address, welcomed the cyclists to the city and asked them to do as they liked with it during their stay. Chief Counsul Dunn responded, and then called the meeting to order and proceeded to deliver his annual address: —

To the Members of the Ohio Division, L. A. W.:

THE months ensuing since our last annual meeting have brought to your officers much of discouragement, labor, and anxiety, while success seems to have followed their efforts in many notable instances.

At the meeting in Massilon, early in September, 1886, considerable discussion was indulged in regarding improvements in the machinery and methods of this branch of our organization. I remember that I there maintained that our system of elections might now be radically changed, so as to conform more strictly to the spirit of American institutions; *i. e.*, to more thoroughly popularize the nomination and election of our officers.

Upon assuming the Chief Consul-ship in November last, it was my hope that the desired reform might be brought about in our spring elections; but the general drift of events in the somewhat troublous history of the past year convinced me that an immediate change in our system would be but temporary, pending the more than probable reorganization of the League of American Wheelmen.

That the League has outgrown her first code of laws is as patent a fact as that her mission is ever growing wider, broader, and more beneficial to her membership and the outside public. What, then, shall be her future organization, scheme of government, and methods of operation, is the query I would address to each one of you; and if you will show your zeal for the cause, by suggestions upon these points, you may have less cause than heretofore to find fault with the machinery of the organization.

While bidding a position on the important committee (instructed to formulate and report next year a new scheme of government), by virtue of another office in the League, as your Chief Consul I desire to represent, upon that committee, the best ideas of the members of the Ohio Division, as well as my own.

I desire to call attention to the very sensible suggestions made last year concerning the value of earnest, individual, local effort on the part of every member toward more fully informing the public of our objects, and enlisting the co-operation of friends in all our undertakings. Let the common good of our fraternity be an inspiration to thorough, prudent, business-like use of all the influence you possess, in behalf of good officers, good laws, and good roads. Enlighten your friends in all parts of the State, by personal information, judicious use of the columns of your local newspapers, and by correspondence, upon the aims, rights, and advantages of our membership. Use your wheels in such a way as to usurp no right for which the League may not defend you, and do all in your power to influence young, careless, and selfish riders against all lawlessness. Our greatest enemies are these untamed brethren, who might be dignified by the title of "William A exanders."

Referring again to the proceedings of the last meeting, it will be remembered that, by unanimous vote and with great enthusiasm, we declared Mr. T. J. Kirkpatrick to be the nominee of the Ohio Division for the office of President of the League of American Wheelmen. That enthusiastic vote was regarded by your officers as instructing them to spare no effort in pushing the candidacy of our nominee; and at the annual election of officers, held in St. Louis in May, Mr. T. J. Kirkpatrick was unanimously, and by acclamation, declared the President of the League.

Thus publicly, and on your behalf, I congratulate our new president upon his well-earned advancement, and assure him of our confidence in his administration of the affairs of the League.

The past year has been one of trial to the League. Discord, bitterness, and disloyalty seemed at one time to threaten her usefulness, if not her very life.

During the agitation and ferment, your representative officers saw fit to submit, in dignified silence, to accusations too base to merit reply, until supported by definite charges. Those charges were never formulated; and in the harmony which environs and enwraps us all, we bury all grievances, and bask in the mutual and fraternal spirit which overshadows us all. To our constituents, we have no apologies to offer, and duty performed is its own reward.

The sales of the Ohio Handbook have not, by any means, equalled the volume predicted by its friends. That it is still of great value cannot be denied, and it is hoped that a more patriotic spirit will influence every member not yet owning it to purchase one or more volumes, even though its usefulness may not at once be apparent.

The addenda, published under the direction of an able committee and sent free to every member, supplies all that was lacking in reliable data up to date of publication.

Your officers hope for sufficient sales of the handbook, in the near future, to enable them to pay, from the proper fund, the balance still due the publishers, for whose patience we are deeply indebted.

Less than eleven months ago, at the time of our last meeting, our membership was 800. The Division had increased sufficiently later in the fall, to entitle us to 17 representatives. The Executive Committee met in Mansfield in January, and divided the State into 17 districts. Our membership at present entitles us to 16 representatives, and we confidently hope for such a continued growth as will entitle us to a representation of 20 in the next meeting of the Board of Officers. This result can only be obtained by patient, persistent, and zealous work on the part of every member.

The grand work accomplished by some of our sister Divisions should nerve us to increase our influence and our working force in every way, in order that we may be ready for effective warfare whenever an emergency arises.

The rights of wheelmen are becoming daily better understood, more fully appreciated, and more widely recognized.

The recent signal victory of the New York Division, under the leadership of her able Chief Consul, whereby liberty was granted to all wheelmen in the stronghold of the enemy, — the parks of the Metropolis, — is an earnest of the future work of the League, and, perhaps, but a precursor of a similar struggle and victory in our own Division.

In Ohio, legislators have provided no adequate laws governing the rights and uses of the highways. These laws must be placed upon our statute books before more direct effort can be made in behalf of special legislation. It would be well for us to take proper action at this time for the commencement of active political work of this nature.

To one who is officially informed upon the extent and value of the labors of your officers, it would seem but fitting that I here express my thanks for the splendid work of the representatives, who have, almost without exception, done faithfully all that lay in their power; and it gives me especial pleasure to record my very sincere appreciation of the laborious and painstaking services of our former secretary-treasurer, Mr. George S. Atwater, and his successor, Mr. Frank C. Meyer.

Permit me, in conclusion, to again urge upon you, each and all, the duty of bringing into our ranks every eligible wheelman in the State. We need them in our efforts to build up good roads and good laws. They need our assistance, fellowship, and protection. There is but one class amongst them whom I would have remain outside the fold, and that is the low-bred and dishonest class, who are financially able, but still unwilling to support our cause, while boastfully enjoying all the benefits we succeed in obtaining.

I would urge you to use often the advantages vouchsafed us by those constant friends of ours, the newspapers. Let us, upon our part, recognize their valuable services, and maintain this friendship for all time.

Respectfully submitted,

JAMES R. DUNN, *C. C.*

During the reading of several portions of the address, and at its close, the members applauded vigorously. Minutes of the last meeting were read and approved, after which the Secretary-Treasurer read his annual reports, which were duly accepted. The chair appointed a temporary nominating committee,

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OVERMAN WHEEL CO., MAKERS OF VICTOR BICYCLES, TRICYCLES AND SAFETIES, 182-188 COLUMBUS AVENUE, **BOSTON.**

who retired to deliberate, and during their absence an informal discussion on roads and road law was participated in by a number of members. On their return, the committee presented the following report: "Your committee respectfully present the following nominations: For nominating committee, J. W. Spahr, H. S. Livingston, Dr. J. H. Boyer; for secretary-treasurer, Frank C. Meyer; for third member finance committee, J. M. Tryon. On motion, the report was accepted and the gentlemen named were duly elected by acclamation. On motion of Mr. Kirkpatrick, the Chief Consul was directed to select a committee on "Rights and Privileges" to protect and defend wheelmen legally and otherwise by enforcing existing statutes and the passage of new ones looking to better roads and recognizing more fully the rights of bicycles and tricycles as vehicles. After passing a vote of thanks to the wheelmen and citizens of Mansfield, Marion, Prospect, Richwood, and Springfield, for the entertainments tendered during the meet and tour, the meeting adjourned.

The parade formed at the Park at 1.30, and proceeded over a long route ending at the lawn of Mr. Gilbert, where refreshments were served. A pleasant feature during the parade was a stop under a banner inscribed "Welcome Wheelmen," where each rider was decorated with a bouquet by the lady friends of the local club.

The contests were started immediately after the parade and were: A coasting race won by H. U. Gates, of Columbus, with N. T. Krause, of Canton, second, on a "New Rapid" and "Victor" wheel, respectively. The hill-climbing contest was on the celebrated "Catholic Hill," which had never been scaled on a wheel until this day, when the winner and the second in the contest, Messrs. Frank Meyer, of Canton, and Henry Holtkamp, of New Knoxville, both Pony Star riders, succeeded in reaching the top. Seven "crank" riders started but none reached the points scored by the Stars. A ten-mile team road race was then started, Akron, Massillon, and Canton clubs being represented, and after a hot race over a rough and hilly course, B. Work, of Akron, took first place in 42.48; E. H. Pille, Massillon, second; G. C. McNiel, Akron, third; N. T. Krause, Canton, fourth; the score by points being Akron sixteen, Massillon fifteen, Canton thirteen. The visiting riders wheeled to the ball park and witnessed a hotly contested game, resulting in a victory for the Mansfield team, who were vociferously voted "all right" by the visitors on announcement of the score.

In the evening, a promenade concert and refreshments were tendered the division on the spacious grounds of Hon. John Sherman, which was highly enjoyed by all, especially the ladies' men, who could be seen in all directions buzzing the fair maidens of Mansfield, while the fine music of the American Band and Ramblers' Vocal Quartette, fireworks, colored lights, and the moon made a perfect evening and a fitting close to the day's pleasures. The Richland Ramblers deserve the highest praise for their admirable arrangements and the energetic way every item was pushed through on time to the minute.

On morning of 27th, all took the train on the "Nypano" for Marion, and a jolly party it was who crowded into the forward coach reserved for the wheelmen. All will ever remember the innumerable "Bottles Hanging on the Wall" vociferously disposed of (in *verse*) by the choir and chorus; and the sudden translation of our dignified C. C. into the baggage car at the hands of a vigilance committee, who accused him of perpetrating a chestnut.

After unloading the wheels at Marion, a parade was formed and rode over the principal streets of the town, finally resting on the lawn of Mrs. Baker, Mount Vernon Avenue, where a fine picnic lunch was served under the trees by the Marion ladies. All members, especially the unmarried, — which, of course, are always in the majority when you find a party of men of any age away from home, — have pleasant recollections of toothsome viands served by lovely maidens, and those romantically inclined heaved a deep sigh of regret at our short stay in Marion.

After dining at the Kerr House, the touring portion of the Meet began, one hundred and ten riders leaving at 2 P. M., lead by the pacemakers, Messrs. Barnett and Maxwell, of Springfield, Chief Consul Dunn and aides, Messrs. T. J. Kirkpatrick and H. Olds, who were mounted on a Columbia tandem. Frank Meyer, of Canton, was tourmaster and rode at the rear, keeping a sharp lookout for cripples and stragglers which, luckily, were very scarce. A fine run, without special incident, was made to Magnetic Springs, a distance of twenty-two miles, stops being made at Prospect and Richwood, where refreshments were served to the wheelmen, and an almost ovation, reminding one of the conventional circus-day crowds, received the long line of dusty riders.

After a pleasant night's rest at the Sanitarium Hotel and an early breakfast, the tourists rode to Fountain Park, via Marysville and Milford, where, after dining, a majority of the party decided to divide the afternoon's trip by taking the cars to Urbana; but this did not suit the road toughs, who did not wish to miss the elegant riding offered by the smooth pikes, so a scorching party, lead by Barnett and Maxwell, numbering twelve, started out while the rest were enjoying an amateur game of ball and a bath in the refreshing waters of Brush Lake while waiting for the train, and reached Urbana three quarters of an hour in advance of the tenderfeet. Here all again joined forces and proceeded over the fine Valley Pike to Springfield. The only item of note, and one which was a decidedly novel experience to most of the party, was fording a small creek which crossed the pike without a symptom of a bridge. It is *rumored* that a number of riders came to grief here, and took headers and sprawls into the wet; but, as the tourmaster was on an excursion to the head of the line at the time, the official report lacks any such interesting items. When half way down, the tour was met by a large party of Springfield wheelmen, lead by our genial eleventh district representative, Joe Spahr, and we were soon escorted to the Arcade and comfortably quartered, — the day's ride summing up fifty miles.

But the great feature of the meet was reserved for its close in the shape of the elegant banquet tendered the Division by the Springfield wheelmen at the Arcade. At 11 P. M. the visitors were escorted to the dining room to the music of an orchestra, and were soon seated at two long tables very tastefully decorated; a floral bicycle, the work of Mesdames Olds and Ricks, being a conspicuous and much-admired object. The following *menu* was served by an experienced force of waiters, who moved in time to the music between courses: —

Olives.
Mock Turtle.
Broiled Fillet of Salmon à la Béchamel.
Parisienne Potatoes. Sliced Tomatoes.
Broiled Spring Chicken on Toast,
Aux Petit Pois.
Westphalia Ham. Smoked Tongue.
Shrimp Salad à la Mayonaise.
Delicate Cake. Macaroon Cake. Composition Cake.
Vanilla Ice-Cream.
Bananas. Oranges. Peaches.
Figs. Raisins.
Cheese. Crackers.
Java Coffee.

Shortly after midnight, President T. J. Kirkpatrick, who with his lady occupied the head of the table, rapped the assembly to order, and in a pleasant vein introduced the following gentlemen on the list of toasts, the subjects being: —

Address of Welcome.....Judge John C. Miller
The Ohio Division.....Chief Consul Dunn
The Machine That Has Come to Stay..Rev. J. B. Helwig, D.D.
The Wheel Goes.....C. M. Nichols
Chestnuts.....D. T West
The Ladies.....Rev. F. G. Mitchell

These responses were all happily worded and well received, — a pleasant feature also being a part song by the Richland Ramblers' Quartette. On a request made by President Kirkpatrick, all rose and sang "Auld Lang Syne," and the fifth Meet was ended. Nothing occurred during the three days that marred the pleasure of the party in the least, and the boys scattered, after good wishes and the hope that the next gathering may be nearly as good as this, — to excel it would be out of the question.

SOLITAIRE.

CANTON, Ohio, July 29, 1887.

JERSEY.

THE boys are looking forward to a fine afternoon's spurt at Roseville, next Saturday. I understand that the entry lists for the twelve events in the programme have been filled well, as they should have; for one could not devised a series of contests better fitted to give all hands, novices, flyers, and professionals, a better chance. I am told that most of the flyers, who did such big things at the recent Cleveland tournament, will be on hand. "Mark my word," said a friend well up in racing intelligence, "It will be a big afternoon's racing. Crist, Rich, Foster, Stenken, Wilhelm, and the rest of them will have some big battles. I believe that Rowe, if he cares to, or can make any money out of it, will knock the mile record silly. Look at his 2.30 1-4 over a four-lap track at Cleveland, that cannot compare with the Roseville path. I tell you, look out for big sport." And I'm a lookin', and I expect a big attendance at the bed-rock admission prices charged. No doubt all the clubs about New York will be represented by large delegations of members and their best girls, and the uninitiated beaux and belles of Jersey will turn out in large numbers to "see those dear boys ride those lovely bicycles." I am praying hard for fair weather; for I realize that on the success of this venture the future efforts of the managers of the track, toward giving us first-class racing will depend much.

G. J. MARTIN, of the Elizabeth Wheelman, who has been captain since its organization, has resigned that office, on account of business engagements interfering with a too conscientious performance of his duties. A committee has been appointed to wait on him, and ask for a withdrawal of the resignation.

THE Atalanta Wheelmen, of Newark, are to move into their new club rooms, in the North Ward Bank Building, on Broad Street, this week. The clubhouse project has been abandoned for the present.

IN reading the New Jersey *World*, the other day I saw that some complaint was alleged to have been made against the bicycle riders of Burlington County for reckless riding on the roads. It is probably merely the howl of some of the Chinese enemies of wheelmen; and if there has been any violation of horsemen's rights, it has been, no doubt, by a few of the boys that exist among the cyclers, as well as the drivers of the horse. The local wheelmen should see that a few worthless fellows should not be allowed to prejudice the interests of the fraternity at large.

A "NASTY horrid girl" is cruel enough to suggest that "Daisie" grumbled at Karl Kron's "slight" to the ladies in his book, because the principal and almost only feats of lady riders recorded therein were credited to Jersey women. I, of course, would not venture to uphold her in her spiteful jealousy, but simply utter a humble word of commendation for the prowess and push of the ten lady riders of the Orange Wanderers, and the twelve of the Elizabeth Wheelmen, and bid the Boston fair ones to go and do likewise, and even better; for Mrs. L. H. Johnson's day run of over one hundred and fifty miles remains yet a good high mark to shoot at.

I SHUDDER with a holy horror at the naughty knowledge your Long Island correspondent has of "shandy gaff," as evinced by his actually giving the component parts. He had better stop in his mad career on the downward path, or pretty soon he will be sunk so low in infamy as to be acquainted with the make-up of other such new drinks as stone fences and soda cocktails.

D. B. BONNETT has been elected a trustee of the E. W., to fill the vacancy caused by the resignation of P. A. Oliver.

SUNDAY before last, eight of the Passaic County wheelmen had a run from Newburgh to Poughkeepsie and return, coming back to New York by boat.

THE Bloomfield cyclers will decide their mile club championship at Roseville, next Saturday. The B. C., though organized but recently, is rapidly making itself known among the Jersey clubs.

JER. C.

August 15, 1887.

FROM A FEMININE POINT OF VIEW.

HERE is a letter which has come to me by post. The writer dislikes my criticism of his book, and alleges that I have done him an injustice. But read what he says: —

DEAR MISS DAISIE: — It almost breaks my heart to observe the thoroughgoing manner in which you try to dash my fond hopes of persuading "the little army of lady riders" to buy, read, and circulate my book. You innocently bear false witness against me by saying (BULLETIN, July 29, p. 53), that it "has passed over this little army without so much as an acknowledgment of its existence," and that, therefore, though the volume has "covered everything else with painful detail, it has little to interest the ladies." Ah, "Daisie!" how *could* you be so careless? If you will but turn to the final page of my seventy five page index, you will find I have there devoted more than a solid column of fine type to a special alphabet of "women," — a catalogue of nearly one hundred references where my monster volume makes mention of your own sweet sex. The "lady tricyclers" alone claim a dozen references, and the "wives of wheelmen" about as many more. After the great painstaking given to this special index, to have you declare that my book "has no word whatever to say regarding the lady riders," does seem, indeed, the "most unkindest cut of all!" Must I suggest, also, that you are cruelly inaccurate in saying I have written "scores of pages on a savage bull dog." Nineteen pages are not "scores," and Curl was never savage. Indeed, the sole literary object of the volume is to justify his memory in history as the most tender-hearted specimen of his race, as having always "roared you as gently as a sucking dove." So, please don't condemn Curl until you have formed his acquaintance, and don't assume that his character may not be voted charming, even "from a feminine point of view." Let me confess, too, that it was a woman's praise (given long ago in the days when we both were young) of my verbal reminiscences about Curl, which finally led me to conceive the notion of writing his biography, and so led to the production of the monumental tome which his portrait adorns. Since lively modern girls of sixteen and eighteen and twenty have all, more recently, laughed their approval to me of the actual biography, I may surely be pardoned for hoping that "the little army of tricyclers" contains many who will also be able to find some fun in it. My own personal chance for favor among them may have everlastingly gone by, but I want to have Curl be given a fair show for becoming "a pet of the ladies." As for my sketch of "Castle Solitude," I am certain that, among an equal number of men and women, who might have the patience to peruse it, more of the latter would be interested than the former. Curiosity in studying the secret and forbidden phases of life is not the exclusive attribute of either sex; but, as regards the peculiarities of the queerest lodging-house that ever existed on this planet, there can be no doubt of their making the stronger appeal to the imagination of that half of humanity whose interests are chiefly domestic, because taken "from a feminine point of view."

KARL KRON.

I DO not wish to do any one an injustice, and especially would I avoid this in the case of our eccentric friend from New York; but nothing that he says above changes my view of his book. I have carefully looked over his index, and I find that he has indeed given a great deal of space under "women," but I venture to say that there are nearly as many words in the index as there are words in the book relating to "the little army of wheel women." Casual mention is made of certain records made by the ladies, and here and there brief notice is taken of some cycling episode in which the ladies figured, but beyond this there is nothing. Allusions to the Cary Sisters, to "Cecil Dreeme," to "Maidens of College Days," and others, may make good the claim that woman figures in the book; but they do nothing to disprove my original statement that Mr. Kron passed over a very important branch of cycling.

BUT why am I saying all this? I have been long enough in journalism to know the tricks of the trade, and I can imagine Mr. Kron laughing to think that he has driven me to another notice of his book. I do not much care, for I do not begrudge him a successful issue to his venture, and, moreover, it gives me what is dear to the feminine heart, — the last word.

I FIND the following in a Western paper: "A bicycle for lady riders is promised for this fall to the Washington ladies. There are several fair riders in that city ready to take to this lady bicycle when it comes. It will be so arranged that a lady who will learn to ride it can do so with as much grace and propriety as she could ride a tricycle. It will be a modification of the Rover type of bicycle for gentlemen, with the backbone or frame curved downward like the letter U between the wheels, so that when the lady sits upon the saddle there will be no obstruction in the way of her dress between her feet and the saddle. 'The only trouble,' said the dealer, 'will be in mounting. Ladies who ride will have to have gentlemen with them to assist them in mounting.'"

THE item serves to fill a few lines of space in the paper, and therefore has its uses; but I wonder if the writer really thinks there is anything behind the statement. I wonder if any one seriously imagines that the ladies will ride the bicycle. If such a thought is cherished, I hope it will be dismissed before money is sacrificed in building machines that are not wanted. The ladies do not want bicycles. There is room enough for improvement in the tricycle to engage the attention of makers for many years to come. The tricycle can be improved by a very large percentage, and there is no need to talk of two-wheeled machines which must be balanced, and from which there is increased vibration over the tricycle.

IF I were to make a tricycle for ladies, I would do away with the handle-bar and the automatic steering, and I would make it very much lighter. I became a convert to handle-bar steering because I found that I could climb hills much easier and could get more out of the machine on the levels, but experience has convinced me that side-handles, placed where the bar-handles are now located, would be still better, and would give a lady more ease of mounting.

AT first I was willing to submit to the trouble of clambering into the saddle from behind, for I found compensation in the advantages of the handle-bar steering, but I now believe that we can have ease of mounting and ease of riding in happy combination.

REGARDING automatic steering, I will say that it is well enough if the forward wheel runs true, but with a spring to correct vibration on the front wheel, you will rarely find a true-running wheel, and the rider has to hold back against the spring almost unceasingly. I have had aching hands to testify to this very many times.

AGAIN, I believe it to be within the power of American mechanics to so construct a wheel that the dresses of lady riders will go free of oil.

AND now I am off to the backwoods for a rest. Cycles and cycling will be laid aside for a brief season, and pastoral pleasures will give me occupation.

DAISIE.

QUAKERTOWN QUILLINGS.

HERE is good policy for the League, right in a nutshell: —

"*Good roads are the basis of commercial prosperity*, as the Romans knew when they built roads which are models to-day. With free bridges and good roads Pennsylvania will be doubly prosperous." — *Philadelphia News.*

IF Pennsylvania only practised what her newspapers preach, in the main, the highways and bye-ways of the promised land would not be a circumstance to those of this State for smoothness and beauty. If but a small, a very small, like modicum of the preachings were practised, Pennsylvania would have fairly good roads. But she doesn't. Not Pennsylvania. Throughout the entire territory, big enough to almost swallow England, a succession of execrable roads is the rule. The solitary exception to prove it is the Lancaster pike and its few connecting roads, to which the Philadelphian is naturally limited for pleasurable riding. Some few riders get a great deal of fun out of the Jersey pikes, just across the river; other hardened bikers make long cross-country runs, taking the bad with patience for the sake of the oases of hard level highway which are occasionally found. To such of these as have not "been there" this season, let me tender a word of warning: Avoid all of Montgomery County, east of the Schuylkill. It used to be that the Bethlehem Pike, leading out from Chestnut Hill, was fair riding. Now it is barely possible to push a wheelbarrow over it. The Skippack, Plymouth, and Limekiln pikes are all atrocious, and the old York road is even worse than usual. The heavy rains we have had here lately have washed bare and exposed each individual stone in Montgomery County, and the stones are crowding each other hard for place in the roads. One of the oldest Philadelphia riders — and he is not yet in his dotage — was obliged to consume an hour and twenty minutes in covering the five miles from White Marsh up to Morristown, *via* Cold Point, — mounted on a Columbia bicycle, too. The road race for the Tryon cup continues to absorb all attention. Messrs. Hill, and Richwine, of the Pennsylvania Club, are each to be mounted on 35-lb Ivel Safeties, geared to 60 inches. Bailey, of the Century, and McGlathery, of the same club, are well spoken of for first place. The two Gideons will not ride with the Germantown club, even if that organization should have a team; and Sam, the younger and stronger of the two, declares that nothing could tempt him into such a race on a bicycle.

Kirk Brown, president of the Century Wheelmen, was married on Monday, August 8, to Miss Jennie Turner, and the pair have gone to Boston on a short wedding trip. Mrs. Brown has frequently been Kirk's tandem partner for long trips through the country — at one time this spring covering over fifty miles in one day. She is as sweet and pretty a little cyclist as ever mounted a wheel, and Kirk is to be heartily congratulated.

PHACTO.

LETTER FROM BROOKLYN.

RETURNING to the city after a week's outing down Long Island. I find things cycling in very much the same quiet state as when I left. The arrival of more salubrious weather has brought out an increased number of park riders, the drives on Saturday having a liberal sprinkling of wheelmen, the Brooklyns and Long Islands being most conspicuous in numbers.

Luscomb, of the Long Islands, has just returned from Cottage City, whither he went to attend the Massachusetts Meet and learn to ride a bicyclette. He expresses himself as much pleased with the dwarf and chances are he may adopt one as his permanent mount.

Visiting Huntington recently, I was much surprised and pleased, to find cycling booming in that thrifty and pretty little village. A club has been formed with twelve members, which number will shortly be increased to twenty-five. It is their intention to become a League club, in fact most of the boys are already of the fold. The Huntington boys are hail-fellows-well-met and tourists are advised to stop over and see them.

Messrs. Scudder and Grummond of the Huntington Club, arrived here Saturday, *en route* for a week's tour up the Hudson. They were the guests of the Brooklyn Club, and expressed themselves as well pleased with their reception and entertainment. On Sunday, together with a party of Brooklyns, a sail was taken to Long Branch, followed by one of those excellent dinners provided by the Peninsular House at Sea Bright, and a run over the famous Rumson Neck Road to Red Bank and return. The party numbered sixteen, and a jolly time was reported all around.

I notice in your Long Island notes, that our Flushing friend recommends "shandy gaff" as a suitable beverage for riding. Our experience is, that unless the subject has a strong head and a stronger stomach he had better postpone his "shandy gaff" experiments until the day's riding is over. Although not a prohibitionist, experience has taught me that temperance drinks are the best to ride on, particularly in hot weather

We have heard some complain that cycling is an expensive recreation. According to the report of a tavern keeper near the Park, some of our fellow citizens have reduced economy to a science. A certain prominent wheelman recently ordered a light meal, and requested the waiter to give him a piece of lemon. Squeezing the lemon in his glass of water and helping himself to sugar, he prepared for himself a refreshing lemonade, and was much surprised, and very indignant when informed that the establishment did not supply lemons and sugar gratis.

Raymond is off for a two weeks' sojourn at Shelter Island. Vail is at Schooleys Mountain, and Meeteer started on Sunday for a tour through the State to Lake George and return. Nothing has as yet been done regarding the opening of the East Drive of Prospect Park to wheelmen. Several have used it with indifferent success, some getting through all right and others being requested to turn back and take the West Drive. From careful observation I am inclined to think that its free use by wheelmen would result in no inconvenience to any one, and as it only requires the asking to obtain its use, it would be well to have the matter settled at once and for all.

The long delayed, but exceedingly satisfactory news of the coming State Meet at Cooperstown is very gratifying, and already we hear of parties organizing to take in the good things promised. It is seldom that our division fails to carry out anything that it undertakes, but the proposed week's encampment at Cooperstown in August, was one of it's few failures. It was this division which conceived the idea, but it was left for Massachusetts, to not only follow, but successfully carry out that idea by a most successful week at Cottage City. The three days' Meet will in a measure atone for our failure, and will lead us to look forward to grander things in the future.

The Brooklyn Club is planning a weeks' tour for the first week in September, taking in the Water Gap and the Hudson BON.

AUG. 15, 1887.

THE engagements of the American team abroad are as follows: North Shield, Aug. 22; Jarrow, Aug 20; Tenby, Aug. 24 and 27; Swansea, Sept. 3; Newport, Sept. 8 and 9; Swansea, Sept. 17.

CAMDEN.

THE boys are waiting anxiously for the completion of their track; in the mean time they are practising on a horse track, and some very good time has been made on it, 1.45 for a half mile being the best time made so far.

THE club took in thirteen new members last meeting night, and we held a rousing meeting, lasting until nearly 12 p. m.

OUR monthly club run was enjoyed by thirteen members, after which a course of refreshments were served; and just here I warn you if you do not want to get a Jersey boy sick, do not give him melons. Mr. Secretary, how I do wish you could have been along.

MR. B. O. MILLER, Ex-consul, is in good condition this season, and, it is rumored, is making fast time.

THE Camden wheelmen intended putting a team in the Tryon road race, which is to be held in Phila. Sept. 10, but i: was thought of too late, the entries were full.

MR. H. B. WEAVER, Camden's fast track man is departing for a three weeks' sojourn down in Jersey, and on his return we will expect great time from him, as we understand he intends putting all his time in riding.

WE were talking recently with an Englishman who stated that on the other side he had a bicycle that when he was mounted on it, he could look into a second story window and see the floor; how some people can equivocate.

Yours truly, NEDMAC.

SHENANDOAH VALLEY HOTELS.

IN view of the numerous inaccuracies in the Pennsylvania, New Jersey, and Maryland Road-Book, as pertains to hotels along the route through the Shenandoah Valley, there is given below a list of the hotels, correct to date. Is it asking too much of parties owning these books that they make these corrections? And is it not proper that all L. A. W. members should carry their tickets and avail themselves of the very considerable advantages offered by these hotels? The local consuls take considerable pride in the success of this part of their labors, and would like to see proper appreciation: —

Harper's Ferry	Green's Hotel.
Charlestown	Carter House.
Berryville	Virginia House.
Martinsburg	St. Clair Hotel.
Winchester	Taylor Hotel.
Strasburg	Central House.
Woodstock	Shenandoah House.
New Market	Central House.
Luray	Hotel Laurance.
Harrisburg	Revere House.
Staunton	Hale House.
Natural Bridge	Forest Inn.

All give special rates of $1.50 per day, except at Luray and Natural Bridge, where we get $2.00 rates All give proportionate price for single meals or lodging, except Charleston, where rate for single is fifty cents each.

Recommended, though not yet appointed: —

Mount Jackson	Wilson's Hotel.
Lexington	Irvin House.

LOCAL CONSULS.

Martinsburg	
Winchester	L. N. Barton.
Woodstock	N. B. Schmitt.
Harrisonburg	P. S. Thomas.
Staunton	F. R. Webb.

The lower portion of the pike is in specially fine order. There are seven miles just east of Harrisonburg lately repaired, but ridable. The repair camp is now at Staunton, working east. Some of the hills between Mount Crawford and Staunton are in bad condition from storms; but don't be discouraged. A party of ordinary easy riders made the last twenty-five miles, — Harrisonburg to Staunton, — in three and one half hours.

N. B. SCHMITT.
L. A. W. 6841.

J. F. MIDGLEY has been training on the Lynn track. It is reported that he has made his mile on the Springfield Roadster in 2.42.

NEW ORLEANS.

THE Division Racing Board has finally completed the programme of our third annual race meet, which will occur Thursday, September 15, at Audubon Park, in this city. Instead of charging an admission fee, some six thousand personal invitations will be issued, thus insuring a large attendance, and serving as a sort of introduction of the general public to cycle racing. The following comprises the list of events: — Half-mile boys' race; one-mile, for members of the Louisiana Cycling Club; one mile, for members of the New Orleans Bi. Club; half-mile dash; one hundred yards slow race; one-mile State championship; quarter-mile, hands off; one-mile, handicap; half-mile ride and run; half-mile consolation; two and one-half miles team race, five men to each team.

THE one-mile State championship promises to be a grand race. Last year, Guillotte, Hughes and Hill, all of the N. O. B. C. were the only contestants. Hill won by a scant six feet, Guillotte second. Guillotte had beaten both Hill and Hughes the day before in the club championship, but in a subsequent race he fell and bruised his side and leg considerably, so was not in the best of trim for the State championship the next day; hence, this year's race will be for blood. Hill, so rumor says, will ride a Columbia racer, and Guillotte is training hard on a Champion roadster; whether he will ride it on September 15 remains to be seen. Hughes, also, is expected to use a racer. But this is not all. George Guedry, and Ben Rea, of the N. O. Bi. Club, C. T. Mitchell, of the Louisiana Cycling Club, and possibly J. B. Walters, of the Shreveport Club, will this year also take a hand. They are all good men, and the extreme uncertainty which overshadows the race is what causes the interest.

THE Gormully and Jeffrey Co. have donated the medal for the championship race; and well they might, such is the number and popularity of their wheels in this neighborhood.

THE Louisiana Club has issued a schedule of runs for the month. The first, a hare and hounds, or paper chase, which was fixed for the 6th inst., was interfered with by rain, which for nearly two months has fallen almost daily, bringing road riding to a temporary halt, and causing a painful uncertainty to hover about all set runs. C. C. Hodgson has offered a medal to the member of Louisiana's making the greatest mileage between September 1, 1887, and April 1, 1888, but stipulated that not less than ten men should enter for competition, each to be provided with a reliable cyclometer. Unfortunately, while more than the ten are willing to enter, not more than five or six have cyclometers, and the chances are that Mr. Hodgson's kind offer will hardly be taken up. The captain of the club has also offered a couple of prizes for the best and second best mileage to April 1, 1888, which will no doubt cause some good scores to be handed in monthly.

THE New Orleans Club held its first club run in months on the 29th ult. They intend suspending their initiation fee for a time, and will make a strong effort to increase their ranks. And, by the way, I have previously neglected to mention that the club, at its July meeting, finally passed the amendment making League membership no longer compulsory, and is now no longer a League club.

JULY 30th a bicycle race of about five-eighths of a mile was run at an out-door festival, given for the benefit of a local cause, which was won by R. W. Abbott, by three feet, in 2 17; H. W. Fairfax, second; R. G. Betts, third; C. B Guillotte, A. Bushler. O.Guillotte's rear tire came off about two hundred yards from the start, forcing him to abandon the contest.

BI.

WALTER C. CLEPHANE, of Philadelphia, and Lewis P. Clephane, of Washington, arrived in Boston on Sunday morning, the 7th inst, and while at the Tremont House were waited on by Dr. W. H. Emery, who gave them a glowing account of the fine roads about the city, and offered his services to show them around on the following day; but when the time arrived, much to the chagrin of the genial doctor, they announced their intention of immediately proceeding to Providence. The doctor accompanied them as far as Dedham, when he signified his intention of returning to the city, and preferring charges for their immediate expulsion from the League for their contumacy.

DENVER.

WHILE in the east, thermometers have been hovering in the region of 100 deg. and over, we have been enjoying the delightful air of Colorado. Every Sunday from now until December 31, will see members of the Denver Ramblers taking their weekly run to the convenient cañons of the Rocky Mountains, some of which are scarcely fifteen miles from Denver, and are reached over the finest natural roads in the country. Here we lie around and rest, climb to heights and view the plains, or sometimes we try our skill at trout fishing. On July 4, about a hundred of our wheelmen indulged in an excursion to Colorado Springs. We chartered a train for the 3d and 4th, and ran on our own time. At Colorado Springs we were met by the wheelmen, with a brass band, and escorted to the hotel. During our stay we wheeled to Glen Ayre, through the Garden of the Gods, and to Manitou, where we spent the night. On the 4th we took in Cheyenne Cañon, and Seven Falls, rambling past a toll-gate, where an admission of twenty-five cents is usually charged. A stray picnic party also received our attention. At Colorado Springs a firemen's tournament was in progress. We returned to Denver on the night of the 4th, well satisfied with our sojourn. RETLAW.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

ROAD RACNG.

EDITOR BULLETIN: — I am glad to notice, by the last number of the BULLETIN just received, that my friend, Dr. Blackham, properly characterizes road racing, and "talks right out in meeting" in a very characteristic way. The doctor is right, and, as usual, strikes the nail square on the head. On the same page appears a communication from "Phacto," in which he treats of the rights (or wrongs) of cyclers, and of a proposed wrong to drivers and horsemen, namely, a proposed road race on the Lancaster pike. Imagine yourself driving a horse of sensitive and "nervous" organization on the pike during the race, and meeting a group of cyclers going like the wind! But it is stated that "permission has been accorded the committee, by the company controlling the pike, to give the race, provided the company is relieved of all respo sibility in regard to any accidents which may occur as a result of the race." How can the company be "relieved of all responsibility" when it has the power to prevent furious driving and does not? I sincerely hope this race may not be run. Cyclers especially, who need at times to assert their rights upon the highway, should be, and need to be, careful of the rights of others.

L. A. W. 1,0134.

PHILA., Aug. 10, 1887.

"XM. M.'S" CLAIMS UPON "L. A. W."

EDITOR BULLETIN: — Your friendly recommendation of July 22, to "guarantee satisfaction for every League member" who invests $2.00 in the purchase of my "encyclopædia of wheeling," tempts me into asking attention to its claims as a "League document," worthy of general circulation on that special account.

When the scheme was first sprung upon the public, by my call for the prompt pledging of one thousand "dollar subscribers," as a preliminary to attempting the formal canvass for three thousand (*Wheel*, Jan. 25, 1884), your official predecessor of that period, in giving hearty editorial support to the call, said: "Karl Kron, as an individual, is in a better position to publish a work of this character than the League; and he proposes to do what the League cannot accomplish, for lack of funds" The book then promised was to have 300 pages of 75,000 words; whereas, the actual book contains 908 pages and 675,000 words.

Even had funds not been lacking, the League could not with propriety, have issued so "odd and cranky a specimen of book-making" (to quote the *Philadelphia Times*, which also calls it "useful to wheelmen,") as the one on which I have risked a cash outlay exceeding $6,000. But, as you are good enough to remark, these eccentricities of mine "raise it above dulness, and make it all the more interesting." No chapter of the volume was put together more slowly and laboriously than the one giving the history of the League (pp. 615-633), and this also had a wide circulation in the "Wheelmen's Reference Book"; while the summary of the League's transportation arrangements, and the seven pages *addenda*, which concisely chronicle the League's measures for maintaining its political integrity during the opening months of '87, required an enormous amount of painstaking. Altogether, they comprise 30,000 words, or enough to make a sizable book, if printed in coarse type.

When this history of the League first appeared (May '86), it was warmly praised by the *Springfield Union*, which quoted a column or two from it; and the *Wheelmen's Gazette* reprinted these extracts in December. Hence, I say that, while it would not be proper for the League to republish these 30,000 words as an "official handbook," they nevertheless serve in some measure the uses of such a book, and will be read by many whom such a book could not reach. As a business man, therefore, I ask such officers and members of the League as are pleased with the manner in which I have presented its claims to the public, to reward me by endeavoring to place my book where it will best confront that public: I mean, by selling copies of it to public libraries and reading-rooms, and to the proprietors of the chief hotels. (No "reduced-rates" resorts are wanted as patrons.)

I venture to trespass still further on your indulgence, by explaining how I hope to sell the first edition of 6,200 books, whereof some 4,600 have been despatched by me to various depositories, during the past two months. In the case of nearly every town where two or more of my subscribers reside, I send one of them a package containing a few extra books, in order that the sale of these at $2.00 each, may offset my loss on "half-price" supscription copies. The costs of thus packing and delivering five or six is no more than it would be for two or three; and I prefer to have the unsold books thus scattered throughout the country, in two hundred or more depositories, rather than keep them in a single pile at the manufactory in Springfield.

Another month or more will probably be required to complete the task of thus distributing the books; and I shall then issue circulars which I trust will have persuasive power enough to send local purchasers to the various depositories. Otherwise, as a final alternative for clearing out their stock, I shall forward stamped labels for mailing books thence to distant purchasers, instead of sending such labels to the manufactory. Hence, it appears that all I ask of any subscriber who receives extra books from me is, that he shou d give them storage, and should ultimately deposit them in the post-office, if I fail to send buyers to him. Of course, my hope is, that many recipients will be enough pleased by the volume to take active measures for selling it among their acquaintances; but I do not urge this course upon any one. I am quite willing to do all the work myself, if only they will grant me the slight favor of holding the volumes subject to my order. When sale has once been made of these which I now send out with the "half-price" copies, the experiment will end. I do not expect to forward later supplies to depositories, except in a dozen of the chief cities, — unless some volunteer enthusiast definitely asks for the chance to help me further.

Every subscriber whose "specially numbered and autographed copy" awaits him at a depository, can get it there on payment of the promised half-price, namely, $1.00. Every other subscriber who wishes his copy specially delivered, prepaid by mail or express, is requested to send me $1.20 (preferably by order on American Express Company, which costs only five cents and is absolutely safe, unlike that wretched invention, "the U. S. postal note," though I will not refuse to deliver it to any subscriber who sends simply $1.00. Every subscriber who has changed his residence to one of the large cities (or to any smaller place where I have an agent), may obtain from me an order which will enable him to get the book at the depository there, together with a duplicate of the original autographed fly-leaf, on payment of $1.00.

Every subscriber who does n't care to claim the book at that half-price promised, I am quite willing to release from his pledge, — provided only he will take the trouble to send a postal card releasing me from obligation to hold his copy longer. All who may henceforth forward me money-orders, in claiming their books, are invited to mention the number of wheelmen in their respective towns, and the number of books they themselves may be willing to accept on deposit for possible sale. All who may remember consenting to act as agents, in response to my circular of April 15, '86, and who have not yet received any packages from me, are invited to tell me of their present readiness to receive them, and to give me the names of any subscriber known to have removed from their town.

The bulk of letter-writing demanded of me in distributing these 4,600 books has been too great to allow of my sending written notice, except with the more important packages. In very many cases I have had to assume that the recipient's perusal of my printed circular, "Selling the 30,000 Books," would suffice to make my wishes clear. Those who have not yet read it, or reported to me, would confer a favor by notifying me of the books' arrival, — without waiting for any further reminder. I wish, too, that the 254 "paid-in-advance-men" would all report to me. I 've sent out books, marked "paid," for almost all of them, — either directly, or through depositories, — and I should like to have the receipts of the same acknowledged. A postal-card will suffice, in cases where the volume has not been examined enough for fulfilment of the request printed on it's 714th page. As regards the few "paid" books which I still hold, I wish to be assured of their owners' addresses before sending. I am ready also, to despatch the volume "on approval" to any League member who has not seen it, provided he will agree either to send me $2.00 for it at the end of a week, or else pay seventeen cents for return postage. KARL KRON.

THE UNIVERSITY BUILDING,
New York City, D., July, 30, 1887.

CYCLETS.

THE New York Club's mileage for July was 13,015 miles.

107 APPLICANTS this week and a total membership of 11039.

MISSOURI wheelmen talk of a run to the Mammoth cave.

A. B. RICH will wear the one mile champion medal for another year.

SAN FRANCISCO papers deny that Fred Russ Cook will race with an ostrich.

THE professionals at Cleveland were not above questionable practices on the path.

THE Halifax (Eng.) Cycle Club offered a nannie goat for first prize in a consolation race.

BOUND volumes of the BULLETIN, No. IV, are now ready, and will be sent to any address for $2.

C. P. DANIELS is negotiating with the proprietors of the Springfield track and trying to arrange for a fall tournament.

E. C. KLIPSTEIN, of St. Louis, is in Boston, visiting Dr. Emery, and seeing the sights, likewise exploring our back country.

E. G. JONES, of Vineland, N. J., has arranged sails on a Star bicycle, and patented a machine which he calls the "Star Yacht."

W. A. RHODES, of the Victor team, did not go to Cleveland as expected and announced, as he did not have a racing machine.

IT now appears that the marriage of T. W. Eck, at the home of John S. Prince, was an incident of an elopement case.

KNAPP, formerly of the Columbia team has contracted to ride Gormully & Jeffery wheel in future races. The veteran Eck will train him.

AT the last meeting of the Massachusetts Club it was voted to remit entrance fees to all who become members of the club from now until April 1, 1888.

THE Lynn Cycle Club Track Association has finally decided to hold a one-day tournament on Labor Day, September 5. The prizes will be as liberal as usual.

THE *Semi-Monthly Review* of New Bedford, Mass., has a cycling column. We recognize the work of a familiar hand in the notes. He was with us at Cottage City.

W. J. MORGAN has engaged Waverly Market, Edinburgh, for a six days' international race in November, and negotiations for two other large buildings are in progress for six day contests.

UNQUALIFIEDLY FIRST CLASS!

HIGH GRADE IN EVERY SENSE.

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A constantly increasing demand, and unasked testimonials. Wherever one has been shown, other orders surely and quickly followed. In fact, ☞ AT NO SINGLE TIME SINCE JANUARY ☜ have we been up with our orders. This means something. It means a good wheel.

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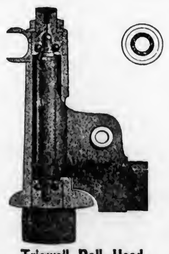
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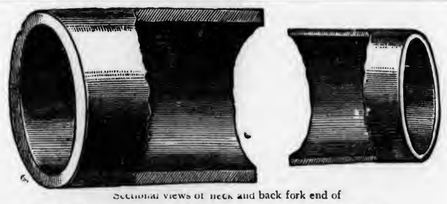
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NEW PERFECTION BACKBONE,

Giving increased thickness and strength at upper end, where is the greatest strain Forks, also, same construction.



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107 Washington Street - - - - BOSTON, MASS.

A ROAD race from Chicago to Boston is talked of. Several makers have agreed to furnish contestants, and the riders will be carefully checked all along the route.

ONE man was persuaded to join the L. A. W. two weeks before the meet went to Cottage City, and it cost him five dollars less than it otherwise would. A stitch and and a half in time saves "five." — *Review.*

THE practice of carrying revolvers when cycling is, we regret to say, on the increase. Only last week we met on the road two riders (both well-known men) who informed us that they were provided with a brace of "six shooters." — *News.*

Two certain cyclists of repute purchased a tandem lately, and were discovered immediately afterwards carefully measuring the door of the guard's van on a certain line. Asked the reason, the reply was: "Oh! we're going to tour!" — *Irish Cyclist.*

WHEELMEN will be pained to learn of the death of the wife of President Bates of the Detroit Club. The club has sent resolutions of condolence to the bereaved husband. Mrs. Bates often accompanied her husband on a tandem, and was one of the pioneer lady riders.

THE Long Island wheelmen have published a year book containing a deal of useful information for clubs. It has thirty-two pages, and an infold which gives a picture and plans of the new clubhouse. A list of offices, committees, rules, laws, and a roll of members comprise the contents of the book.

DR. J. F. LEWENBURG, of Philadelphia, has returned from his trip across the water, and writes a very glowing description of the pleasure he had awheel in Albion. He rode fourteen hundred miles on English roads, and took twelve dozen pictures with his camera, which was slung on his back in a knapsack.

C. H. SMITH has invented a new luggage carrier. It consists of one piece of steel bent at the ends into hooks, which clasp the handle bar, then projecting forward for six inches and bent down so as to rest against the lower part of the head of the wheel, forming a rigid support for the weight of the bundle. Straps are then passed around the bundle so as to secure it to the support.

THE Hartford Wheel Club Committee has finally decided on Sept. 7 as the date for their tournament at Charter Oak Park. Colt's band will furnish the music. There is talk of a lantern parade in the evening, and also of a morning parade. The East Hartford Wheel Club has set its two days' tournament for Sept. 9 and 10. There will be ten races each day.

CHIEF CONSUL BIDWELL was in Boston last Sunday, but was hurried off to the Point of Pines by Vice President Hayes and the editor. The chief consul does not eat clams, and, like his entertainers, he is temperate. Bluefish and water was the bill of fare. In the evening some of the Cottage City party "reunioned."

BICYCLE racing for money prizes is a dead card in Omaha. It has been murdered by the shameless cupidity of the men who profited by it. From an Eldorado for the peripatetic pedal-pusher they have transformed the city into a mass of 200,000 cold shoulders, the coldest of which are possessed by gentlemen who admire cycling for its health-giving qualities and the innocent pleasure it bestows. The professional wheelman has had his day in Omaha. — *Chronicle.*

Two Massachusetts wheelmen sat on a settee in front of the Pawnee House at midnight during the Meet at Cottage City. They were approached by a guardian of the peace who informed them that it was time for them to go to bed, and he threatened to arrest them if they did not at once turn in, — they turned in. As this was the only case on record of this kind, it goes to show that Massachusetts wheelmen retire early.

THOMAS LLOYD offers a gold medal to any amateur making the fastest mile over the Queen's Bicycle Track, Queens, L. I., between August 13 and September 17, 1887, inclusive. Trials to be made on each Wednesday and Saturday, commencing at 3 P. M. He also offers a silver medal to the rider making the best time for one-quarter of a mile. Entries will be received up to date of last trials (Sept. 17). An entry fee of fifty cents will be charged; contestants have the privilege to ride each race day, as trials will be unlimited. Entries should be made to Thomas Lloyd, Queens, Queens County, N. Y.

MR. W. J. ALLEN, of Boston, has been looking over the situation in Worcester, with a view of arranging for a bicycle meet, to be held in that city within a few weeks. Mr. Allen is in correspondence with the leading professionals, and with others interested in the success of this sport. He intends, if he is supported in his efforts, to have a series of professional and amateur races, and is quite certain that the best riders will come there after the New Jersey races are over.

A FRIEND writes us from Cottage City as follows: "The best joke ever gotten off on K. K. has just been perpetrated here. A young lady on looking into XM. miles for the first time, very innocently inquires, if the bull dorg was K. K.'s portrait. She really wanted to know, too, which makes the joke very much to the point." The writer's reputation for truth and veracity has never been questioned by us, but we must confess that this shakes our confidence a little.

DANIELS, trainer of the Columbia team, is responsible for the following statement: "Dick Howell is coming to this country this fall, and probably Sandy Sellers will come with him, and these two will race somewhere with W. A. Rowe for $1000 a side, and the championship of the world. The race will be for the best three heats out of five. They will go to a place offering the best inducements. Lynn and Springfield will probably bid against each other for the privilege and it may be that Roseville will be a bidder.

THE second annual tournament of the R. I. Division L. A. W. will be held at Narragansett Park, Providence, Tuesday, September 20, the first racing day of the State Fair, racing being called at 1.30 P. M. There will be prizes to the value of $350, and a good programme of events is now being perfected by the committee. Mr. George B. McAuslan is chairman of the Racing Committee.

THE members of the Maverick Wheel Club of East Boston have arranged for a race in Winthrop on September 5, Labor Day. The ten-mile race, open to members of the club, will be run on the morning of the above date, the course being as follows: — Start foot of hill on other side of Junction, over bridge, and turn into Pleasant Street, continue round to Great Head bridge, then turn sharp to left on Shirley Street, continue round the corner of Pleasant and Main Streets, round this circuit twice, and finish there at tape.

H. O. DUNCAN, Paul Medinger, and Jules Dubois of the European team, met W. J. Morgan in London by appointment, on Wednesday July 27. Foreign engagements were talked of, but the ultimate result was a resolve not to patronize the Fatherland and France this year, as Mr. Duncan informed Morgan that gates are hard to get now in Germany, and Morgan therefore announced his intention of postponing his team's intended continental trip, as they can have more engagements than they can fill up to October in Great Britain and Ireland. Morgan renewed his offer to match his team against Duncan's, however, but the event hangs fire. — *Wheeling.*

ON Sunday August 7, the Missouri Bicycle Club made a twelve mile run to camp meeting at Camp Marvin. After dinner some returned to the city, but the others remained and held a song service under a big tree. It was quite a surprise to the deacons and elders to see the athletic young fellows in shorts and flannel shirts singing one hymn after another with great effect. "Well, well," said a good sister, "who would have believed it? We thought you came out to satisfy your curiosity, and here you are running opposition to our choir. We would like you to come up on the platform and sing with us, only we're a little afraid your knickerbockers might disturb the peace of the meeting."

IT seems that Howell was due at a race meeting in Birmingham, July 16, but did not turn up. The *Mail* of that city explains the cause of Dick's absence as follows: "All sorts of rumors have been circulated about Howell's absence, but we have it on the best authority, that Howell was not set upon by a crowd. Our informant, who hails from the scene of the encounter, says the champion was out driving, and meeting a milk cart on the road, pulled up and roundly abused it's occupant because he impeded his progress. It seems a mutual agreement was arrived at, and the pair turned into an adjoining field, where the milkman triumphed over his opponent, gaining a complete victory. A well-known Leicester sportsman has deposited £25 on the milkman's behalf for a genuine encounter, and it is not at all unlikely that the champion wheelman of the world will be turning his attention to pugilistic matters.

A CORRESPONDENT from Phœnix, Arizona, writes: "In Phœnix, as in many other Western towns, cycling when introduced was objectionable to a few. At once a petition was gotten up which read, 'As the lives and property of the citizens of Phœnix are in danger,' etc., — too long to give details. One hundred and twenty-five names were signed, twenty-five of which own or drive horses —this was found to be a fact on investigation — the remaining hundred had nothing to do with either vehicles or horses. When this petition was handed to the city consul it was submitted to the prosecuting attorney. The end of it is that nothing was done, and the two Arizona members of the L. A. W. enjoy the rights which belong to every wheelman."

THE new clubhouse of the Toledo (Ohio) Cycling Club is nearing completion. The house will cost $3,500, and the furnishings and interior decorations will bring the total cost perhaps as much higher. The frontage is thirty feet on Ontario Street, and runs back some sixty-six feet. The building is ornamented with terra cotta and marble trimmings, with the best cathedral and polished double thick French sheet first quality glass. The entrance will be through a broad portico direct to the wheel room, and back of it a first-class gymnasium furnished with apparatus complete for such exercise as the gymnast requires. This constitutes the main or ground floor. The floor beneath contains a bathroom about twelve feet square, with cement floor and attachments for shower baths. Leading off it is a dressing room, with a locker for each member of the club, having his name burned in gilt on a China plate on the door. A furnace will be on this floor, which is being constructed with a view to heating with natural gas, and providing hot water the entire year. On the second floor are the parlors, music-room, and secretary's office, to which access will be had from a fine staircase off the right of the wheelroom. The parlors are to be finished in antique oak; the upholstering in leather. Velvet carpets and rich portières, together with the latest and costliest designs of furniture, will make this a pretty and luxurious clubhouse.

THE wheelmen of St. Louis are particularly fortunate just now, in having such a person as W. M. Brewster around. If they want to know anything about the national affairs of the League of American Wheelmen they go to W. M. Brewster, Treasurer of the L. A. W. If they want to know anything about Missouri Division they take W. M. Brewster, Chief-Consul, over on the other side where the treasurer can't hear him. If they want to know anything about racing they bar the other two, and call on just W. M. Brewster, member of the Racing Board. If they want any information about the big Missouri Club, they visit W. M. Brewster, captain of the Missouri Club. As he has not yet indicated which title he prefers, some of his sportive club members have compromised by calling him "papa," which is supposed to be a corruption of Pooh-Bah. — *Post-Dispatch.*

MR. H. S. STEVENSON, a Pittsburg, Pa., artist, makes a practical use of his wheel in his sketching tours. To transport a sketching outfit upon the bicycle calls for more compactness in packing the requisites. Umbrella and easel can be strapped to the handle-bar of the machine, while stretchers, etc., can be fastened back of and below the saddle. The colors, brushes, etc., should be placed in a leather satchel for water, or sketch box for oil colors, fashioned like a knapsack, and so worn by the rider, leaving his hands free. So equipped, the bicycling artist is completely independent, and roam about at his own sweet will in search of subjects. Having selected a boarding-house, he is not "cribbed, cabined, and confined" like his brother, the pedestrian, who cannot hope to sketch farther from his bed and board than one or two miles, no matter how alluring the subject. The cycling artist can mount his ever-ready wheel, and speed to a sketching ground ten miles away, if need be, and yet return for dinner and supper. It is easy to see that the wheelman's advantage over the pedestrian artist is as two to ten, and that, while a circle of four miles in diameter only is available for the artist that walks, one of twenty miles in diameter is opened to the artist that rides a wheel.

OVERMAN WHEEL CO. LAMPS.

In view of the ordinances lately passed by a number of our large cities, requiring the carrying of lamps on all bicycles and tricycles after nightfall, we desire to present to the cycling public our claim to the best wheel lamps yet produced. Our lamps are all of the best and strongest construction, and are fitted with the most successful ventilating apparatus ever used. By its use, the air is brought up to a level with the flame before being admitted to the lamp chamber, thus preventing the strong upward draught which has made it so difficult to keep other lamps burning. Try them.

OVERMAN WHEEL CO.

Victor Bicycles, Tricycles and Accessories,

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THE SPRINGFIELD ROADSTER,

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SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

(YOST & McCUNE PATENTS),

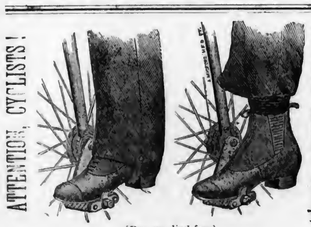
19 PEARL STREET - - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.

ATTENTION, CYCLISTS!



Tucker's Elastic Strap,

(Pat. applied for.)

For Cyclists, Military Men and Equestrians.

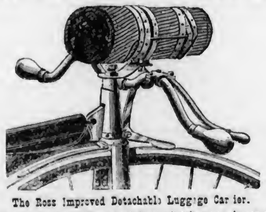
Endorsed by the leading Wheelmen and Military men.

It holds the pants close to the **Ankle** and **free** from the **Wheel**, with nothing **visible** from the outside of the pants.

It is Neat, Stylish, and Easily Applied or Detached. For sale by Bicycle Agencies and Gents' Furnishing Goods Houses. Also by the Manufacturers, **TUCKER & HUBBARD, P. O. Box 1029, Hartford, Conn.** Liberal Discount to the Trade. **Price, 25c. per pair** (mailed). Full directions with every pair.

For Sale by A. G. SPALDING & BRO., and at all their Agencies.

A BIG THING FOR WHEELMEN



The Ross Improved Detachable Luggage Carrier.

Don't buy any other. You certainly won't when you know what a convenience it is. We haven't space to fully describe it, but it is detachable and can be turned entirely out of the way in coasting, (as per cut.) Acknowledged by everybody to be the most convenient Luggage Carrier ever offered to wheelmen. Send for one and you will be delighted with it. For both crank and star bicycles. Nickelled, price only $1.00; by mail, $1.10. C. H. ROSS & CO., 46 Columbia Street, Albany, N. Y. P. S. In ordering, give name of wheel.



NOW WE HAVE IT!

THE PERFECT

LANTERN HANGER

No more trouble with the Lantern. It can be put on or taken off in an instant, and admits of throwing the light in any direction desired; high or low directly in front of the wheel, or far ahead, and can be attached to either side of the wheel. **Price, postpaid, $2.**

HOWARD A. SMITH & CO.

Oraton Hall, Newark, N. J.

Send for our Illustrated Catalogue.

A HYDROMETRIC PARADOX.

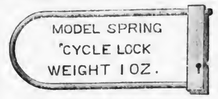
The favorite run from Boston, through Brighton, Newton, Newtonville and West Newton to the Woodland Park Hotel, is ten miles.

A bath or swim in Allen's charming pond of pure running water (with every bathing and dressing convenience, will make the return run one of eight miles. Try it.

Everything necessary provided for 15 cents.

JAMES T. ALLEN.

N. B.—Private entrance to pond midway between West Newton and the hotel, off Washington Street, opposite Greenough.



Price, 50 Cents.

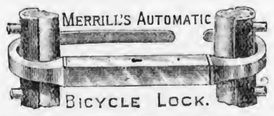
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SEND FOR ONE.

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NEW YORK ROAD BOOK.—Members of the New York Division who joined during the second quarter, viz., from April 1 to June 30, may receive a copy upon payment of seventeen cents, and members who joined since June 30, upon payment of fifty cents. A few surplus copies are for sale to League members of other States at $1.50 per copy. Address E. K. AUSTIN, secretary-treasurer, Box 157, Flatbush, N. Y., giving League number, name, and address *plainly written*. A. B. BARKMAN, *Bookmaster*.



For locking Bicycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neat, compact and cheap. Weighs only 2½ ounces, and length only 4 inches.

Dr. W. D. Ball, of Boston, writes: "I bought one of your locks the first of the season, and can say it is really the only lock on the market good for anything. I leave my bicycle anywhere and have never had it tampered with, and yet two bicycles have been stolen within a stone's throw of my office."

Can be had of any dealer in bicycles, or sent post-paid on receipt of $1.00.

MARLIN FIRE ARMS CO., New Haven, Ct.

BEFORE YOU BUY A BICYCLE OR GUN

Send to **A. W. GUMP, Dayton, Oh o,** for ILLUSTRATED NEW AND SECOND-HAND PRICE LIST. Bicycles repaired and nickeled. Second-hand **BICYCLES, GUNS and REVOLVERS taken in exchange.**



DAYTON BICYCLE STAND AND CAMP STOOL

Can be used as a stand or stool; used for cleaning; adjusted to different size wheels. Price **$2.** delivered free of express to any point east of Omaha. Patented by A. W. GUMP, Dayton, O.

THE indications are that the third Annual Race Meet of the Williamsport Wheel Club, held Aug. 27, will be a grand success. No trouble nor expense has been spared by the club in endeavoring to make this Meet the leading cycling event of the State. The programme has been carefully arranged and handsome prizes selected for each event. The half-mile national L. A. W. championship will be contested, and *three* elegant medals—gold, silver and bronze—selected by the L. A. W. Racing Board, await the flyers. The track was pronounced by racing men, who attended the meet last year, to be the finest in the State, and in fact, to have but few equals outside of Springfield and Lynn. Slager, of Scranton, Pa., broke the State record for one mile in 2.47. The club promises to have the track in better condition than ever, and fast time may be expected. The boys have arranged for some fine runs Sunday, and wish as many of their friends as can to remain with them over that day. Go to Williamsport, Aug 27! Honor and valuable prizes await the racers, and a good time for all.

IN order to give every racing man an opportunity to own a racing machine, Messrs. Stoddard, Lovering & Co. would call attention to their advertisement on inside of the front cover.

THE PATH.

THE CLEVELAND TOURNAMENT.

THE Cleveland tournament, held under the auspices of the Cleveland Bi. Club, was a grand success. Here is what the *Leader* says of the results of the first day:—

There were thirteen events, and with few exceptions, they resulted in something never before accomplished. W. A. Rowe, the fastest rider of the world, made the fastest mile ever ridden at a race meeting in this country. His mile was also the fastest ever ridden on a quarter mile track or any other track in America except that at Springfield. Only one other rider in the world has made the mile in the same time, and that was Furnivall, an English amateur, who turned the mile in 2.30 last year. Rowe's time at the track yesterday, 2.30 1-4, was the fastest mile of the year anywhere, under any conditions. His record mile, 2.29 4-5, was not made at a race meeting. This was one performance which distinguishes the day. The average time of the races was faster than that of any race meeting in America heretofore, and nearly every State record was broken. Foster's mile in the last handicap of the day, which was made in 2.46, was the greatest ride of any wheelman starting at the scratch, handicapped by as large a field of fast riders. Crist made the fastest quarter ever ridden by an amateur in this country in the ninth race of the day, and again there never was a race meeting in America where the slow classes and the novice race were won in such fast time.

Huntington broke the State tricycle record, 3.14, made by A. B. Rich in this city last year. With all these honors crowded into the first day of the tournament the Cleveland Club may well feel proud of its meeting.

Here is a summary of the events:

FIRST DAY, AUG. 11.

One-mile novice, — A. M. Cushing (1), 2.51 3-4; C. E. Vaupel (2); Russell Fitch (3); A. R. Scott (4); Frank C. Lowrey (5).

W. A. Rowe, of Lynn, made an attempt to beat the mile record of 2.30, — First quarter, 37 1-4; second, 1.1-4; third, 1.50 1-4; mile, 2.30 1-4. Pacemakers, Neilson and Crocker.

One-mile tricycle State championship, — John T. Huntington (1), 3.09 3-4; E. J. Douhet (2).

Half-mile (open), — W. E. Crist (1), 1.19 3-4; A. B. Rich (2); C. A. Stenken (3); W. I. Wilhelm (4).

Two-mile 6.30 *class*, — A. M. Cushing (1), 6 2 3-4; A. B. Childs (2); A. C. Banker (3).

One-mile tandem tricycle handicap, — F. W. Palmer and E. J. Douhet, 35 yards (1), 3 17 1-2; E. E. Stoddard and John Sherwin, 100 yards (2); Huntington and Upson were on scratch but met with an accident and withdrew; Peirce and Martin, 60 yards, ran into the fence.

Quarter-mile handicap, — F. C. Lowey, 40 yards (1), 38 1-4; W. S. Upson, 15 yards (2); C. C. Peabody, 35 yards (3). No scratch man.

Half mile, 1.30 *class*, — A. M. Cushing (1), 1.22 1-4; M. F. Johnson (2).

One-mile professional handicap, — R. A. Neilson, 35 yards (1), 2.38 4-5; H. G. Crocker 45 yards (2); W. A. Rowe, scratch (3); Percy Stone, 75 yards (4); C. W. Ashinger, 75 yards (5).

Rowe showed his wonderful speed by catching up to all who were ahead of him, and when the five great riders came toward the scratch at the finish there was a pretty sight. Rowe pushed hard to win the race, but he got into a pocket at the finish, and Neilson's wheel crossed the scratch a few inches ahead of Crocker, who finished second, and Rowe was held immediately back of the two leaders.

SECOND DAY, AUG. 12.

One-mile 3.20 *class*, — A. B. Childs (1), 2.53 1-4; M. F. Johnson (2); A. R. Scott (3); F. C. Lowey (4).

One-mile tricycle L. A. W. championship, — A. B. Rich (1), 3.27; W. E. Crist (2). A slow and unsatisfactory race.

Two-mile State championship, — Byron Burroughs (1), 6.10 1-5; J. T. Huntington (2)

Half-mile handicap, — W. E. Crist, scratch (1), 1.17 2-5; M. F. Johnson, 60 yards (2); F. C. Lowey, 75 yards (3); R. H. Ehlert, 10 yards (4).

Two-mile tandem handicap, — Palmer and Douhet (1), 6 47; Huntington and Cushman, scratch (0).

One-mile team, — W. I. Wilhelm and C. A. Stenken, Hudson County Wheelmen (1), 23 points; W. E. Crist and P. S. Brown, Capital Bi. Club (2), 4 points.

Quarter-mile, 45-second class, — C. E. Vaupel (1), 42 1-2; B. Burroughs (2); A. B. Childs (3).

One-mile professional handicap, — W. A. Rowe, scratch (1), 2.36; H. G. Crocker, 45 yards (2); Percy Stone, 90 yards (3); C. W. Ashinger, 100 yards (4); R. A. Neilson, scratch (5).

Two-mile lap, — A. B. Rich (1), 10 points; R. H. Ehlert (2), 17 points; Fred Foster (3), 9 points; W. S. Campbell (4), 4 points; Ehlert finished first in 5.59 1-2.

A hundred-yard foot race was introduced. Won by J. H. Metcalf in 10 3-4 seconds.

Half-mile, — Fred Foster (1), 1.25; W. I. Wilhelm (2); W. E. Crist (3).

One-mile handicap, — Byron Burroughs, 50 yards (1) 2.41 1-2; W. S. Upson, 40 yards (2); P. S. Brown, 35 yards (3); W. I. Wilhelm, 20 yards (4).

THIRD DAY, AUG. 13.

One-mile 3.10 *class*, — A. M. Cushing (1). 2.58 3-4; M. F. Johnson (2); A. B. Childs (3); A. C. Banker (4).

One-mile State championship, — Byron Burroughs, Cincinnati (1), 2.55 1-2; W. S. Upson, Cleveland (2); J. T. Huntington, Cleveland (3); A. C. Banker, Pittsburg, Pa. (4).

Two-mile handicap, — C. E. Vaupel, 200 yards (1); 5.45 1-2; R. Fitch, 2.25 yards (2); F. X. Spranger, 90 yards (3); P. S. Brown, 75 yards (4).

Half-mile, — Fred Foster (1), 1.24 1-2; W. I. Wilhelm (2).

One-mile 3-minute class, — A. M. Cushing (1), 3 9 1-2; M. F. Johnson (2); C. C. Peabody (3).

Five-mile lap, — B. Burroughs (1), 42 points; R. H. Ehlert (2), 42 points; A. B. Rich (3), 33 points. Burroughs and Ehlert tied, but the officers gave the race to Burroughs, since he finished first. Burroughs's time, 15 18 1-4.

One-mile professional handicap, — W. A. Rowe, scratch, and H. G. Crocker, 45 yards, dead heat (1). 2.42; Percy Stone, 90 yards (2); R. A. Neilson, 35 yards (3); C. W. Ashinger, 100 yards (4).

It was Crocker's race before the professionals took the track and during the racing the significant slang "chestnuts" was occasionally heard. Rowe drew up to the other riders, who were bunched, and at the finish he pushed Crocker in. He went a little farther than he expected to go and a dead heat was the result. The racing between Rowe and Crocker in the tie was a farce. Both came out and mounted their wheels in street costume. They went a slow mile. Rowe lagging behind to give the race to Crocker.

Quarter-mile handicap, — M. F. Johnson, 30 yards (1), 40 seconds; A. M. Cushing, 20 yards (2); A. C. Banker, 15 yards (3); F. C. Lowey, 30 yards (4).

Half mile tandem, — Huntington and Upson (1), 1.30; Palmer and Douhet (2); Peirce and Martin (3).

One-mile L. A. W. championship, — A. B. Rich (1), 2.47 1-5; W. E. Crist (2); W. S. Campbell (3); C. A. Stenken (4).

One-mile lap, — W. S. Campbell (1), 12 points; W. I. Wilhelm (2), 10 points; B. Burroughs (3), 5 points.

WORCESTER, MASS., Aug. 13.—Races under the auspices of the Worcester Bicycle Club (incorporated).

Half Mile Dash.—J. F. Midgeley (1), 1.41 4-5; George Booker (2).

One Mile Championship of Worcester.—J. F. Midgeley (1), 3.1 2-5. Rolstone did not start, his first objection being that he considered Midgely a professional; and second, because he not think the track in a satisfactory condition. The judges decided to refer the matter of awarding the medal to the givers of the prize.

One Mile Team Race.—Worcester Club (incorporated) (1), 17 points; Clinton Club (2), 13 points; Worcester Club (3).

THE CLUB.

JACKSON BI. CLUB, Jackson, Mich.—Officers elected at annual meeting: President, P. B. Loomis, Jr.; vice-president, secretary, and treasurer, M. Jay Moore; captain, G. E. Holcomb.

JOPLIN BI. CLUB, Joplin, Mo.—Reorganized July 1. Officers elected: President, F. L. Coombs; secretary, Geo. A. Case; treasurer, J. B. Glover, Jr.; captain, Everett Yost. A League club.

OFFICIAL ANNOUNCEMENTS.

NEW JERSEY APPOINTMENT.

UPON request of the Monmouth Wheelmen, I take pleasure in appointing Dr. J. Dunbar Throckmorton, of Red Bank, representative for that district

DR. J. H. COOLEY, *C. C.*

MASSACHUSETTS APPOINTMENT.

EDITOR BULLETIN,—Owing to his removal to New York, Mr. W. O. Green, of Holyoke, has tendered his resignation as representative for this State, and I have appointed Mr. E. H. Meader, of Holyoke, to fill the vacancy.

H. W. HAYES, *C. C.*

CAMBRIDGE, MASS., Aug. 15, 1887.

WEST VIRGINIA APPOINTMENTS.

MR. R. M. ARCHER, consul at Huntington, W. Va. Green's Hotel at Harper's Ferry, and Carter House at Charlestown, are League hotels. Rate, $1.50 a day.

JACOB W. GRUBB, *C. C.*

OFFICIAL NOTICE TO ILLINOIS DIVISION, L. A. W.

In pursuance to instructions received at our late Meet, regarding road book, I have divided the State into fourteen districts, under the control of representatives and consuls, and containing counties as follows:—

District 1.—Representatives, Davis, Ingalls, and Maynard of Chicago,—containing Cook, Lake, McHenry, DeKalb, Kane, Kendall, Will, and Dupage Counties.

District 2.—Representative, W. Ellis Dunn, Bloomington; counties, Livingston, Kankakee, McLean, Ford, and Iroquois.

District 3.—Consul, T. C. White, Quincy; counties, Hancock, McDonough, Fulton, Adams, Brown, and Schuyler.

District 4.—Representative, H. G. Rouse, Peoria; counties, Bureau, LaSalle, Grundy, Putnam, Stark, Marshall, Knox, Peoria, Woodford, and Tazewell.

District 5.—Representative, Freeman Lillibridge, Rockford; counties, Jo. Daviess, Stephenson, Winnebago, Boone, Carroll, Whiteside, Ogle, and Lee.

District 6.—E. H. Sleight, representative, Moline; counties, Rock Island, Henry, Mercer, Henderson, and Warren.

District 7.—Chas. Hansel, representative, Springfield; counties, Mason, Logan, Dewitt, Cass, Menard, Sagamon, Macon, Piatt, Morgan, Christian, Shelby, Moultrie, Macoupin, and Montgomery.

District 8.—M. O. Dole, representative, Paris; counties, Champaign, Vermillion, Douglas, Edgar, Coles, Cumberland, Clark, Jasper, and Crawford.

District 9.—Julius P. Schuh, representative, Cairo; counties, Alexander, Pulaski, Massac, Union, Johnson, Pope, Williamson, and Saline.

District 10.—Consul, C. H. Belden, East St. Louis; counties, Madison, Bond, Clinton, St. Clair, Washington, and Monroe.

District 11.—Consul, L. W. Loomis, Carrolltown; counties, Green, Jersey, Pike, Calhoun, and Scott.

District 12.—Consul, H. E. Bailey, Centralia; counties, Fayette, Effingham, Marion, Clay, Jefferson, Wayne, Franklin, and Hamilton.

District 13.—Consul, W. W. Olmstead, Mount Carmel; counties, Richland, Lawrence, Edwards, Wabash, White, Gallatin, and Hardin.

District 14.—Consul, J. A. Chenen, Chester; counties, Randolph, Perry, and Jackson.

CHICAGO, Aug. 9, 1887.

MR. W. ELLIS DUNN, is hereby notified of his appointment as representative No. 10, in whose charge District No. 2 is placed.

CHICAGO, Aug. 9, 1887.

Messrs. C. H. Belden, East St. Louis; L. W. Loomis, Carrolltown; H. E. Bailey, Centralia; and J. A. Chenean, Chester, are hereby appointed consuls in charge of Districts 10, 11, 12, and 14, respectively; and Mr. Thomas F. Sheridan, of Springfield, as consul at that point; and E. P. Blake, consul at Bloomington, vice Dunn.

BROOKLYN BICYCLE CO.

161 & 163 Clymer Street,

BROOKLYN - - NEW YORK.

SOLE BROOKLYN AGENTS FOR THE

Columbia Bicycles and Tricycles

Large Riding School on premises. Purchasers Taught Free. Wheels Rented for Road Use. Bicycles sold on Instalments. Repairs of all kinds a specialty. See, also, our "ad." in "For Sale" column.

$3.00.  $3.00.

TOULMIN'S BUFFALO BICYCLE SHOE

Is made of the Finest Kangaroo or Dongola, in any size or width and warranted superior to any Bicycle Shoe made.

Price, per pair, $3.00.

These shoes being laced to the toe, afford comfort to the wearer, in whatever position the foot is placed; and, also, are the most durable shoe made.

LIBERAL DISCOUNTS TO CLUBS

Ordering six or more pairs. Sent by express on receipt of $3.00, or by mail for $3.30. Send for circular containing prices of other shoes, and directions for self-measurement. Address,

W. B. TOULMIN,

152 to 160 Seneca St. - - BUFFALO, N. Y.

Patented 1881. L. A. W. BADGES.



For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle St., Portland, Me.

The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. Diamond Badges, $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.



Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; G. R. Bidwell, 313 West 58th Street; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.

YANKEE ENAMEL,

The Latest and Best.

Put up and for sale by

BENNETT & HALE,

112 ORANGE ST., NEW HAVEN, CT.

Price Per Bottle, with Brush, 50 cts.

A full line of cycling sundries always on hand. We have an extensive Repair Shop, and pay particular attention to difficult repairs on bicycles and tricycles.

STEEL BALL FOR ANTI-FRICTION BEARINGS,

OF BEST CAST-STEEL.

HARDENED, GROUND, AND BURNISHED

3-16" to 3" diam. Samples and prices on application.

SIMONDS ROLLING-MACHINE COMPANY, Fitchburg, Mass.

AH! THERE!—STAY! THERE!

Don't Buy a Second-hand Wheel

Until you have seen our list of bargains. We do not speculate, simply sell on commission, so that our customers have the advantage of every sacrifice made by owners who need money immediately. Biggest stock and biggest bargains in America. If you don't believe us, send for list to

MANHATTAN WHEEL EXCHANGE,

49 Cortlandt Street, New York.

League Uniforms.

John Wanamaker, Philadelphia,



OFFICIAL CONTRACTOR.

These are the prices: Coat, $6.20; Knee Breeches, $4.34; Shirt, $1.95; Hose, 80 cts.; Cap, 84 cts.; Delivered without extra cost to any part of the U. S. where there is mail or express service.

Regulation League Cloth, Burlington Mills, $2.18 a yard; League Buttons, large, 5 cts. each; small, 2 1-2 cts., full set for suit, 55 cts. Uniform sent C. O. D., privilege of examining, and ONLY TO LEAGUE MEMBERS. We do not pay delivery charges on cloth.

All orders must be accompanied by League Number.

JOHN WANAMAKER,

PHILADELPHIA.

BICYCLES ON

EASY PAYMENTS.

New Rapid, American Champion, Star, Rival, Otto, and other Bicycles and Tricycles sold on easy payments, with no extra charge, except for interest. Prices guaranteed as low as the lowest. Low freight and express rates to all points. Large stock of accessories, including all latest novelties. Nickel-plating and repairing.

SECOND-HAND WHEELS

bought for cash, taken in exchange, and sold on instalments. Liberal discounts to agents. One of the largest stocks of new and second-hand wheels in America; rarely less than 200 wheels on hand to select from. Send for large illustrated catalogue and latest descriptive second-hand list and terms of easy payments; of interest to every actual or prospective wheelman. Correspondence solicited.

GEO. W. ROUSE & SON, 25 G Street, Peoria, Ill.

For Sale, Cheap!

BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. O. P. Drawer 64.

SPADE HANDLES!

Handsomest, Strongest, and best Handles in the Market

Only $2.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.

C. W. SPINNEY - - Fitchburg, Mass.

JOHN HARRIOTT.

MEDALS AND BADGES,

— ALSO —

Bicycle Club Pins of Every Description.

Designs on application.

3 Winter Street - - BOSTON, MASS.

Jersey-Fitting Underwear Company.

We Call Special Attention to our



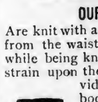
BICYCLE, TENNIS, YACHTING and ROWING JERSEYS,

In Long or One-Quarter Sleeves, or Sleeveless, High or Low Neck, Lace Front, or Standing Collar, Plain or Fancy Colors.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders, Arm Holes and Neck**, as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.

OUR BICYCLE FULL TIGHTS

Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.



BICYCLE KNEE TIGHTS.

Made same as full tights, to three inches below the knee.



TRUNKS

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.



JERSEY FITTING KNEE PANTS,

Buttoned in Front, same as Pantaloons, without Certain Objections.



We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

LADIES' JERSEY FITTING TRICYCLE PANTS.

A NEW THING.

These Pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheemen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.



HOLMES & CO., 17 Kingston St., Boston, Mass.

ST. LOUIS WHEEL CO.

Difficult Repairing a Specialty.

Enamelling, Nickelling, Etc. at Lowest Prices

LARGEST STOCK OF SECOND-HAND BICYCLES in the WEST. WRITE FOR LIST.

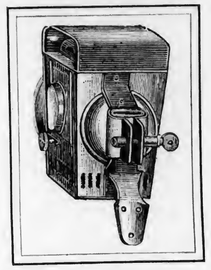


CELEBRATED

KING OF THE ROAD LAMPS.

Manufactured by J. LUCAS & SONS, Birmingham, Eng.

These Lamps are unquestionably the best in the market. Made of the best tin, every part riveted (instead of soldered), they are a thorough piece of workmanship. Being of large size, they throw a very powerful light; but from their peculiar construction, being divided throughout their entire length, they can be placed within a many-spoked wheel. They are provided with red side lights and red danger light at the back. The 1885 pattern, here represented, is far superior to the old style. The improvements are: (1) Adjustable axle bearings. (2) Wind-up burner, by which the light may be regulated from the outside, thus avoiding the annoyance of opening the lamp. (3) Improved arrangement of powerful detached reflector, which prevents its getting smoked. (4) Slide at side for lighting. (5) Patent clip on front containing wick igniter, etc. Sold by



STODDARD, LOVERING & CO.,

152 Congress Street - - - - BOSTON, MASS.

To these gentlemen, in a short time, I shall send maps of the counties they represent, with full instructions regarding marking, roads, and distances. If among these gentlemen there are any who do not feel that they can undertake the work in hand, I would advise that they resign office at once, that some *worker* may be appointed in their place. Representatives of Districts will send to me the names of men they would like to assist them —say one to each county (a resident thereof)—and I will appoint them local consuls. As soon as the counties are all marked and reported, work on our road book will go ahead.

Respectfully,

N. H. VANSICKLEN, *C. C.*

CHICAGO, Aug. 9, 1887.

VERMONT CONSULS AND HOTELS.

Place.	*Consuls.*	*Hotels.*	*Rate.*
Barre.	Fred M. Scott.	Central House.	$1.00
Bellows Falls.	C. W. Black.	Commercial.	1.50
Bennington.	F. H. Scott.	Putnam.	2.50
Bethel.	.....	Wilson.	1.50
Brandon.	J. D. Upham.	.....	....
Brattleboro.	S. W. Kirkland.	.....	....
Burlington.	E. LaFountain.	Van Ness.	2.50
Ludlow.	E. C. Warner.	Ludlow.	1.50
Montpelier.	G. H. Rolfe.	Pavilion.	2.00
North Bennington.	E. B. Thatcher.	.....	....
Rutland.	C. G. Ross.	Bardwell.	2.50
Springfield.	R. Andrews.	Springfield.	2.00
St. Johnsbury.	A. F. Walker.	St. Johnsbury.	2.00
West Randolph.	A. E. Bars.	Red Lion.	2.00
Wallingford.	H. C. Townsend.	.....	....
Waterbury.	F. E. Atkins.	Waterbury.	1.50
Woodstock.	H. B. Chapman.	Eagle.	1.50
Windsor.	.....	Windsor.	2.00

I would ask all consuls to send brief letters describing roads from their place to next large town, giving conditions, distances, and whether hilly or not, as soon as possible. We wish to get out some kind of a road book this fall, if possible, and have it ready for criticism and correction.

L. P. THAYER, *C. C.*

NEW YORK.

No.	*Place.*	*Name of Hotel.*	*L.A.W. Rate.*	*Regular Rate.*
0.	N. Y. City.	Grand Union.	Rooms $1 00 and up, meals *à la carte*.	
1.	Chester.	Howland.	$2 00	
2.	Garrison.	Highland House.	2 50	
3.	Dunkirk.	Hurlbert House.	2 00	
4.	Fredonia.	Park House.	1 50	
5.	Silver Creek.	Silver Creek House.	1 50	
6.	Nyack.	St. George Hotel.	2 00	
7.	Blue Stone.	Blue Store House.	1 40	$2 00
8.	Pawling.	Dutchor House.	2 50	3 00
9.	Ithaca.	Ithaca Hotel.	2 00	2 50
10.	Randolph.	Central Hotel.	1 00	1 50
11.	Angelica.	Chas. Hotel.	1 00	1 50
12.	Watkins.	Jefferson House.	1 50	
13.	Croton Falls.	Croton House.	1 65	2 00
14.	Sherman.	Dean House.	1 50	2 00
15.	Downsville.	Downs House.	1 10	1 50
16.	Auburn.	New National.	1 50	2 00
17.	Mt. Vernon.	Mt. Vernon Hotel.	2 00	2 50
18.	Geneva.	Kirkwood.	1 50	2 00
19.	Campbell.	Central Hotel.	1 10	
20.	Hudson.	Worth House.	2 50	3 50
21.	Lockport.	Judson House.	1 50	2 50
22.	Warsaw.	Purdy House.	1 60	2 50
23.	Mexico.	Boyd House.	1 60	2 00
24.	Syracuse.	Vanderbilt House.	2 00	2 25
25.	Tarrytown.	Franklin House.	2 25	3 00
26.	Poughkeepsie.	Morgan House.	2 00	3 00
27.	Wap'ngers Falls.	Rush House.	1 25	1 50
28.	Canajoharie.	Wagner House.	2 00	
29.	Moravia.	Moravia House.	1 50	2 00
30.	Batavia.	Purdy's House.	1 60	2 00
31.	Clifton Springs.	Church Hotel.	1 60	2 00
32.	Cohocton.	Warner Hotel.	1 00	2 00
33.	Troy.	Troy House.	2 25	3 50
34.	Albany.	Kenmore.	3 00	4 00
35.	Albany.	Globe Hotel.	2 00	
36.	Utica.	St. James.	2 00	3 00
37.	Weedsport.	Willard.	1 60	2 00
38.	Prospect	Dodge House.	1 30	2 00
39.	Cohocs.	Harmony.	2 00	2 50
40.	Kinderhook.	Kinderhook.	1 50	2 00
41.	Penn Yan.	Benham House.	2 00	
42.	Nyack.	Kensington.		
43.	Hoosick Falls.	Commercial.	1 50	2 00
44.	Yonkers.	Mansion.	1 75	2 50
45.	Amsterdam.	Hotel Warner.	2 00	
46.	Van Buren Point.	Van Buren Point.	2 00	2 75
47.	Mt. Kisco.	Mt. Kisco.	2 25	3 50
48.	Nanuet.	Nanuet.	1 75	2 00
49.	Tonawanda.	Scars Hotel.	1 00	1 50
50.	Elmira.	Rathbun.	2 50	3 00
51.	Le Roy.	Lampson.	2 00	
52.	Friendship.	American.	1 50	2 00
53.	Ellington.	Ellington.	1 40	1 75
54.	Greenwich.	Hamilton.	2 00	
55.	Portage.	Cascade	1 60	2 00
56.	Silver Lake.	Walkers.	1 60	2 00
57.	Perry.	Hotel Perry.	1 00	2 00
58.	Stockport.	Brookside.	1 00	1 50
59.	Flushing.	Flushing.	2 00	2 50
60.	Alden.	Martin's.	1 35	
61.	Olean.	Olean House.	1 40	2 00
62.	Rochester.	Powers.	3 00	4 00
63.	Rochester.	New Osborn House.	2 00	2 00
64.	Watertown.	Woodruff House.	2 50	3 00
65.	Corning.	Dickinson House.	2 00	2 00
66.	Babylon.	Sherman House.	2 00	2 25
67.	Patchoque.	Koes Hotel.	2 00 and 3 00	2 50
68.	Amityville.	King's Hotel.	2 00	
69.	Cortl'nd.	Messenger House.	2 00	
70.	Seneca Falls.	Hoags Hotel.	1 70	2 00
71.	Cayuga.	Titus House.	2 00	2 50
72.	Little Falls.	Metropolitan.	1 50	2 00
73.	Riverhead.	Griffet House.	2 25	
74.	Niagara Falls.	International Hotel.	3 00	4 00
75.	Clinton.	Willard House.	2 00	
76.	Walden.	St. Nicholas.	1 50	1 50
77.	Smelairville.	Sylvester.	1 50	2 00
78.	Newburgh.	United States.	1 75	2 25
79.	Canandaigua.	Canandaigua.	2 00	2 50
80.	Mont Moor.	Mont Moor.	1 50	
81.	Sparkill.	Sparkill.	1 50	
82.	Stockton.	Stockton.	1 00	
83.	Fort Hamilton.	Grand View.	Rooms, 1 00 and	1 50
84.	Bath.	Avon Beach.	3 50 and	4 00
85.	Havana.	Montour.	1 60	2 00
86.	Jamaica.	Pettit.	2 00	
87.	Hempstead.	Hewlitts.	2 00	
88.	Oyster Bay, L. I.	Acker Nassau.	2 00	
89.	Roslyn, L. I.	Morrison.	2 15	2 50
90.	Bergen.	Bergen.	1 50	2 00
91.	Bayshore, L. I.	Dominys.	2 00	3 00
92.	Mechanicsville.	Mechanicsville.	1 40	2 00
93.	Stillwater.	Windsor.	1 50	2 00
94.	Rushville.	Park House.	1 40	
95.	Pleasant Valley.	Pleasant Valley.	2 00	2 75
96.	Pine Plains.	Pine Plains.	2 00	2 75
97.	Valatie.	United States.	1 75	2 00
98.	Chatham.	Chatham.	1 60	2 00
99.	Arena.	Arena.	1 00	1 40
100.	Elbridge.	Monroe.	1 40	
101.	Groton.	Streeter.	1 50	2 00
102.	Attica.	Wyoming.	1 40	2 00
103.	Silver Springs.	Walker.	1 00	2 00
104.	Hillsdale.	Mt. Washington.	2 00	
105.	Coney Island. Brighton Beach.	Ocean Hotel.	Meals *à la carte*. L. A. W. 20%	
106.	Schaghticoke.	American.	1 60	2 00
107.	Skaneateles.	Packwood.	2 00	
108.	Waverly.	Tioga.	2 00	2 75
109.	Buffalo.	Genesee.	3 00	
110.	Buffalo.	Stafford.	1 75	2 00
111.	Cherry Creek.	Central.	1 35	1 60
112.	Kennedy.	Union.	1 35	1 60
113.	Upper Red Hook.	Park.	1 35	
114.	Port Byron.	Howard.	1 50	2 00
115.	W. Brighton beach Coney Island.	Ocean View.	Rooms, 1 00 Meals *à la carte* 20% disc't.	
116.	Glens Falls.	Rockwell.	2 50	3 00
117.	Norwich.	American.	1 00	2 50
118.	Port Jervis	Delaware.	2 00	
119.	Catskill.	Windsor.	2 00	
120.	Bainbridge.	Central.	1 60	2 00
121.	Castleton.	Pecks.	2 00	2 50
122.	Scott.	Dunbar.	1 00	
123.	Amenia.	Amenia.	2 00	
124.	Oswego.	Lake Shore.	1 50	2 00
125.	Castile.	Lane House.	2 00	
126.	Montgomery.	Palace Hotel.	1 20	1 50
127.	Jamestown.	Sherman House.	1 50	2 00
128.	Dundee.	Harpending.	1 50	1 50
129.	Aurora, Cayuga Co.	Aurora House.	1 00	1 50
130.	Cambridge.	Union House.	1 25	2 00
131.	East Aurora.	Persons House.	1 05	
132.	Canastota.	Lewis House.	1 25	1 25x
133.	Suffern.	Mountain House.	1 50	2 00
134.	Hornellsville.	Page House.	1 50	2 00
135.	Oneonta.	Windsor.	2 00	2 00
136.	Richburg.	Akin House.	75-	*
137.	Richfield Springs.	Darrow House.	2 00	3 00
138.	Whitney's Point.	Beach House.	1 00	2 00
139.	Tho's'nd Islands.	Round Island House.	1 50	
140.	Cooperstown.	Hotel Fenimore.	2 00	
141.	VanEttenville.	Burch's Hotel.	1 50	1 50
142.	Roxbury.	Del. Valley House.	1 50	2 00
143.	Dansville.	Hyland House.	2 00	2 00
144.	Pavilion.	Cole's Hotel.	75	1 00
145.	Brooklyn, E. D.	Wall House.	1 00	1 00
146.	Whitehall.	Hall House.	2 00	2 00
147.	Glenora.	Lake Side.	1 25	1 25
148.	Johnstown.	Sir Wm. Johnson.	2 00	2 00
149.	Canistee.	Canistee House.	1 50	2 00
150.	Brooklyn.	Pierrepont House.	2 50	2 50
151.	Hamburg.	Kepps Hotel.	1 50	1 50
152.	New York City.	Mount St. Vincent.	Restaurant *à la carte*, 20 per cent discount from regular rate.	
153.	Adams.	Hudson House.	$1 00	$2 00
154.	Sands Point.	Sands Point Hotel.	2 50	
155.	Huntington.	Mercantile.	1 50	
156.	Dryden.	Mineah Hotel.	1 15	
157.	Westfield.	Minton House.	2 00	2 00
158.	Mattewan.	Commercial.	1 50	1 50
159.	Patterson.	American Hotel.	1 50	
160.	Pike.	Powers House.	1 25	1 50
161.	Binghamton.	Hotel Bennett.	2 50	
162.	Sus. Bridge.	Atwood's Western Hotel.	1 50	1 50

List 3, New York State Division hotels, should read No. 140.

G. R. BIDWELL, *C. C.*

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 100 — Total 107.

BOSTON, Aug. 15, 1887.

CALIFORNIA DIVISION — 11.

		Los Angeles Wheelmen.	Los Angeles.
16248	Andrews, C. C., care of J. T. Davis,		"
16249	Baker, M. A., care of Baker Iron Works,		"
16250	Brown, E. B., room 22 Schumaker Block,		"
16251	Burke, D. L., care of S. M. Perry,		"
16253	Forrester, F. L., 740 Pearl St.,		"
16252	Freids, A. H.,		"
16254	Lang, A. G., 731 So. Fort St.,		"
16255	Lantz, Chas., 833 So. Hill St.,		"
16256	Markell, E. H., 216 So. Fort St.,		"
16257	Percival, Dr. W. B., Box 1983,		"
16258	Wing, W. S.,		"

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

RACE MEETINGS.

A RACE MEET will be held on the Millville, N. J., Bicycle Track, on Aug. 30. Entries to be made to, and further information to be obtained of C. S. STEVENS, Millville, N. J.

WILLIAMSPORT RACES. — At Old Oaks Park, Williamsport, Pa., Aug. 27. Entries close Aug. 25, except for half mile L. A. W. Championship, which closes Aug. 20. Address J. G. RHODES, Williamsport, Pa.

FOR SALE, EXCHANGE, ETC.

Advertisements will be inserted in this column as follows: $1.00 for four lines, first insertion; 50 cts. for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

In our issue for Sept. 2, and in all issues during the fall and winter months, we will insert in this department advertisements which do not exceed four lines, for fifty cents, first insertion, and twenty-five cents for each subsequent insertion. This will afford those who wish to buy, sell, or exchange machines, a very cheap method of getting a customer among our 12,000 subscribers. If advertisements exceed the four lines, we will condense them, or charge extra, as the sender chooses. No discount from these rates to any one.

52-INCH RUDGE LIGHT ROADSTER, KIRKPATRICK saddle, Victor pedals; in perfect condition, having been run only 1,000 miles; best offer takes it. Address E., 432 Washington Street, Boston, Mass.

PONY STAR, 45 INCH, NEVER USED, BALLS to front wheel; cost $130; price $105. Also, 52-inch American Champion; cost $111.50; used one month; price $80. Also, 50-inch new Ideal for $50. J. F. LANNING, Richfield Springs, N. Y.

40-INCH FACILE SPECIAL, REACH OF 50 to 52-inch crank; good order; $55. 45 Saunder's Ave., W. Philadelphia, Pa.

FOR SALE. — 50-inch Standard Columbia, ball bearings, good as new; best offer over $60 takes it. A. C. PHILIPS, 200 East 4th Street, Wilmington, Del.

JUST RECEIVED — A superb line of Beeston Humber Crippers, everywhere acknowledged to be the finest tricycle manufactured. Send for catalogue and prices to the sole importer, L. H. JOHNSON, 401 Main St., Orange, N. J. A few good agents wanted in districts not represented.

AGENTS. — 1,000 nicely printed Dodgers free; sent with each Eureka Home Trainer, ordered C. O. D. or cash before Oct. 1887. They are the cheapest and most effective local cycle ads. extant. Sample Dodgers, etc., on application. M. A. WOODBURY, Bradford, Pa.

BICYCLES FOR SALE. — Bicycles and Tricyles — all kinds, descriptions, and prices — from $35.00 upwards. Call and examine, or send for list to RUDGE AGENCY, 158 Congress St., Boston, Mass.

FOR SALE to the one making the best offer, a Light Roadster, Am. Sansparell, 54-inch, in good condition; has not been used for the past two seasons; price when new, $125.00. Also, have as bargains for some one, a Light Roadster Rudge, 54-inch, 1886 pattern, in fair condition. A Light Roadster Rudge, 50-inch, new; and a 55-inch Yale in good condition. If you want a machine, make an offer. JOHN J. VAN NORT, Scranton, Pa.

CHEAPEST AND BEST Second-hand Wheels in the market. Send for list. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

FOR SALE. — A 50-inch Victor Light Roadster, nickelled, except spokes and rim; in perfect condition, and not been ridden 100 miles; virtually new; cost, $140; will sell for $115. WM. TAYLOR, Topeka, Kan.

FOR SALE. — A 53-inch Columbia Light Roadster, enamel finish, 1886 pattern, elegant condition; hardly a scratch. Price, $100; including cyclometer, Hub lamp, anti-header, and two Acme stands. 1803 5th Avenue, Moline, Ill.

WANTED. — A Tandem or Sociable, regardless of make or previous condition of servitude; must be cheap; give full description; make, bearings, tires, saddles, finish, etc. Box 8, Cottage City, Mass.

LARGE STOCK OF SECOND-HAND BICYCLES, all sizes, always on hand, at extraordinary bargains; sole Brooklyn agents for Columbia cycles; wheels sold on instalments. BROOKLYN BICYCLE COMPANY, 161 Clymer Street, Brooklyn, N. Y.

FOR SALE. A 52-inch Rudge Light Roadster. Ball pedals, in perfect condition. Price $90.00. Apply to Rudge Agency, 152 Congress St., Boston.

FOR SALE. Two Rudge Humber Tandems, suitable for 52 and 54-inch respectively. Ball pedals, latest pattern, in good order. For particulars, apply at the Rudge Agency, 152 Congress St., City.

REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels.

SEND FOR CATALOGUE OF OUR WHEELS.

MURRAY'S

100 Sudbury St., Boston, Mass.

THE FAMOUS CUSTOM MADE

PLYMOUTH ROCK $3 PANTS.

(Coats and Vests cut to order at proportionate prices.)



DO YOU WEAR **PANTS**

If you do, you may save lots of money, and at same time get a good fit, by sending 6c. (and mentioning this paper) for a full line of samples of cloth, linen tape-measure and self-measurement blanks, with full particulars. *Satisfaction guaranteed.*

PLYMOUTH ROCK PANTS CO.,
18 Summer Street, Boston.

THE NEW PATTERN

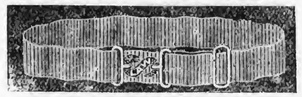
Butcher Cyclometer!

NOW READY.

The most Accurate, the Easiest to Read from the Saddle, and the BEST WORKMANSHIP ever put into a Cyclometer. Hub Cyclometer (Pat. Feb. 15, 1887), $10. Spoke Cyclometer (Pat. Nov. 30, 1886), $5. Either Cyclometer sent Post-Paid on receipt of Price.

BUTCHER CYCLOMETER CO.

6 and 8 Berkeley Street, BOSTON, MASS.



L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1.00.

Members who may desire the old style of outfittings can be supplied at the following low prices: *Cap* or *Helmet*, $1.50 each; *Shirt*, $2.25; *Hose*, $1.10.

L. A. W. *Seersucker Norfolk Coats*, $3.00 each, reduced from $5.00. The lightest and best summer riding coat made.

Ira Perego

128 & 130 Fulton Street and 87 Nassau Street,
NEW YORK.

Send 2-cent stamp for our new 52-page illustrated catalogue.

THE

Genuine Royal Mail

Bicycles and Tricycles

THE BEST IN THE WORLD.

I have just received a large consignment of new machines, with all 1887 improvements. Either call and examine them, or send for Catalog to

HENRY C. SQUIRES,

Sole Agent for United States,

No. 178 BROADWAY, N. Y.



We make a specialty in

SECOND-HAND BI TRI CYCLES.

Have large stock, many as good as new. Enclose stamp for List.

PRICES LOW.

SOLE AGENTS
For New York for the celebrated New Rapids, Quadrant and Sparkbrook Cycles.

New York Bicycle Co,

38 PARK PLACE, NEW YORK.
HARLEM BRANCH, 124th ST. and 7th AVE.
Send for Circulars.

Second-Hand Machines

TAKEN IN EXCHANGE

For New Rapid, Quadrant, Sparkbrook, Victors, Star, New Mail, Facile, Rover, Humbers, or any other machines made.

CORRESPONDENCE SOLICITED.

ONE OF THE LATEST

* NOVELTIES *

ANOTHER OF THE LATEST



The latest and one of the most desirable articles of dress ever offered to Cyclers, is the

New Holmes High Stocking,

combining both stocking and supporter. The thigh part is of fine, soft material. Cool and comfortable, and so knit as to hold stocking in place, at the same time relieves any drawing or pressure so objectionable in most other Supporters. We have sole control of this stocking. Price, post-paid, $2.25.

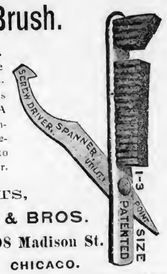
A. G. SPALDING & BROS.

241 Broadway, 241, NEW YORK. | 108 Madison Street, CHICAGO.

Cycle Tool Brush.

Indispensable to Wheelmen.

Until this article was put on the market, it has been difficult to properly clean around the bearings, pedals and other intricate parts of a Cycle. A moment's use of this brush will entirely remove all dirt and dust, thereby preventing grit from working into the bearings. Saves time and labor.



SOLE AGENTS,

A. G. SPALDING & BROS.

241 Broadway, NEW YORK. | 108 Madison St. CHICAGO.

WILLIAMSPORT RACES.

1. 1-mile Novice, wheels not less than 30 lbs.
2. ¼-mile Dash, 1st Heat. Open.
3. ½-mile Club Championship.
4. 2-mile 6.45 Class.
5. ¼-mile Dash, 2d Heat.
6. ½-mile L. A. W. Championship.

Home Trainer. Pair Sleeve Buttons. Gold Medal. Gold Medal. Gold Medal. English Bicycle Shoes. Three Medals.

7. 2-mile Lap Race. Open.
8. 1-mile 2:50 Class.
9. 2-mile Pennsylvania State Championship.
10. 1-mile Team Race. Open.
11. ¼-mile Dash, 3d Heat.
12. 2-mile Handicap. Open.
13. 1-mile Open.
14. 1-mile Consolation.

Diamond Scarf Pin. Silver-headed Cane. Diamond Stud. Gold Medal. Gold Medal. Clock for Club. Gold-headed Cane. Travelling Bag. Opera Glass. Silver Match Safe. Silk Umbrella. Shaving Set.

FANCY RIDING.

All entries to close the 25th of August, except one half mile L. A. W. Championship, which must close the 20th of August.

Entries to JOSEPH RHOADES, Williamsport, Pa.

RACES TO TAKE PLACE AUGUST 27, AT OLD OAKS PARK, WILLIAMSPORT, PA.

CONNECTICUT DIVISION — 3.

East Hartford Wheel Club.
16259 Pilling, R. L., East Hartford.
Unattached.
16260 McKinney, J. M., 15 Liberty St., Hartford.
16261 Stevens, Alonzo H., Clinton.

DISTRICT OF COLUMBIA DIVISION — 2.

Washington Cycle Club. Washington.
16308 Howser, C. L., 921 B St., S. W., "
16309 Jewell, Wm. D., 15 E St., N. W., "

ILLINOIS DIVISION. — 11.

Chicago Bi. Club. Chicago.
16334 Fiske, Geo. F., 211 Opera House block, "
Illinois Cycling Club.
16337 Heninger, G. D., 125 W. Ohio St., "
16338 Higgins, W. G., 183 N. Curtis St., "
16339 Kaestner, A., 669 W. Monroe St., "
16340 O'connell, Rome, 110 W. Washington St., "
16341 Whitlock, W. G., 444 Washington Boul'd, "
16342 Youman, A. E., 228 N. Franklin, "
Unattached.
16335 Hibben, H. K., Michael Reis Hospital, "
16336 Schmidt, Louis, 1828 Wabash Ave., "
16279 Duer, John, Jacksonville.
16280 Johnson, E. W., "

KANSAS DIVISION — 2.

Unattached. McPherson.
16343 Cary, R. D., "
16326 Shoenhut, G. W., "

LOUISIANA DIVISION — 4.

New Orleans Bi. Club.
16344 Miller, G. A., 236 Phillip St., New Orleans.
Unattached.
16262 Albertson, B. F., 333 St. Charles Ave., "
16315 Fourneir, E. P., 36 Carondelet St., "
16263 Hodgson, D. B., 333 St. Charles Ave., "

MASSACHUSETTS DIVISION — 8.

Hyde Park Ramblers.
16310 Waddell, G. F., Central Ave., Hyde Park.
Unattached.
16312 Palmer, Harry R., 19 Allston St., Boston.
16265 Wilde, J. L., Bradford.
16264 Hollis, Wm. H., 284 Washington Ave., Chelsea.
16311 Ashman, W. H., 11 Hall St., North Adams.
16347 Blake, H. E., "
16346 Blake, F. N., "
16348 Snow, Edwin B., 16 Main St., Westboro.

MICHIGAN DIVISION — 6.

Detroit Bi. Club.
16327 Asp, C. A., care of Hudson & Simington, Detroit.
16328 Barstow, G. M., care of *Tribune* Office. "
16329 Preston, E. D., 43 Bagg St., "
Dearborn Bi. Club.
16350 Ives, Louis, Dearborn.
Jackson Bi. Club.
16281 Galster, Edw., 302 Clinton St., Jackson.
Unattached.
16349 Haigh, C. F., 73 W. Eliz St., Detroit.

MISSOURI DIVISION — 2.

Joplin Bi. Club.
16282 Moats, E. O., Joplin.
Unattached.
16313 Hall, Eugene. E. C., Meacham Arms Co., St. Louis.

NEBRASKA DIVISION — 3.

Omaha Wheel Club.
16330 Cook, H. V., 1306 Farnham St., Omaha.
16331 McCormick, Harry T., care of Remington & McCormick, Omaha.
Unattached.
16332 Annable, E. W., care of Chief Q.-M. Dep't Platte, Omaha.

NEW JERSEY DIVISION — 12.

Camden Wheelmen. Camden.
16314 Bowen, W. S., 28 Hudson St., "
16315 Dobbins, Geo. D., 218 No. 6th St., "
16316 Pancoast, K., S. W. cor. 6th and Penn Sts., "
16317 Platt, Samuel C. Jr., 226 State St., "
16318 Reeves, C. L., 320 No. 4th St., "
Plainfield Tri. Club. Plainfield.
16266 Martin, Geo. C., Jr., "
16267 Opdyke, Ralph, "
16268 Raymond, G. E., "
Unattached.
16269 Baker, D. W., Jr., 57 South St., Newark.
16320 Sutphen, J. Kirk, Jr., 178 Brunswick St., "
16270 Day, J. E., 266 Whitton St., "
16319 Steelman, S. B., Millville.

NEW YORK DIVISION — 11.

Albany Wheelmen.
16271 Staley, Harmon A., 140 Hudson Ave., Albany.
Binghamton Wheel Club.
16272 Newton, Stanley, Binghamton.
Calumet Cycling Club.
16273 Koch, Christian, 389 So. 3d St., Brooklyn, E. D.
Geneva Bi. Club.
16274 Husted, Wm. S., Geneva.
Medina Bi. Club.
16283 Bird, William, Jeddo Niagara Co.
Unattached.
16284 Gardiner, Thomas Walter, Ischua.
16275 Lester, Chas. E., 60 East 110th St., New York.
16351 Mandell, F. H., Aurora.
16285 Perley, Chas. August, Franklinville.
16331 Powell, Benj. A., Hemptead.
16286 Van Wagener, Dr. D. B., Suffern.

OHIO DIVISION — 21.

Toledo Cycling Club. Toledo.
16282 Fisher, H. E., 350 Superior St., "
16288 Howell, W. A., 149 12th St., "
16289 Hubbard, G. G., 212 11th St., "
16290 Ketcham, L. S., Second National Bank, "
16291 McKinnon, J. A., 218 21st St., "
16292 Wason, W. B., care of Barlour & Starr. "
Unattached.
16293 Beardsley, Ed., Ottawa.
16294 Place, Chas. E., "
16295 Saunders, C. A., Cincinnati.
16301 Allsup, Fred James, 337 Walnut St., "
16302 Howells, Edward, 334 Richmond St., "
16221 Brewer, Paul C., Reading.
16303 Colter, W. U., Springfield.
16304 Cowdin, Art. W., Delphos.
16276 Helmkamp, Theo. J., Delphos.
16296 Gates, Harry M., Columbus.
16297 Mills, John, Jr., 176 Superior St., Cleveland.
16322 Nisewonger, O. W., Oran.
16298 Seaman, Levi N., W. Middleburg.
16299 Smith, V. M., Urbana.
16300 Woodworth, Fred, Plymouth.

PENNSYLVANIA DIVISION — 8.

Alert Bi. Club Hazleton.
16323 Gorman, Frank, "
16324 Thompson, D. W., "
Muncy Bi. Club.
16305 Larzelere, L. J., Muncy.
Unattached.
16325 Fullaway, W. L., 1821 N. 21st St., Philadelphia.
16278 Williams, DeWitt C., 1637 Venango St., "
16306 Englert, T. A., 1224 Carson St., Pittsburgh.
16277 Helfrich, Wm. S., 243 No. 9th St., Allentown.
16352 Leonard, Robert P., White Haven.

VIRGINIA DIVISION — 1.

Unattached.
16353 Atkinson, Geo. W., Berryville.

WEST VIRGINIA DIVISION — 1.

Unattached.
16307 Ruffner, D. L., Jr., Charlestown.

WISCONSIN DIVISION — 1.

Racine Bi. Club.
16354 Hart, M. B., Racine.

ERRATUM. — In application list 97, published July 29, for J. W. Munn, Mobile, Ala., read "J. M. Hudson," Mobile, Ala.

SOME OF THE TRADE

Delight in informing their friends that we do not sell any wheels to speak of, that the demand for them is very light in wheeling centres, where bicycle riders are posted.

WE APPEND HEREWITH

A few letters from some of our agents who had given up a well-known line of wheels rather than ours.

LOUISVILLE, KY., April 18, 1887.

Dear Sirs: — We have sold twenty-five Champions so far — twenty-one in the city, the balance outside, which is double the number of fine wheels ever sold in Louisville by both the agencies put together in a year, and I think we will sell not far from one hundred Champions this season. It has not been hard work to sell them, they sell themselves. If an old —— rider is skeptical, he is the man I want to get hold of, and let him first try an —— and then a Champion. In this way we have mounted seven prominent riders on full nickelled Champions. Of course, this has had an effect no choice of wheels for beginners, which we intend to keep up. In fact, the machine has the most good talking and taking points of any machine I ever saw. For instance, you can grasp the large wheel and backbone of an —— just above the step — it is not very hard work to bring the wheel and backbone together. Now try the Champion, and you will find that it don't go together worth a cent; and as the backbones on both wheels are nearly the same one must give in the head and the other doesn't. I have ridden my own mount (a Champion, of course) over 500 miles this season, and have given it a pretty thorough test on rough roads, and I certainly would not exchange it for anything in the wheel line I ever saw. I rode it April 3d (after the snowstorm), eighty miles, from Harrodsburg to Louisville in ten hours, with six inches of mud for forty miles, and not anything loosened but a spoke. I'll not say anything more about the Champions, now; you may think I'm trying to sell you one. Our successor has sold one —— so far.

HERE'S ANOTHER.

The New Orleans agent, by far the largest cycle dealer in the extreme South, says:

NEW ORLEANS, LA., April 21, 1887.

Gentlemen: — Your favor of the 15th inst., asking for a candid expression of opinion as regards the American Champion Bicycle, manufactured by Gormully & Jeffery Manufacturing Co., has been received. In reply, I would say that in all my experience I have not found a wheel that gives such entire satisfaction and sells as readily as the "Champion." I have sold it since first introduced, and in this State it outnumbers other makes of high grade wheels about seven to one. It has proved a durable, easy running wheel, and its reputation here is fully established. You can recommend it to your customers with the utmost confidence. I could send you any number of direct testimonials, but infer you are writing for what is called a "condensed" experience.

AND STILL ANOTHER.

The Cincinnati agency is equally enthusiastic. Any one who has seen the four-horse teams of Cincinnati will understand the reference to the roads in the following.

CINCINNATI, O., April 10, 1887.

Dear Sirs: — We are in receipt of yours asking information regarding the Gormully & Jeffery goods. We feel that we cannot say too much as to the good merits of their machines. We have handled the "Ideal" for four years, and the "American Champion" from its first appearance last season. In every instance they have given perfect satisfaction to the purchaser. The American Champion, for ease of running, rigidity, and general durability, is not excelled by any wheel. The American Challenge is a good staunch roadster at a moderate cost, that has proven itself by actual usage on our roads (and worse could not be found in our immediate vicinity), to be a thoroughly reliable machine, answering all the requirements of a good all 'round bicycle at a moderate cost. The Ideal is, beyond a doubt, the best boy's wheel ever produced. The success of the wheel has been phenom[enal] about Cincinnati, and it is certainly well earned. It affords us great pleasu[re] to offer these machines to the public, knowing that for thorough workmanship, reliable construction, and good quality of material employed in their manufacture, they are all that is claimed for them and sure to give satisfaction. We congratulate you on having added these wheels to your list, and wish you every success that they are bound to bring you.

There are plenty more to follow. In fact, we are prepared to satisfy an extraordinarily keen appetite for reflection. Catalog on application.

GORMULLY & JEFFERY MFG. CO.

CHICAGO - - - - ILLINOIS.

Largest Manufacturers of Cycles and Sundries in America.

THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN — A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA: PUBLISHED WEEKLY:

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, AUGUST 26, 1887. | VOL. V. No. 8. WHOLE NUMBER, 113.

SOME COLUMBIAS

SPRINGFIELD, JULY 4, 1887.

RACES.	WINNERS.	MACHINES RIDDEN.
One-mile, novice	H. B. Arnold	Columbia Light Roadster.
One-mile, for boys	Geo. McClelland	Victor.
One-mile, 3.20 class	Geo. C. Dresser	Columbia Light Roadster.
One-mile, handicap	E. A. DeBlois	Columbia Light Roadster.
One-mile, club	W. H. Jordan	Expert Columbia.
Special challenge Five-mile lap	H. B. Wordsworth	Victor.
One-mile, ride and run	Thomas Harvey	Columbia Light Roadster.
One-mile, open	E. A. DeBlois	Columbia Light Roadster.
One-mile, consolation	D. P. Williams	Victor.

TEAM RACE.

E. A. DeBlois, Hartford, largest number of points; H. S. Hart, New Britain, next largest number of points; E. B. Smith, Springfield, next largest number of points.

ALL RODE COLUMBIAS.

ROSEVILLE, N. J., JULY 4, 1887.

RACES.	WINNERS.	MACHINES RIDDEN.
One-mile, L. A. W. Cham'p.	A. B. Rich	Columbia Racer.
Three-mile, lap	J. W. Powers, Jr.	Columbia Racer.
One-mile, Championship	A. W. Pierson	Columbia Light Roadster.
Union County Wheelmen, Three-mile, team	J. W. Powers	Columbia Racer.
One-mile, consolation	H. Powers	Columbia Racer.

Lynn, Mass., July 4, 1887.

3-mile amateur, 3-mile professional handicap, hour' mile handicap, 2-mile professional handicap, 2-mile amateur handicap, 1-mile run.

WON ON COLUMBIAS.

American Athletic Club,
NEW YORK.
Sat., June 25, 1887.
2-mile Handicap won on a
COLUMBIA LIGHT ROADSTER.

NEW CASTLE, PA., JULY 4, 1887.

9 out of 13 Events won on

COLUMBIAS.

CLEVELAND, AUG. 11-14, 1887.

One-Mile L. A. W. Amateur Championship for Bicycle and Tricycle.

TANDEM RACE.

One-Mile Professional Handicap. Fastest Mile ever ridden in a Tournament.

MADE ON COLUMBIAS.

THE CHICAGO HERALD.

TUESDAY, MAY 31, 1887.

RACING ON BICYCLES.

H. R. Winship wins the Chicago Wheelmen's Trophy.

The great bicycle race between nearly two score of the fleetest wheelmen of the Chicago clubs was run yesterday from the Leland Hotel to the plaza in front of the Florence Hotel in Pullman, a distance of sixteen and a half miles. The course was along Michigan Avenue.

* * * * * * *

STARTERS.	Actual Time.	Minutes' Start.	Position.
H. R. Winship	1:12:55	8½	1
C. H. Seig	1:6:45	11	2
W. J. Maas	1:17:3	14½	3
T. F. Palmer	1:7:51	9½	4
H. Mangle	1:10:23	11	5
W. M. Cook	1:8:55	8½	6
F. E. Spooner	1:11:43	14½	7
C. B. Pierce	1:7:30	6½	8
R. E. Schmidt	1:10:50	9½	9
H. L. Wheeler	1:15:32	14	10
Martin Bowbeen	1:8:55	6	11
F. T. Harmon	1:9:47	6½	12
T. M. Crennon	1:09:00	5	13
B. B. Ayres	1:11:7	6½	14
M. D. Wilber	1:10:43	6½	15
W. D. Buckley	1:14:00	9½	16
W. A. Davis	1:12:5	6½	17
Frank Riggs	1:16:23	10½	18
H. L. Fulton	1:18:20	11	19
R. A. Ehlert	1:8:30	*	20

*Scratch.

Position at finish.	MACHINE RIDDEN.
1	Columbia Light Roadster
2	Columbia Light Roadster
3	Columbia Light Roadster
4	Victor
5	Columbia Light Roadster
6	Star
7	Expert Columbia
8	Columbia Light Roadster
9	Columbia Light Roadster
10	Expert Columbia
11	Champion
12	Columbia Light Roadster
13	Columbia Light Roadster
14	Columbia Light Roadster
15	Columbia Light Roadster
16	Star
17	Star
18	Victor
19	Expert Columbia
20	Champion

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COLUMBIA BICYCLES and TRICYCLES.
Boston, New York, Chicago. Catalog sent Free.

BOSTON DAILY GLOBE.

Monday, June 27, 1887.

RHODE ISLAND WHEELMEN.

PROVIDENCE, R. I., June 26.— The R. I. Division, L. A. W., held a 25-mile road race yesterday for three medals. There were five starters, and M. Turner, of Warren, came in first, Time, 1 hour, 42 minutes, 5 seconds. L. A. Dawson, of Pawtucket, second; C. M. Morse, of Pawtucket, third, Turner rode a Columbia, Dawes a Star, and Morse a Rudge.

THE TWENTY-FIVE MILE ROAD RACE AT HARTFORD, CONN.

The race held at Hartford, June 9th, was one of the hardest ridden in this country: it was a genuine scorcher's race over the worst, heaviest, and muddiest roads, in a pelting rain storm. . . . The men mounted at 4.10 and were pushed off a minute later in the presence of a large crowd of wheelmen and spectators. . . . Considering the conditions, the time was creditable in the extreme. The race was a great one, and all the contestants showed elements of pluck and endurance that only those who knew the condition of the roads can realize.— *Bicycling World, June 17, 1887.*

L. A. Miller, 54-inch Columbia Light Roadster, first; Wm. Harding, 52-inch Columbia Light Roadster, second; E. A. DeBlois, 52-inch Columbia Light Roadster, third; F. L. Damery, 51-inch Columbia Light Roadster, fourth; Ludwig Forster, 54-inch Victor, fifth; S. J. Mills, 58-inch Expert Columbia, did not finish.

Kings County Wheelmen.
6th ANNUAL MEET,
SATURDAY, JUNE 25, 1887.
8 OUT OF 10 RACES WON ON COLUMBIAS, VIZ.:

1-mile novice, 2-mile handicap relay race, 1-2 mile boys', 1-mile championship, Ideran Club, 1-mile handicap, 5-mile State Championship, 1-mile consolation.

RUDGE RACERS.

As we have decided to discontinue the use of racing wheels as an advertisement, we wish to call your attention to the following novel and special sale of racing machines.

Below we give you the size and full description of racing wheels in stock, numbered in such a way that they can be easily ordered. We have made this list, showing the present selling price of the Racers, also the special price at which we offer them to close. In addition to this we propose to accept bids on any machine in the list, up to September 15th, which bids will be carefully recorded, and any wheels that have not been sold at the regular price, at that date, will be forwarded to the highest bidder.

To insure the genuineness of the bids, each bid must be accompanied by a check for $5.00, for which a receipt will be given, showing the number of the machine for which the bid has been made, and in case the machine has been sold, or has had a higher bidder, the money will be refunded September 15th.

The reputation of the Rudge Racer for strength, durability and speed, has earned for it the name of "King of the Path," and parties wishing a racing wheel, cannot do better than provide themselves by this sale. They are all in good order, fitted with racing saddle, spade handles, and racing rat-trap ball pedals.

						List Price.	Present Price.
No. 117.	One	53-inch	Rudge	Racer,	new, - - -	$140	$85
" 118.	"	53	"	"	shopworn - -	140	70
" 119.	"	54	"	"	new - - -	140	85
" 120.	"	54	"	"	shopworn - -	140	70
" 121.	"	55	"	"	new - - -	140	85
" 122.	"	55	"	"	shopworn - -	140	70
" 123.	"	56	"	"	new - - -	140	85
" 124.	"	56	"	"	shopworn - -	140	70
" 125.	"	56	"	"	Semi-Racer, shopworn	140	70
" 126.	"	57	"	"	Racer, new - - -	140	85
" 127.	"	57	"	"	" shopworn - -	140	70
" 128.	"	58	"	"	" " - -	140	70
" 129.	"	58	"	"	Semi-Racer, shopworn	140	70

MISCELLANEOUS.

No. 130. One 56-in. Rudge Humber Racer, (A DAISY) Ridden by Webber, shopworn, $80
" 131. " Rudge Racing Humber Tandem - - - $125 net.

IF YOU ARE THINKING OF GOING INTO RACING, LET US HEAR FROM YOU.

STODDARD, LOVERING & CO.

125 to 158 CONGRESS ST. - - - BOSTON, MASS.

THE BULLETIN
OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

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Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR's hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

OUR table of comparison this month is as follows: Applications published in the months of August of 1886 and 1887.

	1886.		1887.
August 6 . . .	85	August 5 . . .	116
" 13 . . .	58	" 12 . . .	79
" 20 . . .	111	" 19 . . .	107
" 27 . . .	78	" 26 . . .	100
	332		402
	1886.		1887.
June	338	. . . . .	515
July	446	. . . . .	602
August	332	. . . . .	402
	1,116		1,519

THERE is considerable indignation felt and expressed in New Jersey over the action of certain wheelmen who have made themselves obnoxious on the roads. A Camden paper publishes the remarks of a Burlington man on this subject, as follows:—

"One of these days some of the foreign bicycle riders that visit this county will get killed if they persist in their devil-may-care manner of riding on our roads, utterly regardless of the rights of others and in defiance of the laws of decency. There has been so much of this conduct of late that many persons have expressed their intention of taking the law into their own hands and giving some of the dude riders a clubbing. The law is said to give bicycle riders the same rights on the road that other vehicles possess, and since the former pay no toll and are used solely for pleasure, it would seem that they should give at least one half of the road to an approaching team, instead of crowding everybody off the road. A good many horses are timid about bicycles, and have to be carefully handled to avoid an upset or a runaway; but when a bicycle rider keeps right in the middle of the road, as many have done of late, it makes travelling pretty dangerous."

The above remarks have been resented by the local wheelmen, and replies have been sent to the journal which published them, in which the premises of the speaker have not been denied, but he has been condemned for his utterances. We wish to put ourselves on record with the Burlington man. If his premises are right, he has good cause to complain. Not all the road hogs drive horses, for many ride wheels. The League is pledged to secure equal rights for wheelmen on the road, but it expects its members to respect the rights of others. The League has a right to expect, also, that its members shall act the part of gentlemen, and to gracefully yield their rights on occasions when others may be seriously inconvenienced by granting all that, under the law, a wheelman may claim. We have no patience with a man who will force a heavily-loaded team to give him half the road, when he has ample room to pass. The League has had many a hard fight to secure rights for wheelmen, and it now looks as though, in certain sections of the country, it will have to deal with its own members to secure rights for horsemen. These remarks are not aimed at New Jersey alone. We have said that we were in sympathy with the Burlington man, if his premises are correct. It remains for the wheelmen thereabouts to show his statements unfounded. We have faith to believe that they can do so, but until they do this, the outside public and the better class of wheelmen will endorse all that the irate party from Burlington has said.

BOSTON wheelmen are very indignant over a paragraph in the St. Louis *Spectator*, which charges "conduct unbecoming a gentleman or even a decent man" upon some unknown member of their party while at Forest Park during the League Meet. The *Spectator* should furnish the name of the party or else apologize. The charge is false in every particular. The paper refers to Chief Consul Brewster for confirmation of its charge. We have a letter from the Chief Consul in which he denies in the most emphatic way that any member of the Boston delegation misbehaved; and he writes that the use of his name by the *Spectator* was wholly unauthorized.

AND now we shall have another international contest. It remains to be seen whether the American *Outing* will beat the English *Outing*. Capt. Stevens will do well if he can beat Capt. Harmsworth, better known as "Pendragon," of the English press.

PRESIDENT KIRKPATRICK is out with a circular to Chief Consuls of States, which calls for information regarding the laws relating to highways, their construction, maintenance, rights upon the same, sign-boards, legal decisions, etc. The President desires to ascertain just what the League will have to contend with in a general movement for road improvement, and wherein it will be assisted by existing laws. If the League can do anything in the direction of highway improvement it will be done, and done quickly.

VERY many clubs encourage riding by offering medals for the best mileage of the year and for the longest run. Would it not be a good idea for the League to offer a few medals for riding records. A medal awarded for the best American mileage would be a valuable possession, and would be worked for. This hint is for the benefit of officials.

RACE committees should not forget that we have a large number of professionals in the field seeking a chance to compete. In fact our fastest men are now professionals. We submit that it would be good policy to put a few professional events on the programme, for the fast men do very much to attract large audiences.

THE ROSEVILLE TOURNAMENT.

ON Saturday, August 20, a tournament was held at the Roseville track under the auspices of the New Jersey Cycling and Athletic Association. Notwithstanding the fact that the weather was dubious up to the hour of starting, there was an attendance of some 1,200 spectators, which enabled the managers to more than cover expenses, and should encourage them to further efforts in popularizing bicycle racing in the vicinity of New York. Indeed, already the announcement is made that the Orange Wanderers will probably hold a meeting the first week in September, and there is some serious talk of a tournament later in the fall, gotten up by the various bicycle dealers.

The track was in prime shape, and had there not been a strong wind down the back stretch, which slowed the time fully ten seconds to the mile, there would in all probability have been, if not a breaking, at least a crowding of the records. The management is to be congratulated on having secured such a high class of entries to the contests, which proves that, with the inducement of such a fine track, "the talent" needs no big bribe in the way of prizes to bring it to the scratch.

The audience, though there was a fair attendance of ladies, was in the main made up of representatives from the various clubs about New York, most of whom came in uniform and a-wheel.

The management was efficient, and there was no cause to complain of the track not being kept clear nor the races being run off on time. The absence of Rowe was of course regretted; but the performances of Whittaker, Crist, and the other flyers left nothing to be asked for in the way of exhibitions of speed.

One Mile Novice.—A. W. Snow, Newark, N. J., 1; R. E. Moss, Bloomfield, N. J., 2; E. P. Baggot, Jersey City, 3; T. H. Hall, Orange; B. A. Quinn, New York; A. M. Dwight, Baltimore; H. C. Stevenson, Hartford. A good race, won by a yard, with two yards separating second and third. Time, 3.11.

One Half Mile Amateur.—W. E. Crist, Washington, 1; C. A. Stenken, Jersey City, 2; J. F. Midgley, Worcester, 3; W. Lamb, Smithville; H. H. Schwartz, Reading; W. Harding, Hartford; H. J. Hall, Jr., Brooklyn; T. W. Roberts, Poughkeepsie; L. J. Kolb, Philadelphia. Crist won as he pleased by ten yards, though Stenken made a good fight, beating the Springfield Roadster man five yards. Time, 1.18 2-5.

One Mile Handicap, Bloomfield Cyclers.—W. Van Wagner, the scratch man, beat the rivals in 2.58.

Two Mile Amateur Handicap.—W. E. Crist, Washington (scratch), 1; H. B. Schwartz, Reading, Pa. (60 yds.), 2; T. H. White, New York (100 yds.), 3; J. F. Midgley, Worcester (40 yds.); Wm. Van Wagner, Burlington, N. J. (125 yds.); Wm. Harding Hartford (100 yds); T. W. Roberts, Poughkeepsie (100 yds.); L. J. Kolb, Philadelphia (100 yds.); Wm. Lahert, Smithville (30 yds.) Crist again won, hands down, by 25 yards. The field had a fine fight of it, Lamb beating White by a yard. Time, 5.42.

One mile professional handicap.—S. G. Whittaker, Chicago, (scratch) 1; W. F. Knapp, Denver, (50 yds.) 2; C. H. Frazier, Smithville, (25 yds.) 3; H. D. Cornish, Hartford, (100 yds.); A. A. McCurdy, Lynn, (25 yds.); The Gormully & Jeffrey pair were a little too good for the Star team, and the compromise machine man, Whittaker, did not have much to spare from Knapp. Time 2.41 4-5—a beat, considering the wind, not far from a record performance. Knowing ones who had watched the men in training, said that under favorable conditions "Whit" would have made the record weary, as he had run a lap in practice in 48 or at a 2.24 clip.

One mile tandem.—W. E. Crist, and H. J. Hull, Jr., caught E. D. Dayton and G. A. French, of Fairhaven, Conn., napping at a loafing pace, and got 50 yards ahead of them before they "came to," winning as they pleased in 3.17 1-5.

One mile handicap, amateur.—Wm. Harding, Hartford, (50 yds.) 1; C. A. Stenken, Jersey City, (scratch) 2; Wm. Lamb, Smithville, (10 yds.) 3; T. H. White, New York, (60 yds.); E. N. Collins, Westfield, N. J. (100 yds.); J. W. Whitson, Flushing, L. I., (100 yds.); H. B. Schwartz, Reading, Pa. (25 yds.); T. W. Roberts, Poughkeepsie, (50 yds.) This was a beautiful race, as fine a one as was ever run on any track. After two laps, a blanket would have covered the field. The three leaders dashed over the line abreast, and it required the judges to place them as above. Time, 2.49 2-5.

Two mile handicap, Passaic County wheelmen.—D. W. Romaine, (scratch) 1; C. Blizard, (200 yds.) 2;

W. Abbott, Jr., (20 yds.); R. H. Blake, (40 yds.); Fred Shuit, (50 yds.); Bud Spinner, (120 yds.); G. Wrystaed, (200 yds.); James Chase, (250 yds.); C. Blizard did not belie his name and swept the track like an unchained cold wave, until, in the last lap, Romaine passed him in his wild flight, and forced him to take second prize; time, 6.34 3-5. The rest, though badly beaten, struggled pluckily on to the finish.

One mile lap.— W. E. Crist, Washington, 1; H. J. Hall, Jr., Brooklyn, 2; L. J. Kolb, Philadelphia; Kolb gave up after a lap of it. The Kings County flyer spurted gallantly, but was overmatched by Crist, who won as he liked, in 3.01.

Two mile professional handicap.— S. G. Whittaker, Chicago, (Scratch) 1; W. F. Knapp, Denver, (100 yds.) 2; "Whit" had a hard chase, and took a mile and a half in which to catch the Denver man. The latter was game, and gave the Chicago champion all he wanted to do to beat him in 5.56 3-5.

One mile consolation.— W. Lamb, Smithville, 1; T. W. Roberts, Poughkeepsie, 2; T. H. White, New York; H. C. Stevenson, Hartford. The Smithville boy was a little too much for the rest; time, 2.55 2-5.

Dr. F. A. Kinch, of the Union County Wheelmen, filled the position of referee.

George Hendee was on hand, looking after the interest of the Springfield roadster men.

JER C.

August 22, 1887.

FROM A FEMININE POINT OF VIEW.

"YOU'RE just like all the women, for you can talk of nothing but dress." This came gruffly to me last year from a friendly critic who was not a little interested in the ladies' column, but who failed to find in discussions on dress the mental pabulum he was in search of. And yet the press must give what is demanded by readers. "What to wear?" is the problem that confronts every lady beginner, and it cannot be solved as the more fortunately circumstanced men unravel it, by a brief conference with the tailor, who is ordered to forthwith make certain garments after the prevailing style. Neither have the ladies a special committee appointed to design the style of apparel and make arrangements for its cheap production. I think my readers would be surprised to see the number of letters I get from ladies asking the important question, to them, of how to dress on the wheel. These are answered by personal letters, or sending a back number of the BULLETIN.

I HURRIED off to the country last week and bade adieu to cycles and cycling for a brief season, but there are mails which follow one even to the most remote places of the earth. My pursuer brought me a bundle of letters on the dress question which seem to call for a word from me, and so I beg the gentlemen will excuse me if I talk of nothing else this week. I promise to use back numbers for a long while to come. Those who have written me will find answers to their questions in what shall follow:

FOR the gown select some material medium in weight, and inconspicuous in color. I am wearing a light weight homespun cloth, and have found it very serviceable. I have seen a costume made from French flannel, and the wearer was loud in its praises. My friend Mrs. H——, of Wellington, claims to have found the one thing suitable for a tricycle dress. It is alpaca. She tells me that she has tried about everything and her verdict is given only after a very long experience with cloths. Her recommendation is well worth receiving and I give it to the ladies with my endorsement. I shall try alpaca when next I need a riding suit. It is very light and the dust does not adhere to it as it does to woolen, and besides a brush broom will easily remove all dust and mud that does fix itself upon the cloth.

HERE is what I said last spring regarding the skirt. I was criticised for this by my friend Violet Lorne, but I adhere to all that I then said: "The skirt should be without back drapery, and each one can suit her taste and pleasure about the front. A little drapery in front can do no harm in riding, and is of decided advantage in relieving the plainness of the skirt when one is away from the wheel; make the skirt of ordinary walking length in front, with a slope of three inches at the back."— BULLETIN, April 1.

MRS. H——, who recommends the alpaca, has her skirt made perfectly plain. This saves in weight, and on the wheel does not look badly. When she leaves the machine, she puts on a small overskirt which ties around the waist, and then she is ready to walk about or to enter a public dining hall without fear of attracting undue attention. The overskirt is carried in a satchel hung behind the tricycle.

WAIST and skirt should be of the same color. If you can get a good jersey to match the skirt you will have a comfortable garment, but if you want the costume alike throughout, make the waist of the loose blouse pattern, but do not belt it tight. If you want to avoid too great a degree of plainness make the waist with revers and vest front, always remembering that a dress will catch and hold dust in inverse ratio to its simplicity.

UNDERNEATH, wear flannel next to the skin, dispense with both crinoline and corsets and have but one skirt. Many riders use no skirt at all.

THE ideal underdress approaches in style that of the gentlemen. I suppose the most comfortable garment is the woven combination, which reaches from the neck to wrist and ankles. This is the least clumsy method of being entirely clothed with flannel; there is absolutely nothing that can become disarranged; and it affords equal protection and warmth to all parts of the body. Holmes & Company, of Boston, are making undergarments for ladies, with a special view to their use on the tricycle. I am now wearing these, and I find them very comfortable. I will advise lady riders to use garments of this kind and to try the jersey knickerbockers if they do not care to adopt the entire combination garment.

FOR stockings, wear all-wool knitted or woven stockings. Holmes & Co. are now making for ladies the long stocking which ties around the waist. Do not wear cotton on the feet if you would avoid soreness and blisters.

THE headwear is a vexed question. Mrs. H—— writes: "An ordinary hat or bonnet is apt to give the wearer the look of a novice, while on the other hand a regulation jockey cap is too 'horsey;' but a cap of modified jockey shape, higher in the crown and broader visor, with a little feminine touch in the shape of a feather tip or bow, is both stylish and suitable for the purpose." Maud has been wearing a white tennis cap, and this she pronounces to be the true thing for head wear. I have been trying one of the white felt hats so generally worn at the seashore. I find it very light, and the rim can be knocked into almost any shape, so that it can be arranged to avoid taking the wind, or it can be made to furnish a grateful shade to the eyes.

ON the hands wear the light silk gloves. Cut off the fingers down to the second knuckle. Other writers will advise dogskin or kid gloves. I will say, "Don't." They are too warm, and soon get wet with perspiration, and then they become hard and uncomfortable.

DO not go out for a long ride without an extra wrap. You will need it when you stop.

WEAR a shoe. Have it made light and easy fitting. The gentleman's shoe which opens down to the toes and laces is the most comfortable of all riding shoes. By no means wear a boot. You will find that it cramps the foot, and is unduly warm. The ankle needs no support in tricycle riding.

THAT I may make this letter as complete as possible, I will give the costume recommended by a committee of ladies appointed by the C. T. C. of England, to design and recommend a costume for ladies' use.

1. A pair of dark grey woollen or merino stockings.

2. A pair of loose knickerbockers, of the club cloth, fastened with elastic, or by a cloth strap and buckle, under the knee, to be suspended from the hips or the shoulders, at the option of the wearer; or

3. A pair of trousers cut loose to just below the knee, and thence tighter down to the foot; to be suspended from the hips or shoulders at the option of the wearer.

4. A plain skirt, of the club cloth, without kilting, and of sufficient fulness to admit of absolute freedom of movement without undue bulk.

5. A bodice or jacket, at option of wearer, cut either to fit the figure or of "Norfolk" shape, lined throughout (including sleeves) with the club flannel, and provided with an adjustable belt if so desired.

6. A helmet or hat of the club cloth, or of straw, with a special and registered ribbon, in any of the shapes that may be provided by the club from time to time.

7. A pair of soft "Tilbury'd" doeskin gloves.

I OBJECT to the cloth knickerbockers and the doe skin gloves. The jersey garments and the silk gloves are an improvement. Notice that the C. T. C. ladies wear a registered ribbon. Our ladies who wish to denote that they belong to the League can do so by wearing a lutestring ribbon of purple (the League color) in the buttonhole, or attached in some inconspicuous way to the hatband.

DAISIE.

QUAKERTOWN QUILLINGS.

THE Tioga Cycling Club, at a special meeting on the 16th of August, decided to give a "1,000 mile medal" to each member riding and reporting 1,000 miles or upwards in one year, whether or not he has also won any of the prizes offered for the other distances. Considerable opposition has all along been felt toward the award of a "last man's prize," or "Booby prize," and at this meeting it was decided to entirely do way with it.

Ex-Secretary Treasurer T. H. Wright, of the Division, has returned from his vacation, but has done little or no riding this year. Ex-Consul Jno. Wells is riding a great deal, and riding fast, too, so that those who meet him in the road race may expect to do some tall pushing if they mean to stay up with the procession. Kolb, of the University is reported as having a team from the South End Wheelmen in training for the event, and Suplee of the Pennsylvanias is also riding well. Kolb, however, may not be able to ride in the road race as he is the University's principal stand-by for the Inter-Collegiate races which come off about the same time as the road race, and he can't well train for both. Whitaker, of the University is away, but despite these straws in the opposite direction, the members of the University Athletic Club talk confidently of the good team they expect to have in the race. The Millville Bicycle Club, of New Jersey, has challenged the University to a team race on the track. The Milville team would be Pearson, Stevens, and Howell, and the University ought to be Kolb, Keen and Geary. The Milvillians will give a race meeting August 30, which ought to attract a number from Philadelphia.

The course for the Tioga Cup Race as laid out on the Lancaster Pike, really presents as fine a course as could be had anywhere nearer than Orange, N. J. It is precisely twenty miles in length, starting from Bryn Maur, coming east to a lane about two hundred yards below the City Line Road at Overbrook, then turning back, west to the deserted blacksmith shop, about one hundred yards west of the toll gate at Eagle, and then back to starting point. This avoids all the really dangerous places on the Pike and gives the riders the benefit of the best surfaced part of the road. But, oh ye gods! the hills!

The Tioga Club at a special meeting on the 16th voted to place the management and selection of their team in the hands of Geo. D. Gideon of that club.

PHACTO.

Outing will have an English edition. Arrangements have been made with Messrs. Carr & Co., of London, for the publication of an English edition of the magazine. Mr. Alfred C. Harmsworth, associate editor with Mr. Hillier of the *Bicycling News*, will be the editor of the magazine; and among the contributors are Dr. W. G. Grace, Mr. James Dalziel Dougall (author of the article on Shooting in the Encyclopædia Britannica), "Rockwell," General Marcy, Mr. Methven Brownlee, Dr. Darbishire, and many other well-known writers. The illustrations will be by R. H. and G. Moore, J. and G. Temple, Messrs. Cozzens, Burns, Cyril Hallward, Peter M'Nab, and others. The first number appears on Oct. 1. An Australian edition is also arranged for.

ST. LOUIS.

J. A. LEWIS, secretary-treasurer of the Missouri Division returned home from his European tour Wednesday. He was absent four months and nine days. Ab. is possibly the best liked cycler in St. Louis, and the boys are making him feel at home as rapidly as possible. Had they known of the exact date of his coming, a delegation would have gone to Indianapolis, and made the latter part of his journey particularly lively.

LEWIS visited nearly all the cycling haunts on the continent, and while in London was the protege of "The Welsher" (Lloyd), a prominent writer for *Sporting Life*. Lloyd had him in tow for two weeks, and the couple visited a number of events together on a tandem. The monster meet of the Blackheath Harriers at Catford Bridge eclipsed anything of its kind, a 100-yard sprint requiring seventeen heats to decide it. "At the office of *Wheeling*," said he, "I met McCandlish, Percy Low, and Harry Etherington —all the finest kind of fellows. Etherington is rather partial to swallow-tails and ultra-fashionable ways, but generally prominent cyclists over there will be found in wheeling costume. The editors of *Wheeling* are badly mashed on the *Wheelmen's Record* cartoons. They rank Darrow's work higher than Moore's, and the offices are decorated with the former's pictures. 'The Welsher' was much amused at my American style of talking, particularly the cycling terms. 'Road hog' is a term they are gradually adopting over there. On our tandem, the 'Welsher' and I rode out on the famous Ripley Road. I should say it greatly resembled our Manchester Pike. It is about as long—twenty-one miles from London to Ripley—with some moderately stiff grades and a fine macadam surface. One portion of it, called the Common, is smooth as a track for, say, a quarter of a mile, and is taken at a spurt. The road had not felt rain for two months, but I found it still good. It was noised about that I would accompany Lloyd, and members of the Ripley Road Club and others flocked out to see the American ride. I met the well-known Dr. Turner on the road. He is about thirty-five years old, and is conceded to be the best trike rider frequenting the Ripley, besides being an authority on cycling matters generally. Lloyd and I gave him a brush, and he passed us after quite a run by spurting. I also ran across Lacy Hillier, and found him meek as a lamb. He said not a word against American times or ways, but seemed rather inclined to come over and have a look at us. He doubts if he can do so, however. We met two Connecticut gentlemen on the Ripley Road—Mr. Hulbert and a companion who was mounted on a Star. You should have seen the Englishmen stare at that Star. I found excellent roads in France and Germany, while those of Austria and Italy were fair. At Vienna I met our exchief consul, now Dr. Senseney. A League meet programme was fixed to his office wall. Senseney has been trying to explain the workings of the Star to the Viennese cyclists, but they won't catch on. At Interlaken, Switzerland, we discovered two wheels, an English one, and the other built by the owner. We rented them, and spent two days riding along the road, which is cut under the mountains on one side of the lake—a sort of tunnel—and back on the other side. And still we grew homesick."

THE *Spectator* and *Bi. World* are having a soul harrowing argument over Boston salt air, and are getting sadly excited about the matter. The *World* calls the *Spectator* man an addle-brained youth, and the latter reciprocated to-day by devoting nearly a column to the windy subject; and even the Boston contingent to the Meet is now drawn into the dizzy whirlpool of wrath. Gentlemen, I should like to bump your heads.

THE P. D., which always steers for the safe side, prints a squib which shows there is a little doubt as to the "general Club," which is proposed, being a success. E. A. Smith, however, is doing the best he can for the project. A meeting of interested cyclists was held on Thursday, and another will be called about the 1st proximo, when all the clubs interested will be represented. As St. John is favorable to the scheme, and as a splendidly located tract of ground seems available for the purpose, St. Louis may yet make the Manhattan Club look to its laurels as the banner athletic club.

IT is unfortunate that Missouri cyclists do not pay more attention to the matter of road reports. Mr. Wolzendorf, of St. Louis, recently made a circuit of the towns in the centre of the state, and afterward made a brief report for future use. Others might do likewise. Representative Stuart, of Kansas City, after vain efforts to get reports, now devotes two days of each week to riding over his district and reporting it.

A RECENT editorial, by the *Record*, commenting on Kirkpatrick's thorough business methods, is complimented here as being the "snappiest" we have seen for some time.

THE "Clarksville girls" have returned home. Every lady in the party gained several pounds in weight. At a reunion, held Friday night, reminiscence ran rife, and the "official journal" was read.

LETTER FROM BROOKLYN.

I AM in receipt of a letter from our worthy Chief Consul, in which he says:—

"I have just returned from Cooperstown, where I have been making arrangements for the annual meeting of the Division. While there, I took occasion to drive about the village, and over a number of the drives into the adjacent country. I do not think that we could have selected a better place for our meeting. One can enjoy the entire two days on his wheel.

"The scenery about Cooperstown and along the shores of the lake is certainly grand, and some of the drives are beyond description. The hotels are all of them good, and the proprietors seem anxious to make it pleasant for the wheelmen while there.

"Since visiting Cooperstown, I am more enthusiastic than ever, and I will guarantee that any one who attends this meeting will feel amply repaid for the time and trouble. The only thing that can mar the pleasure of the trip would be rain, but if we are favored with clear weather, the country will be at its best, and the roads excellent."

Quite right, Mr. B.; we all agree with you that Cooperstown is just the place, and we expect to be there, and also to have a jolly time. Parties are organizing in all the clubs in this quiet little town, and I think we will be heard from when the time comes.

I wonder if the boys have forgotten that, by recent act of the Legislature of this State, the coming first Monday in September is a legal holiday, known as "Labor Day." I hear of but one club that is making any preparations to celebrate the event, and that is the Brooklyns, who propose having a run and five-mile road-race, somewhere down Long Island.

Four members of the Huntington Club, Messrs. Scudder, Grumman, Irwin, and Lockwood, were in town Saturday, returning home from their week's tour up the Hudson. The Monday previous, they were escorted around the Oranges by Messrs. Hall and Barkman, of the Brooklyn Club, and left at Montclair, from whence they started Tuesday morning, wheeling up the beautiful Wanaque and Ramapo Valleys to Newburgh, at which place they crossed the Hudson, and continued up the east side of the river to Albany. This route is becoming a favorite with tourists of the present season, and it certainly has many advantages over the old and more direct river route. The start from New York may be made in two directions; either *via* Orange and Montclair, or *via* Tarrytown and Nyack to Suffern, where a junction is made with route from Orange.

The tourists express themselves as highly pleased with the many courtesies shown them while *en route*, particularly at Brooklyn, Poughkeepsie and Albany, and are only waiting an opportunity reciprocate. On Sunday last, at 8.30, a start was made for the home run to Huntington, accompanied by three members of the Brooklyn Club. The forty miles were covered by one o'clock, and at 3.30 the Brooklyn delegation started a-wheel for home. Daylight deserted them when in that "Wheelman's Paradise," East New York, compelling a two-mile walk in the dark amid its labyrinth of gullies, sand holes, and water jumps. When, at last, the Park way was reached, the three miles or so intervening were quickly covered, and the clubhouse reached at 8.30.

The riding between this city and Jamaica has never, within the recollection of the writer, been as a whole good, although I can recall frequent trips that have been accomplished without a dismount. Never has it been poorer than during the present season, and from frequent observation I can assert that it is growing worse daily. The direct cause of this is perhaps the recent extension of the city limits, and the consequent introduction of water and gas pipes, to say nothing of the increased building operations, all of which help tear up and litter the former good sidepaths. On what is known as the "combination" route there are at present but three unridable stretches, and around these a suitable path could be made with very little outlay. Why some united action has not been taken in this direction long is beyond comprehension.

THE members of the Brooklyn Bicycle Club recently subscribed $30 towards the Beecher Statue Fund. Mr. W. E. Fuller, as treasurer of the fund, sent in his check for that amount. The following day the local papers announced that W. E. Fuller had subscribed $20 to the Statue Fund. Fuller has consequently postponed his bugle rehearsals on the clubhouse roof, and is rusticating until the boys get cooled down.

BON.

August 22, 1887.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

ROAD RACING.

EDITOR BULLETIN:—Note the talk of a *path* across New Jersey, and the opposition of residents. We have not yet obtained universally our rights on the road. Let wheelmen, through the League and otherwise, favor a great highway for all carriages *including* cycles. This would enlist support deservedly, and be working for what must come, even if not in this generation. And again, the League rightly discountenances road racing. Let racing be done on the racing path only. The roads for travel. The "path" for racing.

No. 190.

THE ROAD TO ORKNEY SPRINGS.

EDITOR BULLETIN: On the 8th inst. Rev. S. Stall, of Lancaster, Pa., Guyon H. Buehler, of Gettysburg, Pa., and Wm. L. Seabrook, of Westminster, Md., started from Gettysburg for a weeks' tour to Staunton, Va., and return. This route has been so often described that I do not wish to trespass upon your space with any account of our ride. This communication is written with the desire of protecting members of the L. A. W., who may go up the valley, from the gross deception which was practised upon us. At Woodstock we met a man, who advised a visit to Orkney Springs, even though it were necessary to abandon the Staunton trip by going. He represented the road to Orkney as a graded road, slate bed, smooth and hard, easy grades, all ridable, through shady woods and orchards; and further said, that a wheelman boarding at the Springs had made the wonderful record of fifty-eight minutes for the thirteen miles from Orkney to Mt. Jackson. Reaching Mt. Jackson for breakfast on the morning of the 10th, we again heard of the record of the ride from Orkney in fifty-eight minutes, and were told the young man's time was taken when he left the hotel, and that he telegraphed his arrival as soon as he reached Mt. Jackson. Knowing that with such a road as described, it would be easy to visit Orkney and return the same day, we started up the grade. Instead of a hard slate bed, the road is a common dirt road, with many grades up and down, which were so rough, steep and rocky as to be absolutely unridable. Of the thirteen miles we were compelled to walk at least seven. We were on the road over three hours, and were so much exhausted by the walk through the sun, for there was very little shade, that we were compelled to remain at the Springs over night. We found that the man who was said to have made the fifty-eight minute record is at the hotel, a member of the band there employed; that the party who first suggested Orkney, and told us of the beautiful road and the quick time that had been made over it, is the brother-in-law of the proprietor of the hotel, and were convinced that the record had been fixed up as a means of enticing wheelmen to the Springs. In conversation with the fast man, we found that he had walked part of the distance, and admitted that it took him eleven minutes to walk a grade about one mile long, thus reducing the distance ridden to twelve miles, and his time to forty-seven minutes. He further admitted that he was compelled to walk up the Mt. Clifton grade, which must have taken at least three minutes, bringing down his time to about forty-four minutes for nearly twelve miles. This man is from Washington, and a member of the League. With the road at its best, by reckless riding, the distance from Orkney to Mt.

$1,000 IN PRIZES.

GRAND BICYCLE TOURNAMENT,

HARTFORD WHEEL CLUB,

At Charter Oak Park, Hartford, Wednesday, September 7, 1887.

LIST OF RACES AND PRIZES.

1. **ONE-MILE NOVICE.** First prize, Gold Medal; second prize, Silver Medal.
2. **ONE-MILE HARTFORD WHEEL CLUB HANDICAP.** First prize, Engraved Silver Cup; second prize, Silk Umbrella.
3. **ONE-MILE AMATEUR STATE CHAMPIONSHIP.** First prize, Gold Medal; second prize, Silver Medal.
4. **ONE-MILE PROFESSIONAL HANDICAP.** First prize, Forty Dollars; second prize, Twenty-five Dollars; third prize, Ten Dollars.
5. **ONE-MILE AMATEUR, OPEN.** First prize, Diamond Scarf Pin; second Prize, Alligator Travelling Bag.
6. **ONE-MILE AMATEUR, 3-MINUTE CLASS.** First prize, Smith & Wesson Revolver in case; second prize, Ornamental Table.
7. **FIVE-MILE AMATEUR, LAP.** First prize, Columbia Light Roadster Bicycle; second prize, Pair Field Glasses; third prize, Silk Umbrella.
8. **ONE-MILE PROFESSIONAL, CHAMPIONSHIP OF AMERICA.** First prize, Forty Dollars and Gold Medal; second prize, Twenty-five Dollars; third prize, Ten Dollars.
9. **ONE-MILE AMATEUR HANDICAP.** First prize, Victor Safety Bicycle; second prize, Colt's Rifle.
10. **ONE-MILE TEAM RACE, 3 MEN.** First prize, Valuable Picture; second prize, Engraving.
11. **CONSOLATION RACE.** First prize, Elegant Lamp; second prize, King of the Road Lantern; third prize, Silver Butter Dish.

L. A. W. Rules to govern. Entries close September 3. Entrance Fee, One Dollar in Each Event. Send for Entry Blanks.

H. H. SMITH - DRAWER C, - Hartford, Conn.

SECOND ANNUAL

RACE MEETING

OF THE

Rhode Island Div., L. A. W.

AT NARRAGANSETT PARK, CRANSTON, R. I.

Tuesday, September 20.

(OPENING DAY OF STATE FAIR.)

$350.00 IN PRIZES!!

THE EVENTS.

1. 1-4 Mile Dash (Prof.), 1st heat.
2. 1-Mile, Novice.
3. 1-Mile, Tandem.
4. 1-Mile Open, Amateur.
5. 1-4 Mile Dash (Prof.), 2d heat.
6. -Mile, R. I. Division Championship.
7. 1-Mile, Professional.
8. 2-Mile Open, Amateur.
9. 1-4 Mile Dash (Prof.), final heat.
10. 1-Mile, Star.
11. 3-Mile Lap (Professional.)

RACES CALLED AT 1.30 O'CLOCK P. M.

Two prizes in each event, with exception of third and sixth. A third prize will be given where there are six or more entries, and a second prize in Tandem Race for three or more entries.

The Narragansett Park track is a renowned 1 mile trotting course, and, with exception of those specially laid, is the best bicycle track in the country. Division races precede all horse events, and track will be in prime condition. Park is four miles from Providence, by macadam road, and is also accessible by frequently running steam and horse cars.

Entries close, Wednesday, September 14. Entrance Fee for each event, $1.00. Address entries and all communications to

GEORCE R. McAUSLAN,

Chairman Racing Board, R. I. Division,

No. 8 Elmwood Avenue, Providence, R. I.

NORTH ATTLEBORO BICYCLE RACES

September 16, 1887,

AT THE

SEVENTEENTH ANNUAL EXHIBITION and FAIR

OF THE

Attleboro Agricultural Association,

UNDER MANAGEMENT OF

COLUMBIA BICYCLE CLUB.

PROGRAM.

1. 1 mile Novice. Two prizes.
2. 1-2 mile Open. Two prizes.
3. 2 miles Handicap. Three prizes.
4. 1 mile Club Handicap. Two prizes.
5. 1 mile Boys Handicap (under 16). Two prizes.
   1 mile Professional handicap. $100 to first, $50 to second, $25 to third. To insure the award of three prizes, there must be five starters.
6. 1-2 mile Handicap. Two prizes.
7. 1 mile 3.10 Class. Three prizes.
8. 1 4 mile Open. Two prizes.
9. 1 mile Handicap. Three prizes.
10. 1 mile Club Team (3 men each). One prize.

Races commence at 1 o'clock. Entries close Monday, September 12. Entrance fee for all excepting professionals, 50 cents; professionals, $1. Send for all particulars, entry blanks and list of prizes, to

T. E. BELL,

North Attleboro - - - Mass.

SECOND ANNUAL RACES of the ALBANY WHEELMEN

—AT—

Ridgefield Athletic Grounds,

Wednesday, September 21st, 1887.

1 mile Novice.
3 miles Handicap, open.
1-3 mile One-legged race, open.
1 mile, Star Wheels only.
5 miles, Championship, Albany and Rensselaer Counties.
1 mile Tricycle, open.
1 mile L. A. W., N. Y. State Championship, diamond medal.
1 mile Ride and Run, open.
2 miles Club Handicap.
1 mile Race for Boys.
1 mile Consolation.

Entries close, to HENRY GALLIEN, Chairman Committee, Saturday, September 17th. Fees:—State Championship, $1, other events, 50 cents.

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ATHLETIC GOODS

In all the popular styles of the season.

Bicycle Outfits in Jerseys, Jackets, Tights, Pants. Stockings and Caps to match.

Full Body Tights in Plain and Ribbed Jersey Cloth, with Plain and Fly Fronts, re-enforced, and pockets.

POLO and TENNIS OUTFITS,

With Caps to match.

L. A. W. JERSEY UNIFORMS,

Very stylish, with Knee Pants, Stockings and Caps. These garments we also make in English Navys, and Blacks, and Colors.

The **Cloth** for all of our suits we manufacture ourselves, and it is unsurpassed for quality and durability.

Many novelties in Toboggan and Sporting Goods, in Plain, Striped and Figured Guernseys. Toques and Sashes for ladies and gentlemen.

We are prepared to execute any orders from the trade or clubs at very reasonable prices. Correspondence solicited.

Jackson might be made in one hour and forty-five minutes. It took us nearly three hours to go over it, although we are not green riders, as evidenced by the fact that we rode from Woodstock to Martinsburg, fifty-three miles, in five and a half hours.

5,101.

HARTFORD RACES.

ONE of the principal cycle tournaments of this fall will be that at Charter Oak Park, Hartford, on Sept. 7, under the auspices of the Hartford Wheel Club. The programme of events will be as follows:

One-mile novice.
Hartford Wheel Club, one-mile handicap.
One-mile professional handicap.
One-mile amateur, open.
One-mile amateur, three-minute class.
Five-mile amateur, lap race.
One-mile amateur, State championship.
One-mile professional, championship of America.
One-mile amateur handicap.
One-mile amateur team race.
One-mile amateur consolation.

The races with the exception of the handicaps, will all have a time limit. There are but two professional races, but these will be real contests, and probably show great speed. Rowe and all the fastest professionals are to enter. For the amateur open races all the fastest amateurs of the country are to enter, most of them having already informed the managers of the tournament of their intention.

The entries, one dollar each, close with H. H. Smith, secretary of the racing board, drawer C, Hartford, on Sept. 3. The prizes aggregate one thousand dollars, of which one hundred and fifty dollars is hung up for the two professional races.

MACADAM ROADS

HOW TO MAKE AND KEEP THEM.

Compiled by L. H. Porter, of the Orange Wanderers, with a view to publication in convenient form for general circulation.

MACADAM'S SYSTEM.

McADAM'S plan was to thoroughly drain the road bed; properly shape it, sloping it each way from the centre, so as to discharge water, and not crowning it by a greater thickness of stone in the middle.

On this bed is placed, on a dry day, a coating of *three* inches of clean broken stone. A roller is then used, or traffic allowed upon it, until well packed. If traffic is admitted, men must be on hand to rake in all ruts as soon as formed. The second coating of three inches is added at a wet time, as moisture helps the consolidation. This coating is treated as before, and a third coating is then added, and finally a fourth, if necessary.

The stone is to be clean, nothing being laid on for so-called "binding." Clean, broken stone will combine by its own angles into a solid surface.

A heavy roller will help the consolidation. One made of a hollow cylinder, with several chambers, which can be filled with sand, and so increase its weight as the road becomes packed, is most excellent.

A road just completed requires careful attention for some time, and all ruts and ridges must be removed as soon as formed, until the materials become thoroughly consolidated.

All the stone used must be small enough to pass through a ring two inches in diameter.

TELFORD'S SYSTEM.

Telford's plan differed somewhat from McAdam's, and was as follows:—

He prepared a level bed, and set in it a layer of medium-sized stones. These rested on their broadest edges, and lay lengthwise across the road. They were to be seven inches high in the centre, and to slope off to three inches at the sides. The interstices were to be firmly packed by a light hammer by hand with stone chips.

Four inches of small broken stone, like McAdam's, were then to be put on, and be worked in by traffic, care being taken to keep men removing ruts, and to keep the surface smooth. Then, a final coating of two inches of the same stone was to be put on and treated in the same way. Care, however, was to be exercised not to make these last coatings as thick at the edges as in the centre, so that the final convexity of the road would be six inches. The whole was to be covered with an inch and a half of clean gravel.

Neither one of these systems is literally followed in this country, but the principal features of Telford's are generally adopted.

KEEP, OR REPAIR OF THE ROAD.

A ROAD which is kept in proper condition by means of constant little attentions seldom requires elaborate repairs; but this system is almost never followed. The almost universal method is to leave a road alone until the surface is covered with holes and ruts, and then cover it for a long distance with several inches of stone, coated with earth.

To *keep* roads in repair requires a permanent corps of men, working under competent orders. One man can keep in repair from three to four miles of well made and well drained road. The roads once being in good shape, it is the duty of this corps to keep them so. To accomplish this, it is necessary:—

I. To have in progress a daily removal of the dust, mud, and other wear and accumulations from the surface. This can be best done by means of wooden hoes and birch brooms.

II. The application of new materials, which must be kept in depots, not far apart, so that they can be conveniently brought to any required spot in wheelbarrows. They will unite most readily when applied after a rain. This division of the subject will now be examined more in detail.

The proper system of repair is this:

I. Put down where wanted, and not elsewhere, hard stones broken as nearly as possible to an even size of *one and a half inches in the largest dimensions.*

II. Mix no earth or sand with them, but let them be worked in by pressure, so that they *fit together by their own angles* into a solid mass, like the pieces of a puzzle or mosaic.

McAdam always attached the greatest importance to the small size of stones which he used, and made his surveyors use a two-inch iron ring, with which to try the largest stones in a heap, to see that they would go through the ring in any direction, so that the largest stones in a heap would be less than two inches in their greatest dimensions. He also made the stone-breakers test the size of the stones by putting them into their mouths: any stone that would not go into a man's mouth, or would not go through the two-inch ring every way, was to be broken again. All the authorities agree with McAdam in recommending this small size of stone, and McAdam himself, though he allowed the use of a two-inch ring to save the expense of breaking the stone smaller, yet says, "*Every piece of stone put into a road, which exceeds an inch in any of its dimensions is mischievous.*" Telford agreed with McAdam as to the size of stones to be used for surface repair, however much he may have differed from him about the foundations of a new road.

The neglect of this principle is the main cause of the badness and costliness of most of the macadamized roads of the present day. Small stones, broken to the proper size, viz, one and a half inches in their largest dimensions, fit much tighter together, work in much quicker, make a much smoother road, and wear much better than the stones such as are usually put down.

It is easy to see that a large stone working in among smaller ones, will project and cause a roughness of the road, and also that the interstices between stones of one and a half inch will be less than between those of three or four inches. Stones of this large size, besides making a rough road and greatly increasing the labor of the horses, are very slow to work in, and either involve the expense of a steam roller, or remain on the surface, to the great annoyance of all who use the road. Moreover, *a cubic yard of stone broken to an inch and a half gauge will cover six or seven times as much surface of road as it would if only broken to four inches*; and as three-quarters of an inch of consolidated road is admitted to be as much as a highway usually loses in thickness in a year, even under heavy traffic, it is evident that to put down a greater thickness of stone is mere waste of material. All the authorities agree that the slight extra cost of breaking the stones to the proper size is repaid many times over by the amount of material saved, and by the superior smoothness and consequent reduction in the wear of the roads. Macadam roads are very frequently "repaired" by covering the surface with about an inch of screenings. This material is completely pulverized by the passing vehicles, and becomes, in a week or two, a fine powder, very disagreeable to ride over, easily removed by wind or rain, and of no value for repairs. The alleged object of "protecting the surface" is, of course, not secured.

McAdam's next point is that the stones are to unite by their own angles into a solid mass, and that no earth, screenings, or other so-called "binding material" should be mixed with them. Cohesion is the first thing to be aimed at in a road. *If the stones unite properly by their own angles*, the result will always be a smooth, economical road, with but little need of repair. The traffic will always provide more mud and dust than will be sufficient to cover the surface of the stones, and to fill up the very small interstices which will be left when they have been properly bound together. Yet there is no point on which greater wastefulness is exhibited in the repair of roads. Large sums are used in providing earth to throw over the newly-laid stones. The authorities seem to think that all this is necessary to "bind the stones together," ignoring the cardinal principle that the stones must unite by their own angles, and being unable to see that if earth is placed on a road it becomes muddy, or if screenings, then dusty; or to understand that the public does not desire to pay for either of these luxuries.

Stones are frequently laid down three or even four thick, and over the whole surface of the roads for hundreds of yards at a time, to the extreme discomfort of all travellers. And this is done where the roads, though full probably of holes, puddles, and ruts, have ample strength and thickness, and only need to have the surface rendered smooth. All that is needed in such a case is simply to fill up the ruts and puddles with properly broken stone, and if this be enough, it will obviously save a great deal of cost in material and labor, to say nothing of the great convenience to the users of the road in having fewer stones to go over. If the middle of the road really requires to be raised, *the puddles and ruts should still be filled up a week or two before the stone is spread over all the middle of the road*, otherwise the new stones will sink more quickly into the ruts and puddles than elsewhere, and the same holes will reappear just where they were before. Stones should never be laid down more than one deep, otherwise, they are much slower about working in, and great waste of material ensues from the grinding of one loose stone against another. Yet it is the rule rather than the exception to put down stones two or three deep. Three quarters of an inch of wear is quite as much as usually takes place in a year, even on a much-frequented road; the wastefulness, therefore, of putting down two or three inches of stone is self-evident; the annoyance to travellers is also extreme.

The proper drainage of roads is also of the greatest importance for their maintenance in good condition, and a road cannot be properly drained unless it preserves a smooth and slightly convex surface. Water should never be allowed to stand in ruts and puddles, and a road should always be patched up as soon as the puddle appears. "The stone in time saves nine" in road repairing as much as the proverbial stitch; but repairers usually wait till the state of things has become intolerable, and then spread four or five inches of stone over the whole road. Long wide patches of stones should never be put down; vehicles will avoid them, and will go on the path or by a longer road to do so; or, if they cannot be avoided, the ruts will very soon appear in the middle of the road, which will become concave instead of convex. A rake *should be constantly used to fill up ruts and bring scattered stones back to their places.* Patches should seldom be more than from two to four yards long. A patch of stones twenty or thirty yards long on a country road, where there is no steam roller to work it in, is an expensive mistake. Patches should not be square, but should vary according to the shape of the hollow they are intended to fill, *i. e.*, usually round or oval, and should be so arranged that vehicles can go by with only one wheel on the stone.

Mud should always be removed entirely before put down the stone; it is not wanted on roads, and it means extra labor to horses and increased wear of the road. Yet this is very generally lost sight of, and most repairers actually spread earth on the top of the stones.

The importance of using a good hard material which will wear well is very great. Flint, granite, and the igneous rocks generally, and some few of the *harder* sandstones, will make an excellent road, if properly broken and spread; but oolites, limestones, and the softer sandstones will never make a

UNQUALIFIEDLY FIRST CLASS!

HIGH GRADE IN EVERY SENSE.

From the Very Start,—from the Opening of the Season,

THE NEW MAIL

Has received the Best Evidences of Merit; viz.:

A constantly increasing demand, and unasked testimonials. Wherever one has been shown, other orders surely and quickly followed. In fact, ☞ AT NO SINGLE TIME SINCE JANUARY ☜ have we been up with our orders. This means something. It means a good wheel.

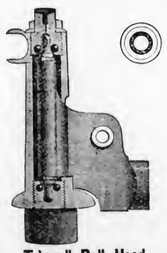
AN AMERICAN MADE WHEEL, WITH ALL PARTS INTERCHANGEABLE

WITH

Trigwell's ball-bearing head, and perfection backbone and forks. The ball head has been PROVED by two years' use a great success, and the best criticisers are not competing dealers, but the users and riders, and we refer to the latter's testimonials in our catalogue. Did any rider ever see too rigid and strong backbone and forks? Are not the Strengthened Perfection Pattern Backbones and Forks common sense improvements? Notice the advantages. Perfectly rigid forks and backbones which do not break nor spring out. Especially fitted for rough road work. And look at our rim with the thickened base; no such thing as buckling.

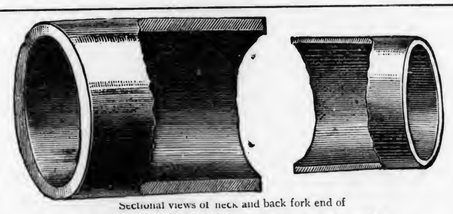


☞ At least, before purchase, see or send stamp for Large Illustrated Catalogue of this **SUPERB WHEEL.**



Trigwell Ball Head.

One thousand miles without oiling or adjusting. Perfect rigidity, and ease of steering. Greatest modern improvement. See testimonials in our catalogue.



Sectional views of neck and back fork end of

NEW PERFECTION BACKBONE,

Giving increased thickness and strength at upper end, where is the greatest strain Forks, also, same construction.



WARWICK'S NEW RIM.

No seam outside. Thickened metal at bottom. Cemented Tire.

Also, New England Agents for the

IDEAL

Boys' Bicycle.

We only ask for you to SEE a New Mail, and you will buy one.

REMEMBER EXCHANGE.

We offer a splendid opportunity to exchange your old wheel for a new Royal Mail with ball head and late improvements, and having the New Mail Rim and Tire, at very low terms. Send description of your wheel, with your estimate of value, stating size wanted.

WM. READ & SONS,

107 Washington Street - - - - BOSTON, MASS.

good road, for the simple reason that they are not hard enough, and that they wear quickly into ruts. Besides, they suffer far more from frost than harder stones. Granite will, if properly broken and spread, pay very well in spite of its extra first cost. But flint has no superior except for roads where the traffic is excessive.

To sum up the matter in a few words, the points to be insisted on are these: —

I. The stones broken must be small; *i. e., one and a half inches in their largest dimensions.*

II. Hard material, flint where obtainable, or granite should be employed.

III. No earth, screenings, sand, or so-called "binding material" must be used, but the stones must unite by their own angles into a solid mass.

IV. Economy of material must be promoted by filling up holes at once, and by never putting down stones more than one thick; also by spreading small patches of stones where wanted, instead of large ones whether wanted or not.

V. All mud must be removed.

VI. Attention must be paid to drainage, especially by filling up puddles at once, and keeping them so filled by the use of the rake.

The adoption of this, the only proper system of repair, will diminish the road rates and will conduce to the comfort of every one. *In short, much less should be spent on materials, and rather more on skilled labor and superintendence.* The majority of the present road repairers and highway authorities must alter their system, or they will assuredly have to give way to more competent men.

NATURAL BRIDGE.

HAVING just returned from a trip to the Natural Bridge, made in company with Mr. C. L. Kneisley of this place, I thought I would give a short account of it, as I might thereby disabuse some ideas of the roads gained by the perusal of K. Kron's chapter on this same route. The valley pike from Woodstock to Staunton needs no description, except to remark that for about eight miles north of Harrisonburg there is new metal, and that portion of the six miles between Mt. Crawford and Mt. Sidney, never very good, is now quite bad on account of recent storms. New metal has been placed on the road one mile or more north of Staunton.

Leaving Staunton and passing the Lunatic Asylum, the road is rough until the outskirts are reached, when it passes into a hard clay road. Guide-posts show the correct road for four miles out, and thence there is no uncertainty, save four miles further, where we turn left. This road is all ridable, with probably the exception of a hill or two, and these not on account of roughness or steepness but from the fact that they are clay and not macadam, for on the whole the hills are not as great as those on the pike. At ten and a half miles out, after crossing the railroad twice, a dismount must be made for a rocky stretch of twenty feet. Thence two miles to Greenville is fine, in places as level and smooth as any macadam. Greenville is entered on an upgrade, as are all the towns on the route. From Greenville to Midway, six miles, the road is nearly level, but somewhat rougher than the preceding; but by choosing the ground the distance can be ridden nicely in fifty minutes. At Midway, we leave Augusta County and pass into Rockbridge, where the roads are not so good. From Midway to Fairfield, six miles, continues nearly level and can all be ridden. After leaving Fairfield, there are more hills than usual for about three miles. Then begins a series of down-grades and levels, continuing for about five miles, passing the oldest Presbyterian Church in Virginia, built in 1756. About three miles from Lexington, a long hill is reached, passing under the Baltimore and Ohio Railroad. From the top of this hill, it is almost a continual down-grade into East Lexington, on across a bridge, after which comes a good stout pull into Lexington proper, and a hearty welcome at Irvine's Hotel. Going to the Bridge, we continue out the same street, passing on the left the cemetery where is buried Stonewall Jackson, and, at two miles out, turn left. This much-abused road was to us, not by any means tough riders, ridable for six and a half miles, where two streams have to be crossed; one with ease on an old bridge, the other with more difficulty on a log six feet in the air. In this distance there are several bad stretches of not more than ten to fifteen feet each, for which dismounts are not actually necessary, though advisable. After crossing these streams, the road is more hilly, but I do not think more than one mile need be walked out of the eight and a half miles. The last mile or so to the Bridge is a continuous down-grade, and must be partly walked returning. Our cyclometers indicated thirty-seven miles from Staunton to Lexington, and fifteen miles more thence to the Bridge.

The grades are no worse returning than going, — in fact, I think they are more in the rider's favor, for from Lexington to Staunton we walked half a mile before reaching Fairfield, and none from thence to Staunton. It is true we traversed the road at its best condition, and one should always select a dry season for this trip. Apples and water were plentiful *en route*, horses quite scary, and people much interested by the bicycles and full of questions, showing that few have ever ridden all the way to the Bridge and back. C. D. SCHMITT.

WOODSTOCK, Va., Aug. 17, 1887.

MICHIGAN.

BAY CITY.— THE party that were to make two weeks tour of Canada finally dwindled down to four when it came to time to start. Those forming the party are D. G. Jackson, Wm. A. Welles, Geo. R. Babcock, N. J. Cusson. Original plan was to wheel to Detroit, but train was taken to that city. The tourists will take the Lake Shore route, touching St. Thomas, London, Hamilton, Niagara Falls. The Bay City club are to have their annual race meet on September 15.

DETROIT.—THIS has been a week of tourists passing through the city, most of them going into or coming from Canada. The touring bicyclist is one of the few articles that the high protective tariff of Canada has not yet fixed a duty on.

THE much-talked of base-ball match between the Detroit Bicycle Club and Star Bicycle Club has not yet taken place. Some of the enthusiasts have injured themselves in practice, Capt. Ives of the Star Club spraining a finger, so that they could not play at time set. The giant struggle will take place, however, in the near future.

A. C. VAN GILDER, of Point Pleasant, Va., and Prof. George Makuen, of Philadelphia, have been with us this week. Prof. Makuen expressed himself well pleased with our Grosse Pointe run, although he did not see it at its best, it having rained early in the day he took a run out there.

THE decision of the Racing Board in regard to the State championship race was against Spranger, and the decision of the judges, declaring the race "off," was sustained. The race for the State championship will, therefore, have to be run over again.

THE Detroit Bicycle Club are figuring on giving a race meet the first week of October. This would be a good time to have the State championship race again. MICH.

CYCLETS.

JUST a hundred applications this week gives the League a total membership of 11,139.

WHY is Rowe's record at Cleveland like the letter C? It make Rowe, Crowe. Don't you C.

R. F. SANGER has been elected Secretary-Treasurer of the Portland (Me.) Wheel Club, vice H. S. Gardiner, resigned.

THE Meriden Wheel Club will have races September 3. F. F. Ives is to race five miles against a horse on that day.

THE number of ladies in the League is materially increased this week. New Jersey is the banner State in this respect.

THE N. C. U. failed to see the necessity for special sanction for W. A. Illston, an amateur, to race Ralph Temple, a professional.

E. L. NORTON and Geo. D. Lockwood, of the New Haven Bi. Club, have been touring about Boston, and made us a call.

"SENATOR" MORGAN'S picture looks at the readers of the *Clipper* of last week. It does n't look right. He is n't talking.

HILLIER says he will read and review Karl Kron's book if he has to wear glasses all the rest of his life to pay for it.

ROBERT TODD, secretary of the N. C. U., has resigned. To find a successor who will fill the place of Mr. Todd, will be no easy task for the Union.

PROVIDENCE wheelmen are noted for their generous hospitality. Boston wheelmen who go to their tournament will not regret the trip. We have been there.

KLIPSTEIN wanted to carry home in his pocket a Corey-Hill record. But the way was too rough and the hill was too long, and poor little Klipstein could not go along.

COREY-HILL records are too many to be of consequence now, and it would appear from the reception that Nellis got, that across the-continent trips are no longer wonderful.

How it must harrow up the soul of London W. and Jack Easy to see the *Bicycling World* persist in putting a "w" into Harrogate. Such a thing used to double you up in the early days, Jack.

EUROPEAN pilgrims are returning. We note this week the return of George H. Day, of the Pope Manufacturing Company; John Read, of William Read & Sons; and F. S. Coffin, of Stoddard, Lovering & Co.

IT has been remarked that the cycling papers said very little about the ball match at Cottage City. There was no need to say much. The score, 23 to 2 in five innings, told its story in a very convincing way.

SEPTEMBER 5, "Labor Day," will be generally observed as a holiday in Massachusetts, and the cycle clubs are arranging for runs and meets to occur on that date. There will be races at Lynn during the afternoon.

AT Bridlington Quay, August 1, Woodside tried to ride twenty-one miles in the hour. He missed it by two hundred and seventy-nine yards only, the distance covered being 20 miles, 1,418 yards. The twenty miles were made in 58.15 1-2.

THE Albany Wheelmen will hold a race meeting September 21. See programme in the advertising columns. Several championships are on the list of events. The Albany boys never do things by halves, and a first-class meeting may be expected.

THE Rhode Island Wheelmen will hold a grand race meeting at Providence, on September 20th, the opening day of the State Fair. Eleven events will be on the programme, for which good prizes are offered. See advertisement for full particulars.

STERLING ELLIOT, of Newton, secured some very fine photos at Cottage City, including two instantaneous views of the parade, several bathing scenes, the yachts, the racing tricycles, and a number of groups, including one of the editor and "Daisie."

AFTER the season for track racing and record breaking is ended, it is more than probable that Rowe and Crocker will challenge Rhodes and Neilson (this year's Victor team) for a 100-mile road race for $1,000 a side, points to count. — *Springfield Union.*

THE third annual fall race meeting of the East Hartford Wheel Club takes place September 17. An excellent programme of ten events has been prepared, including the half-mile handicap in heats, which proved such an attractive feature at the spring meetings.

THE arrival of a bicyclist claiming to have ridden across the continent, has failed to excite the slightest interest among the local wheelmen. Exploits of this nature have become too frequent of late. Stevens, Thayer, Van Meerbeke and Spiers rather dispelled the novelty of the achievement. — *San Francisco Chronicle.*

THE *Wheelmen's Record* says Rowe will make a Western tour this fall. He is riding the wrong sort of wheel to give Editor Bassett a chance to say he will make a starring tour. — *Post-Dispatch.* So he is. We always considered a tandem the best thing for a two-er.

EBEN T. BIXBY, janitor of the building in which the Pope Manufacturing Company were formerly located, has been arrested for pilfering goods from the firms in that building. A very large lot of miscellaneous goods was found at his house. He denies that he came by them dishonestly.

W. O. FAULKNER, who, in the early days of wheeling, was Lynn's fast rider, and who was defeated by Harry Corey in Harry's first race at the

OVERMAN WHEEL CO. LAMPS.

In view of the ordinances lately passed by a number of our large cities, requiring the carrying of lamps on all bicycles and tricycles after nightfall, we desire to present to the cycling public our claim to the best wheel lamps yet produced. Our lamps are all of the best and strongest construction, and are fitted with the most successful ventilating apparatus ever used. By its use, the air is brought up to a level with the flame before being admitted to the lamp chamber, thus preventing the strong upward draught which has made it so difficult to keep other lamps burning. Try them.

OVERMAN WHEEL CO.

Victor Bicycles, Tricycles and Accessories,

182-188 COLUMBUS AVE. - - - - - BOSTON, MASS.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

(YOST & McCUNE PATENTS),

19 PEARL STREET - - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.

ATTENTION, CYCLISTS!



Tucker's Elastic Strap.

(Pat. applied for.)

For Cyclists, Military Men and Equestrians.

Endorsed by the leading Wheelmen and Military men.

It holds the pants close to the **Ankle** and **free** from the **Wheel**, with nothing **visible** from the outside of the pants.

It is Neat, Stylish, and Easily Applied or Detached. For sale by Bicycle Agencies and Gents' Furnishing Goods Houses. Also by the Manufacturers, **TUCKER & HUBBARD, P. O. Box 1029, Hartford, Conn.** Liberal Discount to the Trade. **Price, 25c. per pair** (mailed). Full directions with every pair.

For Sale by A. G. SPALDING & BRO., and at all their Agencies

A BIG THING FOR WHEELMEN



The Ross Improved Detachable Luggage Carrier.

Don't buy any other. You certainly won't when you know what a convenience it is. We haven't space to fully describe it, but it is detachable and can be turned entirely out of the way in coasting, (as per cut.) Acknowledged by everybody to be the most convenient Luggage Carrier ever offered to wheelmen. Send for one and you will be delighted with it. For both crank and star bicycles. Nickelled; price only $1.00; by mail, $1.10. C. H. ROSS & CO., 46 Columbia Street, Albany, N. Y. P. S. In ordering, give name of wheel.

NOW WE HAVE IT!

THE PERFECT

LANTERN HANGER



No more trouble with the Lantern. It can be put on or taken off in an instant, and admits of throwing the light in any direction desired; high or low directly in front of the wheel, or far ahead, and can be attached to either side of the wheel. **Price, postpaid, $2.**

HOWARD A. SMITH & CO.

Oraton Hall, Newark, N. J.

Send for our Illustrated Catalogue.

MODEL SPRING 'CYCLE LOCK WEIGHT 10Z.

Price, 50 Cents.

By Mail.

SEND FOR ONE.

MANUFACTURED ONLY BY

W. C. BOAK - - LE ROY, N. Y.

A HYDROMETRIC PARADOX.

The favorite run from Boston, through Brighton, Newton, Newtonville and West Newton to the Woodland Park Hotel, is ten miles.

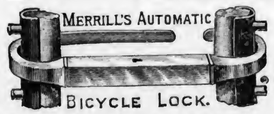
A bath or swim in Allen's charming pond of pure running water (with every bathing and dressing convenience, will make the return run one of eight miles. Try it.

Everything necessary provided for 15 cents.

JAMES T. ALLEN.

N. B.— Private entrance to pond midway between West Newton and the hotel, off Washington Street, opposite Greenough.

NEW YORK ROAD BOOK.— Members of the New York Division who joined during the second quarter, viz., from April 1 to June 30, may receive a copy upon payment of seventeen cents, and members who joined since June 30, upon payment of fifty cents. A few surplus copies are for sale to League members of other States at $1.50 per copy. Address E. K. AUSTIN, secretary-treasurer, Box 157, Flatbush, N. Y., giving League number, name, and address *plainly written*. A. B. BARKMAN, *Bookmaster*.



For locking Bicycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neat, compact and cheap. Weighs only 2¼ ounces, and length only 4 inches.

Dr. W. D. Ball, of Boston, writes: "I bought one of your locks the first of the season, and can say it is really the only lock on the market good for anything. I leave my bicycle anywhere and have never had it tampered with, and yet two bicycles have been stolen within a stone's throw of my office."

Can be had of any dealer in bicycles, or sent post-paid on receipt of $1.00.

MARLIN FIRE ARMS CO., New Haven, Ct.

BEFORE YOU BUY A BICYCLE OR GUN

Send to **A. W. GUMP, Dayton, Oh o,** for ILLUSTRATED NEW AND SECOND-HAND PRICE LIST. Bicycles repaired and nickeled. Second-hand **BICYCLES, GUNS and REVOLVERS taken in exchange.**



DAYTON

BICYCLE STAND AND CAMP STOOL

Can be used as a stand or stool; used for cleaning; adjusted to different size wheels. Price **$2,** delivered free of express to any point east of Omaha. Patented by A. W. GUMP, Dayton, O.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$1.50,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club** name **in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4.— An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by:—

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public, or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, roller, and ice skating."

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$1.50*** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *P. O. Address,* .....

City and State, ...

REFERENCES: .....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

Institute, has turned up at Honolulu, where he has been appointed superintendent of the electric lighting system by the government.

ROSS, HOSMER, and McKAY raced at the Casino, Cottage City, on Aug. 17, on the racing tricycles. The distance was ten miles, the track was thirteen laps to the mile and the corners were too sharp for good time. The times were, one-mile, 3.30; five-miles, 20; ten-miles, 39; Hosmer 1, Ross 2, McKay 3.

EDGAR L. DAVENPORT, an actor by profession and a wheelman from choice has joined the stock company at the Boston Museum, and we hope to give good report of him in wheeling circles. Davenport was quite a racing man in former years, and can show many trophies of his speed and endurance on the path. His home is in Canton, Pa.

OMAHA claims two hundred wheelmen and twenty miles of asphalt pavement. It is now the home of John Shillington Prince, who has built a track on the ball grounds, and is training the boys. Very soon we shall have wheelmen from all parts of the country claiming to be pupils of Prince, for he has been about everywhere. We are one of his pupils.

A NOVEL and useful article, just got out by a Birmingham firm, is a cyclist's companion in the shape of a watch case, with a place in front for the club ticket, and a set of dials to record the distance made, backed by a purse to contain the necessary cash for touring purposes; it will be in the market shortly. The dials may also be used as a whist-marker. — *Invention.*

EUGENE SANGER and Carle P. Cubberly, of the Somerville Club, have just returned from a tour up the Hudson River to Albany, and from Albany to Boston. The first stage of their tour was to Cottage City, where they spent the week with the Massachusetts Division. From there they took the boat to New York, and from New York they went northward as described.

JOPLIN, MO., wheelmen want a meet of some kind. They have a League club of thirty members, the best of roads, and the desire to entertain. We will suggest that they be taken at their word, and that neighboring cities organize, and descend upon Joplin. We have received a letter which testifies to the fine runs the club makes, and, if it were not so far, we should be tempted to ride over to Joplin just to see the boys.

A RACE meeting will be held at Millville, N. J., on Aug. 30. There are ten events in the programme, and all are short races. The prizes are liberal, and the entrance fee of fifty cents is returnable to starters. Entries, to C. S. Stevens, close Aug. 27. Millville has given us a number of fast racing men, and now her wheelmen hold open house and will entertain all who enter.

ON Thursday Aug. 18, a twenty-five-mile road race was run around Lake Harriet for the championship of Minnesota and the Minneapolis Bicycling Club. To finish twenty-five miles required a circuit of the lake nine times. There were thirteen starters, but only four finished, as follows: Charles Barwick (1), 1.50; James Purvis Bruce (2), 1.53; J. R. Stockdale (3), 1.54; W. C. Cutler (4), 1.58. E. A. Savage, who was set down as winner, was taken with cramps and retired on the eighth lap.

J. C. CARROLL, of Norfolk, Chief Consul of Virginia, with John J. Wales and C. A. Field, of the Seaside Club, of Norfolk, have been touring about Boston. Mr. Carroll tells us that our roads are unequalled, but he is unused to hills. In Virginia the riding is done on the pikes, which are on a dead level. The Seaside Club is one of the oldest in the country. It was organized in May of 1880, and was a potent factor in convincing the road hogs of Virginia that wheelmen have rights.

IN the safety bicycle race at the Shields Sports, a condition of the race was that machines weighing less than forty pounds were ineligible. In spite of this Tom English insisted on riding his *racer* safety, which weighs little more than thirty pounds *actual weight*, his mode of making it scale forty pounds being to strap a *bag of lead* behind the saddle. Of course, this *unfair* proceeding was objected to, and the case has been referred to the N. C. U. authorities for settlement. When their reply arrives, it will doubtless be of great interest to "*pot-hunters.*" — *Cyclist.*

AT Coventry, England, Aug. 4, Duncan's European team claim to have lowered several records, Dubois well beating Woodside's record made at Bridlington. Duncan succeeded in beating his previous quarter record, doing 38 4-5s. Dubois' times were: One mile, 2.46 4-5; two mile, 5.34 2-5; three mile, 8.20 1-5; four mile, 11.14; five mile, 14.42 4-5. He then commenced cutting record time each quarter. The evening was perfect for record breaking. The pacemakers were Duncan, Medinger, and Eole. Henry Sturmey was timekeeper, and S. Golder laptaker.

A TWO days' bicycle tournament at Worcester will occur on Thursday and Friday of this week. The races will be run on the Agricultural Park horse track, which is a mile in circuit, and said to be in fairly good condition. There will be eight events each day. What promises to be the most exciting event of the tournament is the one-mile professional heat race, two heats of which will be run on the first day and the final on the second day. Rhodes, Crocker, Rowe, and Neilson are entered for this event.

HERE is what California tourists have to undergo. we take the item from a San Francisco paper: "From San José to the Junction House were five miles of splendid riding. Then for thirteen miles to Smith's Creek the tourists had abundant opportunity to "cultivate good nature" by taking the long up grades. While gayly riding down the long grade into Smith's Creek a large band of cattle was met. There was no disputing the right of way. The wheelmen simply took to the bushes and tried to attract as little attention as possible from the passing steers. The road was narrow, with the steep bluffs on one side and the canyon on the other. A stampede of the cattle would have been disastrous to all concerned. At Smith's Creek a delightful swim was had in a deep clear pool, where lots of trout could be seen."

ONE of the Pawtuxet wheelmen is evidently a disgusted young man. He met with an accident a few evenings ago which will deprive the organization of one of its active members. He was riding along the road leading to the Pawtuxet station when he met a team coming at a racing speed. He turned on to the side of the road, but was unable to avoid a collision. The hub of the carriage wheel struck the spokes of the large wheel

BROOKLYN BICYCLE CO.

161 & 163 Clymer Street,

BROOKLYN - - NEW YORK.

SOLE BROOKLYN AGENTS FOR THE

Columbia Bicycles and Tricycles

Large Riding School on premises. Purchasers Taught Free. Wheels Rented for Road Use. Bicycles sold on Instalments. Repairs of all kinds a Specialty. See, also, our "ad." in "For Sale" column.

$3.00. $3.00.



TOULMIN'S BUFFALO BICYCLE SHOE

Is made of the Finest Kangaroo or Dongola, in any size or width and warranted superior to any Bicycle Shoe made.

Price, per pair, **$8.00.**

These shoes being laced to the toe, afford comfort to the wearer, in whatever position the foot is placed; and, also, are the most durable shoe made.

LIBERAL DISCOUNTS TO CLUBS

Ordering six or more pairs. Sent by express on receipt of $3.00, or by mail for $3.30. Send for circular containing prices of other shoes, and directions for self-measurement. Address,

W. B. TOULMIN,

152 to 160 Seneca St. - - BUFFALO, N. Y.

Patented 1881. **L. A. W. BADGES.**



For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle St., Portland, Me.

The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges**, $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.



Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; G. R. Bidwell, 313 West 58th Street; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.

YANKEE ENAMEL,

The Latest and Best.

Put up and for sale by

BENNETT & HALE,

112 ORANGE ST., NEW HAVEN, CT.

Price Per Bottle, with Brush, 50 cts.

A full line of cycling sundries always on hand. We have an extensive Repair Shop, and pay particular attention to difficult repairs on bicycles and tricycles.

STEEL BALL OF BEST CAST-STEEL. FOR ANTI-FRICTION BEARINGS.

HARDENED, GROUND, AND BURNISHED

3-16" to 3" diam. Samples and prices on application.

SIMONDS ROLLING-MACHINE COMPANY, Fitchburg, Mass.

AH! THERE!—STAY! THERE!

Don't Buy a Second-hand Wheel

Until you have seen our list of bargains. We do not speculate, simply sell on commission, so that our customers have the advantage of every sacrifice made by owners who need money immediately. Biggest stock and biggest bargains in America. If you don't believe us, send for list to

MANHATTAN WHEEL EXCHANGE,

49 Cortlandt Street, New York.

League Uniforms.

John Wanamaker, Philadelphia,

OFFICIAL CONTRACTOR.

These are the prices: Coat, $6.20; Knee Breeches, $4.34; Shirt, $1.95; Hose, 80 cts.; Cap, 84 cts.; Delivered without extra cost to any part of the U. S. where there is mail or express service.

Regulation League Cloth, Burlington Mills, $2.18 a yard; League Buttons, large, 5 cts. each; small, 2 1-2 cts., full set for suit, 55 cts. Uniform sent C. O. D., privilege of examining, and ONLY TO LEAGUE MEMBERS. We do not pay delivery charges on cloth.

All orders must be accompanied by League Number.

JOHN WANAMAKER,

PHILADELPHIA.

REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels.

SEND FOR CATALOGUE OF OUR WHEELS.

MURRAY'S

100 Sudbury St., Boston, Mass.

For Sale, Cheap!

BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. O. P. Drawer 64.

SPADE HANDLES!

Handsomest, Strongest, and best Handles in the Market

Only $2.50.

WE HAVE THEM TO FIT ANY CYCLE MADE

C. W. SPINNEY - - Fitchburg, Mass.

JOHN HARRIOTT.

MEDALS AND BADGES,

— ALSO —

Bicycle Club Pins of Every Description.

Designs on application.

3 Winter Street - - BOSTON, MASS.

Jersey-Fitting Underwear Company.

We Call Special Attention to our



BICYCLE, TENNIS, YACHTING and ROWING JERSEYS,

In Long or One-Quarter Sleeves, or Sleeveless, High or Low Neck, Lace Front, or Standing Collar, Plain or Fancy Colors.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders, Arm Holes and Neck**, as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.

OUR BICYCLE FULL TIGHTS

Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.



BICYCLE KNEE TIGHTS.

Made same as full tights, to three inches below the knee.



TRUNKS

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.



JERSEY FITTING KNEE PANTS.

Buttoned in Front, same as Pantaloons, without Certain Objections.



We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

LADIES' JERSEY FITTING TRICYCLE PANTS.

A NEW THING.

These Pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.



HOLMES & CO., 17 Kingston St., Boston, Mass.

ST. LOUIS WHEEL CO.

Difficult Repairing a Specialty.

Enamelling, Nickelling, Etc. at Lowest Prices

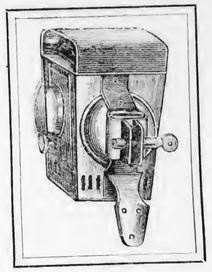
LARGEST STOCK OF SECOND-HAND BICYCLES In the WEST. WRITE FOR LIST.



CELEBRATED

KING OF THE ROAD LAMPS.

Manufactured by J. LUCAS & SONS, Birmingham, Eng.



These Lamps are unquestionably the best in the market. Made of the best tin, every part riveted (instead of soldered), they are a thorough piece of workmanship. Being of large size, they throw a very powerful light; but from their peculiar construction, being divided throughout their entire length, they can be placed within a many-spoked wheel. They are provided with red side lights and red danger light at the back. The 1885 pattern, here represented, is far superior to the old style. The improvements are: (1) Adjustable axle bearings. (2) Wind-up burner, by which the light may be regulated from the outside, thus avoiding the annoyance of opening the lamp. (3) Improved arrangement of powerful detached reflector, which prevents its getting smoked. (4) Slide at side for lighting. (5) Patent clip on front containing wick igniter, etc. Sold by

STODDARD, LOVERING & CO.,

152 Congress Street - - - - BOSTON, MASS.

and broke them all on one side, causing the wheel to buckle and throwing the rider to the ground. The fall was a severe one, but except depriving him of his senses for a few moments, he received no injury. He was so disgusted, however, that he offered his wheel for sale cheap, but feeling indignant at an offer of fifteen dollars, he brought out an axe and soon completed the wreck. Some day he will grow older, probably wiser, and perhaps buy another machine.—*Providence Journal.*

AMERICA has the roller coaster and the toboggan slide, but she hasn't yet come to the fun of amusement that the editor of the *Cyclist* tells about as one of the diversions of those who go to the show at Agricultural Hall. It is called a Topsey Turvey railway. An immense cask about seven feet in diameter, with the ends knocked out, and a hlatform laid on one bilge, with seats for six — three face to face — just above such platform, is run backwards and forwards on wide wooden rails. When the six adventurous ones enter, they insert their feet in straps attached to the plaiform, and are then buckled round the thighs and waist to the sides of the tub. Then, if the followers of Diogenes be ladies, an additional strap is placed round the lower part of their skirts, and "Topsy Turvey" is ready to go all over tip. And they call this fun.

ERNST C. KLIPSTEIN, of St. Louis, has been visiting Boston, as a guest of Dr. Emery. On Wednesday evening last week the Roxbury Club, of which the doctor is president, gave a banquet in Mr. Klipstein's honor at the Revere House. Besides Mr. Klipstein, there were present as guests Chief Consul Hayes, Capt. E. G. Whitney, of the Boston Club, C. S. Howard, of the Globe, and our own representative, Dr. Emery, presided, and in his opening remarks, after the clearing of the board, he cordially welcomed the guest of the evening to Boston, and extended to him the freedom of the city by day and by night. "Klip" responded briefly, and speeches were made by Messrs. Hayes, Whitney, Howard and members of the club. Dr. Emery has been piloting his guest in and about Boston, and has shown him the Reservoir, Bailey's, Portland, the Point of Pines, and has not forgotten to take him to see Billy Rice, at the Museum.

HINTS from *Bicycling News:* Those who ride in the glare of the sun should remember that it is the back of the neck that requires most protection. It is from riding with this most important portion of the spine unprotected that so many cyclists have suffered from sunstroke. A handkerchief hitched under the cap, and left hanging behind, looks unsightly but it is greatly conducive to a cool cranium. If occasionally damped, it is remarkably pleasant. The wise man tours from 8 A. M. till eleven, rests till three, rides till five, rests till six, rides till nine in the hot weather. "However thirsty you may be,a void drinking water unless you *know* it is absolutely pure," said one of our medical men last week.

A WHEELMAN remarked yesterday, that he did not believe that the people who abstained altogether from active exertion, got along as well during the intense heat of the week as those who kept up their regular habits of exercise. "My leisure," said he, "comes in almost the hottest part of the day, but I take a spin of eight miles or so almost every day and get up a glorious perspiration. When one is dressed for it, a few degrees of additional heat don't make much difference, and on a wheel one nearly always gets a breeze. After a bath in water just from the hydrant, a rub-down, and the assumption of dry clothing I come down stairs feeling, like one of the neighbors, fifty per cent better than if I had been sitting in the shade fanning myself all of that time. It seems to me that my plan is better than that of the fellows who choose the cool of the evening for their exercises and then without a change of clothing, sit upon a piazza until they get chilled. Moreover, the plunge into cold water is as much fun as the spin. It is never too hot to take one's daily exercise, in this climate at any rate."—*Buffalo Courier.*

STYLUS urges the members of the new Massachusetts Club to look to it that their road record does not suffer in comparison with the old club. We believe in constant road riding, and to-day we are a living example of the benefits derived therefrom. Our enthusiasm and enjoyment in the indulgence of cycling is as keen to-day as it was in 1879. We think this long-continued interest is much due to the fact that we never rode to see how many inches we cover in a given number of seconds. From what we have seen during our experience, we are satisfied that seventy-five per cent of the men who have given up cycling have been scorchers and record-breakers. We warn all who may now happen to have the record craze on them at this time, that they are drawing so heavily on their future stock of pleasure by overdoing in the present, that the result must inevitably be reaction, disgust, and a final abandonment of cycling. An over-working of the physique is bound to be followed by a distaste for riding. Let us ride for pleasure, never mind the miles. Some cyclist's limit is twenty miles and some one hundred; let us look to it that we do not overshoot the mark.—*Bicycling World.*

THIS year sees the rise of the flannel shirt. There is no more uncomfortable garment in hot weather, than the stiff, white shirt, though convention for years would not permit a gentleman to discard it for a more comfortable garment. Several summers ago there was an innovation, the plaited shirt which good dressers sanctioned; but its popularity was limited after all. Almost contemporaneous with it was the introduction of the flannel shirt, thick, rough, and hideous. The growth of summer out-of door sports, lawn tennis, bicycling, boating, etc., caused a demand to arise for something better, and the present season sees the result. Haberdashers hung in their windows light, soft, delicately colored flannels at the beginning of summer. Men who dress for comfort bought them, and their example led others in the same path, until a rage arose that has put every man who can afford it in a flannel shirt, except those who are too conservative or dignified to follow rages. No vest is worn with the flannel shirt and suspenders are also given up. A tie of pongee silk, ganze, or other light material to harmonize with the color of the shirt should be worn. Thus fitted out a man can be happy with the mercury in the nineties.

YOU remember what a breeze was raised in the Legislature last spring, over the town guide-post bill, which Mr. Howe, of Shrewsbury, fathered and finally carried through triumphantly. It was popularly supposed at the time, that the bill originated with the farmers of the State, and, certainly, it was passed largely to please them. There is another story of its origin, however, which I do not remember to have heard before yesterday, when a well-known bicyclist "let it out" at Parker's. It seemed that the bicycle riders have long been annoyed at the lack of guide-posts along the country roads which they frequent, and a movement was quietly set on foot, to elect one of their number to the Legislature for the purpose of securing this much-needed reform. Lawyer Perkins of Cambridge was selected as the man to be put forward, and certainly he owed his election more to the bicycle club, of which he is a member, than to any political organization. So far, the story has every element of plausibility. Well, after he took his seat on Beacon Hill he prepared such a bill as his bicycle friends wanted enacted. Mr. Perkins, however, thought he should meet a good deal of unnecessary opposition if the bill was presented and pushed by a lawyer, and possibly its real intent might be discovered, which would probably have proved fatal. So he looked about for some country member who would carry weight and avert suspicion. Mr. Howe, of Shrewsbury, a new member, was fixed upon and his acquaintance cultivated. Mr. Howe caught at the bait held out, sprang into notoriety, and the bicyclists have what they desired. However, it was a good investment for Mr. Howe. He is the only man elected from that district who was ever heard of after he landed in Boston.—*Springfield Republican.*

"IT makes me mad," said an old horseman, who runs a prominent trading, training, and boarding stable in the city, "to see a horse nowadays shy at a bicycle. I would n't have such a horse in my stables. Of course, you can't expect a green horse to let one go shooting by him without kicking up some, just as he would at a woman with a parasol that got in front of him, or a horse car that rattled past, or any other unusual object; but I refer to city-trained horses, and nobody has any business to drive one unless he is properly trained. Of course it is startling to have one of the things slide swiftly by you from behind, just as it is when you are walking to have somebody unexpectedly shoot past; but I find that most bicycle riders slow down when approaching from behind; they pass on the left, according to the road rules, and take the precaution to make the presence of their silent horse known. When I get a green horse down from Vermont I break him into city driving, and among other things I train him to know a bicycle. If I am on the road, and see a rider who does n't appear to be in a hurry, I get him to give me a little of his time, and they are always obliging enough to do it. I get the bicycle man to approach my horse from in front two or three times until he gets used to it, and then I get him to come up from behind, and in about ten minutes the animal won't care anything more for that bicycle than he will for any other road vehicle. I think most horses regard a bicycle as something curious, and they look at them that way; but a level-headed animal ought never to think of shying at them." In approaching a horse that acts as if he were going to back and shy, it is a very good plan for the bicycle rider, as he slows down, to bend over and speak to the animal. Just as soon as the horse discovers that it is nothing more than a man that is passing him and not an infernal machine, he will in most cases cool down.—*Providence Journal.*

THE Williamsport (Penn.) Wheel Club issues a very tasty programme of the race meeting, which occurs on Saturday next. A notice of the tour, a history of the club, and a description of runs about the place, form the contents of the little book. Wheelmen are invited to participate in the festivities, but are cautioned not to speak of "Billtown," for no Williamsporter can stand that.

ON the afternoon of Saturday, Aug. 13, Alphonse King, of New York, accomplished the feat of crossing the Niagara River, below the Falls, on a so-called water bicycle. One trip was made from the American to the Canadian shore in 4.30, and contrary to expectation, the Rapids did not capsize the novel craft. The apparatus consisted of two long zinc cylinders for buoyancy, and the propelling power was a wheel with small paddles attached. When mounted on the machine the tubes sank so low in the water that King appeared to be riding a regular wheel across the gorge. He wore a high hat, a Prince Albert coat, and rubber leggings, the latter being the only protection from the water. A boatload of reporters went along to rescue King in case he capsized. The current carried him diagonally in the direction of the Whirlpool Rapids, but he had sufficient control of the bicycle to succeed in the performance. Several thousand persons, including Prince Devanwongse, and the other Siamese visitors, saw the feat. Dr. John A. Lanigan, on behalf of Buffalo admirers, presented King with a costly gold medal.

THE Kingston Knitting Company is making a complete League suit of Jersey cloth. The color follows very nearly that of the uniform, and the cut of the garment is exactly the same. The seams are all covered, and in every respect the uniform is well made. No more comfortable garments can be had than the Jerseys, and when a wheelman rigs himself in a suit of this kind he must be supremely happy. Coat and pants sell for $10, and the stockings, which match, cost extra. Besides the League suit, the Company makes everything in the way of Serseys. See their advertisement.

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

In our issue for Sept. 2, and in all issues during the fall and winter months, we will insert in this department advertisements which do not exceed four lines, for fifty cents, first insertion, and twenty-five cents for each subsequent insertion. This will afford those who wish to buy, sell, or exchange machines, a very cheap method of getting a customer among our 12,000 subscribers. If advertisements exceed the four lines, we will condense them, or charge extra, as the sender chooses. No discount from these rates to any one.

THREE-TRACK COLUMBIA TRICYCLE FOR SALE.—Been in use only three or four weeks; as good as new. Address COFFIN & CO., Hailey, Idaho.

BARGAIN.—56-inch full nickel Expert Columbia, Lillibridge saddle, Lakin cyclometer, carrier, bell, and ball pedals; cost $165, as good as new, for $110. H. H. B., Lock Box 50, Wappinger's Falls, N. Y.

WANTED.—Second-hand 48-inch Columbia bicycle, Standard and Expert. HART CYCLE CO., No. 811 Arch St., Philadelphia.

51-INCH COLUMBIA LIGHT ROADSTER. '85 pattern with '86 improvements. Been run only 500 miles. In fine condition. Butcher cyclometer. Address HOWARD F. SMITH, Gloucester, Mass.

BARGAINS IN BICYCLES AND TRICYCLES, HART CYCLE CO., No. 811 Arch St., Philadelphia. Send for our price lists of second-hand machines for comparison.

48-INCH STAR, SKELETON FRONT, LOW head, ball-bearing little wheel, ratchet large wheel, with brand new tire, Standard cyclometer. CITIZENS' BICYCLE CLUB, 26 West 60th St, New York.

A 52-INCH 1887 VICTOR LIGHT ROADSTER, nickelled finish, not been run ten miles; will sell for $90, if taken now. VICTOR AGENCY, Lock Box 132, Mitchell, Dakota.

PONY STAR, 45-INCH, NEVER USED, BALLS to front wheel; cost $120; price $115. Also, 52-inch American Champion; cost $111.50; used one month; price $90. Also, 50-inch new Ideal for $50. J. F. LANNING, Richfield Springs, N. Y.

JUST RECEIVED—A superb line of Beeston Humber Crippers, everywhere acknowledged to be the finest tricycle manufactured. Send for catalogue and prices to the sole importer, L. H. JOHNSON, 401 Main St., Orange, N. J. A few good agents wanted in districts not represented.

AGENTS.—1,000 nicely printed Dodgers free; sent with each Eureka Home Trainer, ordered C. O. D. or cash before Oct. 1887. They are the cheapest and most effective local cycle ads. extant. Sample Dodgers, etc., on application. M. A. WOODBURY, Bradford, Pa.

BICYCLES FOR SALE.—Bicycles and Tricyles—all kinds, descriptions, and prices—from $35.00 upwards. Call and examine, or send for list to RUDGE AGENCY, 152 Congress St., Boston, Mass.

CHEAPEST AND BEST Second-hand Wheels in the market. Send for list. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

WANTED.—A Tandem or Sociable, regardless of make or previous condition of servitude; must be cheap; give full description; make, bearings, tires, saddles, finish, etc. Box 8, Cottage City, Mass.

LARGE STOCK OF SECOND-HAND BICYCLES, all sizes, always on hand, at extraordinary bargains; sole Brooklyn agents for Columbia cycles; wheels sold on instalments. BROOKLYN BICYCLE COMPANY, 161 Clymer Street, Brooklyn, N. Y.

FOR SALE. A 52-inch Rudge Light Roadster. Ball pedals, in perfect condition. Price $90.00. Apply to Rudge Agency, 152 Congress St., Boston.

FOR SALE. Two Rudge Humber Tandems, suitable for 52 and 54-inch respectively. Ball pedals, latest pattern, in good order. For particulars, apply at the Rudge Agency, 152 Congress St., City.

THE NEW PATTERN

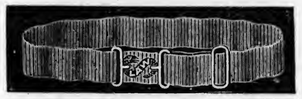
Butcher Cyclometer!

NOW READY.

The most Accurate, the Easiest to Read from the Saddle, and the BEST WORKMANSHIP ever put into a Cyclometer. Hub Cyclometer (Pat. Feb. 15, 1887), $10. Spoke Cyclometer (Pat. Nov. 30, 1886), $5. Either Cyclometer sent Post-Paid on receipt of Price.

BUTCHER CYCLOMETER CO.

6 and 8 Berkeley Street, BOSTON, MASS.



L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1.00.

Members who may desire the old style of outfittings can be supplied at the following low prices: *Cap* or *Helmet*, $1.50 each; *Shirt*, $2.25; *Hose*, $1.10.

L. A. W. *Seersucker Norfolk Coats*, $3.00 each, reduced from $5.00. The lightest and best summer riding coat made.

Ira Perego

128 & 130 Fulton Street and 87 Nassau Street, NEW YORK.

Send 2-cent stamp for our new 52-page illustrated catalogue.

THE

Genuine Royal Mail

Bicycles and Tricycles

THE BEST IN THE WORLD.

I have just received a large consignment of new machines, with all 1887 improvements. Either call and examine them, or send for Catalog to

HENRY C. SQUIRES,

Sole Agent for United States,

No. 178 BROADWAY, N. Y.



We make a specialty in

SECOND-HAND BI TRI CYCLES

Have large stock, many as good as new. Enclose stamp for List.

PRICES LOW.

SOLE AGENTS

For New York for the celebrated New Rapids, Quadrant and Sparkbrook Cycles.

New York Bicycle Co,

38 PARK PLACE, NEW YORK.

HARLEM BRANCH, 124th ST. and 7th AVE.

Send for Circulars.

Second-Hand Machines

TAKEN IN EXCHANGE

For New Rapid, Quadrant, Sparkbrook, Victors, Star, New Mail, Facile, Rover, Humbers, or any other machines made.

CORRESPONDENCE SOLICITED.

PROF. JAMES RICALTON, of Orange, N. J., who started to do Europe on a bicycle early in the summer, has returned to America. The professor visited, on his trip, the battlefield of Waterloo, and afterwards made a trip to Algeria, Malta, and Rome. He left on June 18, and covered about twelve thousand miles, at an expense of less than $200. He took about one hundred and fifty photographs while away. He will resume the task of "teaching the young idea how to shoot," at his school in East Orange, on Sept. 5.

OFFICIAL ANNOUNCEMENTS.

MISSOURI APPOINTMENT.

PLEASE announce the appointment of Frank J. Suda, St. Louis Cycle Club, as representative for the Missouri Division, and oblige,

Yours fraternally,

W. M. BREWSTER, *C. C.*

NEW YORK STATE DIVISION, L. A. W. REPAIR SHOPS.

No.	*Place.*		
1.	Nyack.	John H. Blauvelt.	Commercial Bld'g.
2.	Batavia.	Chas. Klintz.	1 Centre St.
3.	Weedsport.	Brown, Rheubottom & Co.	
4.	Utica.	Utica Steam Gauge Co.	
5.	Hudson.	Clapp & Jones Mfg. Co.	
6.	Syracuse.	J. R. Moseley.	Gifford St.
7.	Stockport.	Empire Loom Works.	
8.	Poughkeepsie.	H. Von der Linden.	Care Sterling Bros.
9.	Cohoes.	J. L. Lockman.	
10.	Yonkers.	Nugent & Howell.	1 Deck St.
11.	Tuckahoe.	Hodgman Rubber Co.	
12.	Little Falls.	John H. Maltby.	77 Ann St.
13.	Peekskill.	B. F. Ferris.	
14.	New York.	Pope Mfg. Co.	12 Warren St.
15.	New York.	G. R. Bidwell.	313 W. 58th St.
16.	Brooklyn.	Brooklyn Bi. Co.	161 Clymer St.
17.	Brooklyn.	John Westrom.	179 Flatbush Ave.
18.	Moravia.	S. B. Alley.	
19.	Downsville.	C. A. Hanford.	
20.	Elmira.	John Zimmerman.	
21.	Cohocton.	P. A. Seeley.	
22.	Watertown.	Frank Pluche.	3 Mechanic St.
23.	Buffalo.	E. N. Bowen	Main & Chippewa.
24.	Watkins.	L. N. Clawson.	
25.	Binghamton.	E. Gay.	42 Commercial.
26.	Newburgh.	E. Wilkinson.	77 Broadway.
27.	Wappinger's Falls.	Harry H. Brown.	
28.	Elmira.	W. H. Longstreet.	114 Baldwin.
29.	Auburn.	E. Burroughs.	86 Genesee.
30.	Rochester.	Thompson & Kenfield.	92 So. St. Paul St.
31.	Jamestown.	Clark Salisbury.	East 2d St.
32.	Albany.	James Bradley.	

J. R. BIDWELL, *C. C.*

MISSOURI CONSULS AND HOTELS.

Consuls.—St. Louis, Mo.: Robert E. Lee.
Kansas City, Mo.: J. A. De Lar, 819 Main St.
Independence, Mo.: Fred Winslow.
Lexington, Mo.: Emil A. Ludwigs.

League Hotels.—St. Louis: Lindell Hotel.
Kansas City: Blossom House.
Independence: Laclede Hotel; rate, $2.00 per day; the League members, $1.50 per day; meals, forty cents.
Lexington: Laclede Hotel; rate, $2.00 per day; to League members, $1.50 per day; meals, forty cents.

W. M. BREWSTER, *C. C.*

ST. LOUIS, Aug. 17, 1887.

MARYLAND APPOINTMENTS.

Hotel.—Maryland Central, of Cambridge: Regular rate, $2.00; to League members, $1.50.

Hotel.—River View House, Oxford: Regular rate, $2.00; to League members, $1.50.

A discount of twenty-five per cent will be made to League members for fractional parts of a day.

J. KEMP BARTLETT, JR., *C. C.*

RACING BOARD AMENDMENTS.

Official Handicapper.—By unanimous vote of the Racing Board, Dr. N. P. Tyler, of New Rochelle, N. Y., has been appointed official handicapper.

Assignment of Championship.—The ten-mile championship (bicycle), has been located with the Central Cycling Club, of Junction City, Kansas, and will be contested Sept. 22.

Reinstatements.—By unanimous vote of the Racing Board, Willie Haradon, of Springfield, Mass., and Clarence H. Smith, of Detroit, Mich., have been reinstated as amateurs.

J. H. COOLEY, *Chairman Racing Board.*

NEW YORK AMENDMENT.

To the Board of Officers, New York State Division, L. A. W.:

PURSUANT to Sect. VI., of our by-laws, notice is hereby given that at the next regular meeting of the Board at Cooperstown, Sept. 23, 1887, the following amendment to Sect. II. of the by-laws will be presented for adoption:—

"5. Between the 10th and 15th of April in each year, the ballots cast for Chief Consul and Representatives shall be opened and counted by a special committee, consisting of the Chief Consul, Vice-Consul, Secretary-Treasurer, and the Chairmen of the Committees on Rights and Privileges, Rules and Regulations, Touring and Audit, who are hereby constituted a canvassing and returning board for such purpose, with power to determine all questions of regularity and sufficiency of ballots cast, subject, however, to the provisions of the L. A. W. constitution and laws, in such cases made and provided.

"Immediately upon the declaration by the Board, the Secretary shall certify the result of the canvass to the President of the L. A. W."

Strike out "and in the presence of the Committee on Rights and Privileges count" in Subd. III., Sect. I.

Yours fraternally,

CHARLES H. LUSCOMB,
Chairman N. Y. Div., Rules and Reg. Com.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:—

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 101—Total 100.

BOSTON, Aug. 22, 1887.

CALIFORNIA DIVISION—1.

Unattached.
16438 Waite, C. W., Riverside.

CONNECTICUT DIVISION—5.

Norwalk Wheel Club. Norwalk.
16381 Hanford, R. G., "
16363 Pidgeon, Edw. R., "

Unattached.
16364 Tomlinson, Thos. H., 498 State St., Bridgeport.
16365 Tomlinson, C. D., 498 State St., "
16428 Knowles, Frank P., Whitefield St., Guilford.

ILLINOIS DIVISION.—6.

Champaign Cycling Club. Champaign.
16454 Harris, Jay T., "

Unattached.
16382 Ferriss, L. L., Jr., 762 Oakwood Building, Chicago.
16366 Danziger, Louis, 2949, Indiana Ave., "
16427 Morriss, Thos. H. (Lake Co.), Oak Park.
16439 Barress, A. E., Walnut.
16355 Hairgrove, J. W., Waverly.

IOWA DIVISION—1.

Humboldt Bi. Club.
16440 Lorbeer, O. W., Humboldt.

KANSAS DIVISION—4.

Unattached.
16367 Moody, R. W., Mound City.
16411 Peters, Fletcher, Newton.
16412 Woolheater, Ed. J., "
16410 Finley, J. R., Williamsburg.

KENTUCKY DIVISION—1.

Kenton Wheel Club.
16429 Nixon, Jesse G., 111 E. 7th St., Covington.

LOUISIANA DIVISION—3.

La. Cycling Club. New Orleans.
16441 Jonas, E. A., 254 1st St., "
N. O. Bi. Club. "
16356 Wilkinson, James, 10 Conti St., "

Unattached.
16442 Lorber, F. A., 373 Carondelet St., "

MAINE DIVISION—2.

Portland Wheel Club. Portland.
16368 Eaton, W. C., 754 Congress St., "
16369 Phillips, Sylvan B., 13 Smith St., "

MARYLAND DIVISION—3.

Unattached.
16383 Most, Jas. L., 1737 E. Pratt, Baltimore.
16443 Blake, W. W., (Balto Co.) Cantonsville.
16370 A. Andre, (Balto Co.) Mount Winans.

MASSACHUSETTS DIVISION—2.

Unattached.
16384 Crocker, Harry C., 22 Hancock St., Chelsea.
16444 Nichols, Miss A. A., Melrose.

MINNESOTA DIVISION—3.

Minnesota Bi. Club.
16430 Bell, Colie, 1933 4th Ave., S. Minneapolis.
Y. M. C. A. Bi. Club.
16385 Olds, F. A., 610 Temperance St., St. Paul.

Unattached.
16371 Wood, Walter J., Warren.

MISSOURI DIVISION—22.

Kansas City Wheelmen. Kansas City.
16413 Glavin, T. E., 2016 Summit St., "
16414 Gossard, Wm. P., 700 Delaware St., "
16415 McNeill, T. H., 531 Main St., "

St. Louis Cycle Club. St. Louis.
16388 Brooks, F. C., 503 N. 4th St., "
16389 Carlin, W. H., 510 Pine St., "
16390 George, Louis E., 1308 Olive St., "
16391 La Chance, Wm. A., 3030 Chestnut St., "
16392 May, Chas. C., 1201 N. 5th St., "
16393 Merton, S. D., 318 Chamber of Commerce, "
16445 Morriss, H. H., Pope's Theatre Building, So. "
16446 Murphy, Thos. E., 7214 Pennsylvania Ave. "
16395 Reinke, A. H., 1826 Morgan St., "
16396 Ring, Vincent P., 116 N. 4th St., "
16394 Reilly, E. J., 1749 Second Carondelet Ave., "
16447 Rowley, Wilson H., 5 Shaw Pl. "
16397 Spinning, F. M., 7122 Virginia Ave., "
16398 Spring, M. O., 2007 Pine St., "
16400 Ulrich, A. G., 1207 Dillon St., "
16399 Wilson, A. D., 3028 Chestnut St., "

Unattached.
16372 Growney, P. L., Maryville.
16386 Rothwell, W. A., Moberly.
16387 Jennings, J. B., "

NEBRASKA DIVISION—3.

Plum Creek Wheel Club. Plum Creek.
16416 Fisk, N. T., "
16417 Temple, H. V., "

Unattached.
16448 Young, Jas. T., Red Cloud.

NEW JERSEY DIVISION—8.

Elizabeth Wheelmen. Elizabeth.
16401 Bauchelle, Miss A., 116 Orchard St., "
16402 Pope, Miss Grace E., 536 Cherry St., "
16403 Potter, E. F., 116 Broad St., "
16404 Spaulding, C. F., 1061 East Jersey St., "

Unattached.
16449 Crisman, Geo. T., Branchville.
16373 Goetschius, H. B., Box 183, Paterson.
16374 Smith, Harry A., Cliff St., Somerville.
16431 Foules, Chas. H., Watsessing, P. O. address, 195 Broadway, N. Y.

NEW YORK DIVISION—20.

Buffalo Bi. Club. Buffalo.
16423 George, Oscar M., 38 No. Pearl St., "
16424 Ratcliffe, Stephen M., Jr, 246 Virginia St., "

New York Bi. Club.
16357 Roe, Frank O., 321 Produce Exchange, New York City.

Olean Bi. Club.
16422 Thurston, Geo. E., Portville.

Unattached.
16419 Hemingway, W. H., M. D., 51 Market St., New York City.
16452 Kellogg, H. S., 25 Clinton Pl., " "
16358 Rauhofer, E. J., 66 West 93d St., " "
16376 Stout, L. A., 51 Warren St., " "
16420 Sutton, Geo. D., 37 Union Sq., " "
16434 Terry, Edw. S., 183 West 73d St., "
16375 Pough, Francis H., 146 Hicks St., Brooklyn. "
16450 Drake, A. L., 945 West Ave., Buffalo.
16451 Summey, Elmer C., 1888 Main St., "
16418 Bowne, R. Frank, Glen Cove, L. I. "
16421 Underhill, L. C., Locust Valley, L. I. "
16377 King, Frank, 52 Carroll St., Poughkeepsie.
16378 Graham, Geo. R., 46 Carroll St., "
16435 Decker, Lee, Roxbury, Del. Co. "
16432 Hooker, L. E., South Edmeston.
16433 Page, C. M., " "

OHIO DIVISION—7.

Urbana Wheelmen.
16425 Wilhelmi, F. G., Urbana.

Unattached.
16480 Benedict, Chas., Ashtabula.
16436 Jones, W. Guy, Radnor.
16405 Merritt, C. J., Selma (Clark Co.) "
16406 Wilson, F. M., " "
16407 Yarnell, E., "
16437 Kriegbaum, Chas. N., 197 W. Columbia St., Springfield.

PENNSYLVANIA DIVISION—3.

Mountain Wheel Club.
16379 Stine, J. C., Osceola Mills.

Unattached.
16359 McNabb, Wm. J., Belleville.
16360 Wilson, Wm. G., "

RHODE ISLAND DIVISION.—3.

Unattached.
16408 Phillips, Wm. H., Bristol.
16409 Hazard, Frank, 66 Richmond St., Providence.
16426 Titus, Albert F., 33 Arnold St., "

TENNESSEE DIVISION—1.

Knoxville Bi. Club.
16453 Todd, C. S., care of B. W. Wrenn, Knoxville.

WISCONSIN DIVISION—2.

Unattached.
16362 Knoelke, Henry, 379 Third St., Milwaukee.
16361 Limberger, John, 409 Thirteenth St., "

SOME OF THE TRADE

Delight in informing their friends that we do not sell any wheels to speak of, that the demand for them is very light in wheeling centres, where bicycle riders are posted.

WE APPEND HEREWITH

A few letters from some of our agents who had given up a well-known line of wheels rather than ours.

LOUISVILLE, KY., April 18, 1887.

Dear Sirs: — We have sold twenty-five Champions so far — twenty-one in the city, the balance outside, which is double the number of fine wheels ever sold in Louisville by both the agencies put together in a year, and I think we will sell not far from one hundred Champions this season. It has not been hard work to sell them, they sell themselves. If an old —— rider is skeptical, he is the man I want to get hold of, and let him first try an —— and then a Champion. In this way we have mounted seven prominent riders on full nickelled Champions. Of course, this has had an effect no choice of wheels for beginners, which we intend to keep up. In fact, the machine has the most good talking and taking points of any machine I ever saw. For instance, you can grasp the large wheel and backbone of an —— just above the step — it is not very hard work to bring the wheel and backbone together. Now try the Champion, and you will find that it don't go t gether worth a cent; and as the backbones on both wheels are nearly thesame, one must give in the head and the other does n't. I have ridden my own mount (a Champion, of course) over 500 miles this season, and have given it a pretty thorough test on rough roads, and I certainly would not exchange it for anything in the wheel line I ever saw. I rode it April 3d (after the snowstorm), eighty miles, from Harrodsburg to Louisville in ten hours, with six inches of mud for forty miles, and not anything loosened but a spoke. I 'll not say anything more about the Champions, now; you may think I 'm trying to sell you one. Our successor has sold one —— so far.

HERE'S ANOTHER.

The New Orleans agent, by far the largest cycle dealer in the extreme South, says:

NEW ORLEANS, LA., April 21, 1887.

Gentlemen: — Your favor of the 15th inst., asking for a candid expression of opinion as regards the American Champion Bicycle, manufactured by Gormully & Jeffery Manufacturing Co., has been received. In reply, I would say that in all my experience I have not found a wheel that gives such entire satisfaction and sells as readily as the "Champion." I have sold it since first introduced, and in this State it outnumbers other makes of high grade wheels about seven to one. It has proved a durable, easy running wheel, and its reputation here is fully established. You can recommend it to your customers with the utmost confidence. I could send you any number of direct testimonials, but infer you are writing for what is called a "condensed" experience.

AND STILL ANOTHER.

The Cincinnati agency is equally enthusiastic. Any one who has seen the four-horse teams of Cincinnati will understand the reference to the roads in the following.

CINCINNATI, O., April 10, 1887.

Dear Sirs: — We are in receipt of yours asking information regarding the Gormully & Jeffery goods. We feel that we cannot say too much as to the good merits of their machines. We have handled the "Ideal" for four years, and the "American Champion" from its first appearance last season. In every instance they have given perfect satisfaction to the purchaser. The American Champion, for ease of running, rigidity, and general durability, is not excelled by any wheel. The American Challenge is a good staunch roadster at a moderate cost, that has proven itself by actual usage on our roads (and worse could not be found in our immediate vicinity), to be a thoroughly reliable machine, answering all the requirements of a good all 'round bicycle at a mod 'e cost. The Ideal is, beyond a doubt, the best boy's wheel ever produced. e success of the wheel has been phenomenal about Cincinnati, and it is certainly well earned. It affords us great pleasure to offer these machines to the public, knowing that for thorough workmanship, reliable construction, and good quality of material employed in their manufacture, they are all that is claimed for them and sure to give satisfaction. We congratulate you on having added these wheels to your list, and wish you every success that they are bound to bring you.

There are plenty more to follow. In fact, we are prepared to satisfy an extraordinarily keen appetite for reflection. Catalog on application.

GORMULLY & JEFFERY MFG. CO.

CHICAGO - - - - ILLINOIS.

Largest Manufacturers of Cycles and Sundries in America

THE L. A. W. BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, SEPTEMBER 2, 1887. | VOL. V. No. 9. WHOLE NUMBER, 114.

OFFICE OF

THE BOSTON HERALD,

Boston, Mass., June 21, 1887.

Miss Pope Mfg Co

Gentlemen. The record of my Expert Columbia is so good that I feel that you will be interested to learn about it I bought it in the spring of 1883, so that it is now in its fourth season. I took it to the City of Mexico and brought it back with me. I used it there over a year and have ridden it regularly ever since returning It has not yet cost me even a single cent for repairs and is still a staunch machine in first class running order.

Yours sincerely

Sylvester Baxter.

RUDGE RACERS.

As we have decided to discontinue the use of racing wheels as an advertisement, we wish to call your attention to the following novel and special sale of racing machines.

Below we give you the size and full description of racing wheels in stock, numbered in such a way that they can be easily ordered. We have made this list, showing the present selling price of the Racers, also the special price at which we offer them to close. In addition to this we propose to accept bids on any machine in the list, up to September 15th, which bids will be carefully recorded, and any wheels that have not been sold at the regular price, at that date will be forwarded to the highest bidder.

To insure the genuineness of the bids, each bid must be accompanied by a check for $5.00, for which a [illegible] will be given, showing the number of the machine for which the bid has been made, and in case the ma[illegible] been sold, or has had a higher bidder, the money will be refunded September 15th.

The reputation of the Rudge Racer for strength, durability and speed, has earned for it the name of "[illegible]ne Path," and parties wishing a racing wheel, cannot do better than provide themselves by this sale. They [illegible] all in good order, fitted with racing saddle, spade handles, and racing rat-trap ball pedals.

						List Price.	Present Price
No. 117.	One	53-inch	Rudge	Racer,	new, - - -	$140	$85
" 118.	"	53	"	"	" shopworn - -	140	70
" 119.	"	54	"	"	" new - - -	140	85
" 120.	"	54	"	"	" shopworn - -	140	70
" 121.	"	55	"	"	" new - - -	140	85
" 122.	"	55	"	"	" shopworn - -	140	70
" 123.	"	56	"	"	" new - - -	140	85
" 124.	"	56	"	"	" shopworn - -	140	70
" 125.	"	56	"	"	Semi-Racer, shopworn	140	70
" 126.	"	57	"	"	Racer, new - - -	140	85
" 127.	"	57	"	"	" shopworn - -	140	70
" 128.	"	58	"	"	" " - -	140	70
' 129.	"	58	"	"	Semi-Racer, shopworn	140	70

MISCELLANEOUS.

No. 130. One 56-in. Rudge Humber Racer, (A DAISY) Ridden by Webber, shopworn, $80
" 131. " Rudge Racing Humber Tandem - - - $125 net.

IF YOU ARE THINKING OF GOING INTO RACING, LET US HEAR FROM YOU.

STODDARD, LOVERING & CO.

125 to 158 CONGRESS ST. - - - BOSTON, MASS.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

SINGLE COPIES - - - - - - - 3 CENTS.

SUBSCRIPTION PRICE TO OTHER THAN LEAGUE MEMBERS, $1.00 A YEAR.

CLUBS OF FIVE - - - - - - $4.00 "

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

THE town authorities of Beatrice, Neb., have repealed the objectionable ordinance prohibiting the riding of bicycles on the highway. Judge Broady ruled that the ordinance was unconstitutional and unreasonable and the suit against a wheelman who was arrested for riding a bicycle was dismissed. The "City Fathers" were indignant at the dismissal and immediately appealed the case to the Supreme Court. The League was called upon for assistance and the wheelmen of the State were promised all the help and advice needed. And now the authorities have come to the conclusion that discretion is the better part of valor.

THE fact that a cycle tournament is given at Worcester, and that only five hundred people attend each day causes us to ask, what is the matter with racing? The management ignored the cycle press in their advertising and perhaps this is a factor in their failure

IN our issue of last week we published a very concise and well-written article on "Macadam Roads," by L. H. Porter. Consuls of the League would help the cause if they would persuade their local papers to reproduce the article. The appearance of such article in the non-cycling press not only calls attention to defects in the system of road building, but it disseminates information not always easily obtained.

THE Darrow Bros. have issued the first number of the transformed *Wheelmen's Gazette*. The policy which they have adopted has a good deal of robust common sense. It is idle to think of making a monthly periodical a vehicle of news and this will not be attempted. There is room for a paper devoted to the polite literature of the wheel and in this vein will the *Gazette* be run. The paper starts out well and we wish it every success.

THE cycling press has lately had a good deal to say about the manner in which the uniform contractors are living up to their contract. Very few complaints have been received at headquarters and the uniform committee is not aware that the contractor is seriously at fault. Those who have a grievance, who are dissatisfied with what they get from the contractor, and who have reason to believe that they have been unfairly treated, should write at once to the uniform committee and state their cases. In this way the committee can know how the work is being done and can take measures to secure full value to members who send their money to the contractor. Address "Uniform Committee," G. R. Bidwell, 313 W. 58 Street, New York.

HILLIER has been dipping his pen in gall once more and saying a word against the American cycling press. He uses such strong language that it loses its effect, and those against whom the utterances are delivered can well afford to ignore them. He says:—

"Those who have ever seen an American journal of the sport will agree with us that, if the American 'wheelman' is at all like his Press, his cerebral development must be lax indeed. With the exception of the LEAGUE OF AMERICAN WHEELMEN'S BULLETIN and the *Wheelman's Gazette*, American cycling papers are just about where we were in the year of grace 1879. They are full of references to "Tuxed Jim" and "New Jersey Jake," and all manner of unknown readers, and the grammar and general "get up" are singularly suggestive of the *Cycling Times* and, alas! *Bicycling News* nine or ten years ago. "Cycling politics" are their chief subjects of discourse, and the manner in which the manufacturers (such as advertise, of course) are puffed is disgusting. A prominent American gentleman and journalist recently gave us his estimate of the circulation of the American papers:—

L. A. W. BULLETIN, 11,000.
Wheelman's Gazette, 2,000.
Bicycling World, 1,500.
Wheel, 1,000.
Wheelmen's Record, 500 (perhaps)."

The criticism is harsh and unmerited, American cycling papers are as well edited and conducted as is the *News* or any of the English wheel papers and they are much better printed. Moreover, we believe that the circulations of our papers are proportionately larger than those of England when we consider the much larger number of riders they have on the other side. The *Wheel* is much incensed at Hilliers's attack, and says:—

"We beg to assure the Hon. G. L. H that we desire no further correspondence with him, and we shall esteem it an especial mark of respect and honor if he will kindly omit to call upon us, should his present intention of visiting this country be carried out."

IF the *Wheel* should put in evidence a copy of any late issue it would be a most effective answer to Mr. Hillier.

HOWELL is coming to race Rowe. The last advices say Howell is going to Germany. Howell will not come over to race Rowe. Harry Corey says Howell is coming. Daniels has direct advices that Howell is coming over. Howell says he won't come this year. Morgan says Howell declines to come. Kennedy Child has a special cablegram from Howell saying he is on the way. There they are. Take your choice.

THE Outing Cycling Club was organized at San Francisco, August 19, with seventeen charter members. It has made application to the League as a League club, and been duly entered. Officers: President, W. B. Mier; vice-president, W. B. Bartlett; secretary, J. M. Brewer; treasurer, R. J. Mier; captain, C. R. Biederman; lieutenant, J. Hood.

FROM A FEMININE POINT OF VIEW.

A CORRESPONDENT writes: "*Harper's Young People*, under date of August 2, has an article on 'The Tricycle for Girls,' by S. M. Johnson. Describing the proper way for girls, and, I presume, ladies, to mount a Cripper tricycle the writer says: 'Going behind your tricycle, you grasp the handle-bar with both hands, and, with one foot upon the axle, lift yourself from the ground; the other foot then finds the foot-rest, and you slip quickly into the saddle. Now, this may do for a gentleman; but is it the proper way for a lady to mount?'"

I CAN imagine that the writer does not question the detail of the mount, but is curious to know if it is proper for a lady to mount from behind. It must be confessed that it is very awkward for a lady to mount in this way, but it is decidedly the best way to get upon a bar-steering machine. The awkwardness is magnified tenfold if a lady attempts to get around the bar and mount from the front. I do not find the foot-rest before taking my seat, as Mrs. Johnson advises, for it would certainly be awkward on many of the machines that have rests a good distance away; but, placing my right foot on the axle, I raise myself, and take a side-saddle position, from which I can easily turn around into the riding position; then, standing on the pedals, I adjust skirts, etc.

AT Cottage City, Mr. Hutchinson, of New York, showed me a device for a Cunard tricycle, which allowed of turning one arm of the bar aside, giving ample room for a lady to mount from the front. The bar did not seem to suffer in strength by the addition of this feature.

MY correspondent further says: "The same writer also says: 'A light machine is one weighing between sixty and seventy pounds.' How is that?" I can't tell, if he thinks such a machine is not a light one, or if he thinks there are none as light. Mrs. Stall rides a wheel which weighs less than fifty pounds, and I have been riding one which has wooden wheels, and weighs but sixty pounds. Miss G——, of Newton, has a Humber which weighs less than seventy pounds. The great majority of wheels, however, weigh not far from eighty-five pounds. I am promised a wheel which will weigh fifty pounds, have rotary action of a new kind, and be capable of a change in the gearing. It will have wooden wheels.

THE ladies of England are to have a tour organized by the C. T. C., and personally conducted by Mr. G. D. Ingall of the club, who is described as "a married man and a good tourmaster." The notice is issued by Mr. Ingall is as follows: Members of the C. T. C. may remember that in the early part of the year the lady who caters for her sister cyclists in our columns demanded that the big club should endeavor to do more for its lady members in the matter of smoothing the way to the enjoyment of touring, a pleasure which is at present monopolized almost entirely by the sterner sex. The result of this action on her part was that a committee was appointed to consider the matter, and, more in the interest of the ladies than others, it was declared advisable to start organized tours, the principal features of which should be that the distances should be short, the numbers limited — at any rate, at first — preference should be given to those who, in our hours of woe, are ministering angels, and, in order to get over social prejudices, their official character should be well marked by making one of the Council the tourmaster. The outcome of all this action is that two tours have been organized, as set forth in the last *Gazette* — one abroad in the district of the Ardennes, the other at home, and under the guidance of Mr. G. D. Ingall, R. C. C. T. C., our "Anglo-Dutchman."

VIOLET LORNE says: "The initial venture of this nature is to take place August 20, when a party starts for the Ardennes, and it is to be followed up, on September 5, by a five days' tour through the South-Eastern counties, when all arrangements are framed with a special view to the comfort and convenience of the lady members, who are cordially invited to join. I have little doubt that the number of applicants for place among the favored fifteen or twenty will amply prove that organized mixed tours will supply a want in the cycling world."

THE annual trip of the ladies to the North Shore will occur this year late in September or early in October. I understand that a committee is already at work, and that a prospectus may soon be expected. It is proposed to take an ambulance along for disabled machines and their riders, and to make arrangements for the accommodation and entertainment of the tourists on a much more elaborate scale than has been attempted in previous years.

A BROOKLYN paper has the following item regarding a tandem trip. This kind of thing will be very common in a few years. "There is an artist couple in this city who have a pretty, disorderly apartment in one of the studio buildings, who have gone housekeeping for the summer in one of those double tricycles. There is a big red umbrella in the middle, which shades both, a satchel strapped underneath her seat, and an easel and drawing materials under his. They have started off in this light marching order for a month's sketching tour along the Sound, and stop once in a while for two days in a village to have the week's washing done, when they go on again. They are to avoid the towns, and put up at farmhouses and in villages, because of their desire for sketches of rustic life, and because of the saving in expense. They hire the month's use of the tricycle for $15, and are responsible for damages to it, and for the wear on the rubber tires; but they calculate to run but little over $35 more for living expenses during the month, and find $25 apiece for a month's existence very reasonable. They claim that they will have all the advantages of camping out with none of its discomforts, and will spend an average of twenty five days out of doors, moving their scenery and avoiding monotony, and will be able to sleep comfortably and eat conveniently, which campers out know is not to be obtained under canvas with any degree of certainty."

DAISIE.

ST. LOUIS.

THE bicycle thief is rapidly looming up as part and parcel of St. Louis cycledom, and this particular feature, if not carefully watched, will improve into a regular industry. Charlie Andrews, with several others, were sipping lemonade at a resort near the club one evening this week; Andrews leaving his wheel in the area, When he looked for it again, it had disappeared. A similar disappearance occurred some time ago, but proved to be the work of a practical joker, but Andrews declares that in this case, if the funny man is found, it will be a very practical joke indeed for him. A novel plan for finding the wheel has been devised. The machine was a Victor No. 5,333, and Andrews has mailed a circular letter to every Victor rider in the city, enclosing a red silk ribbon, with a request that it be attached to the brake-spoon shank of each rider's wheel. The boys are co-operating heartily, and should a Victor without this badge be discovered, it will probably be the stolen one.

OUR streets are now being sprinkled by the city. The result of the first day's work was quite different from what the wheelmen anticipated. They looked for constantly swamped streets and an increase in the number of ruts and mud holes, but on the contrary, the sprinkling is done lightly and frequently, and the roads are packing in magnificent style in every quarter. The authorities in charge of the asphaltum, might find a lesson in this. It is known that water wears and rots asphalt, but this does not prevent Pine and Locust Streets from being transformed each day from handsome thoroughfares to stretches of slime, dangerous to both cycler and horse. Ruts and holes, too, are the result of this swamping process.

SECRETARY-TREASURER Lewis has improved rather than depreciated in riding qualities. His first prank, on returning home, was to take a spin by night out on the old Manchester Pike, and to coast down Solomon's on the fly. "I was n't in the saddle much," said Ab, "but I tell you it was fun and seemed decidedly like home." The curve of the big hill is washing the wrong way more and more, and but few of the veterans now coast it without brakes.

DR. HENDERSON, Captain of the Kansas City Wheelmen, is working up riding enthusiasm by means of unique runs into the country. His latest is a trip to Independence, the cyclers arranging to escort Independence young ladies to church on arrival there. Kansas City will probably include a bicycle parade and races as a feature of its festival season and fair. The road race to Paola causes increased interest, and it is understood that among the flyers, Frank Ray, Dr. Tar, Haynes, Ashcroft, and Stewart will figure.

BICYCLE gloves are sensible for veteran and novice alike, yet in how few cases their use is continued longer than a few days. I know one rider who swears by gloves, and advises their use, yet the right hand palm of this same rider has been lacerated just ten times. Walter Wylie recently fell and scraped his knuckles — result, the tendon of his third finger is so contracted that he cannot close his hand. "Don't think I will need them this trip," is poor policy.

SMITH'S athletic club scheme comes up for final discussion September 5. Delegations of five from the Division, each cycle and other club, Y. M. C. A. and Missouri Gymnasium will attend a meeting called for that date by W. M. Brewster, who is thoroughly enthused and believes the plan is practical. J. A. St. John and other "foundation stones" will also attend.

PERCY STONE, having entered the Cleveland tournament for money stakes, blossoms out a full-blown professional. Percy is not at all partial to "blowing," but somehow that term strikes me as appropriate.

KLIPSTEIN, Dr. Emery's lively *protegé*, writes home great yarns about his Boston experiences, and alludes gratefully to the banquet tendered him by the Roxbury Club. He tackled Corey Hill, but says short cranks, straight wheel and "buckled handle-bar" stopped him near the top.

MR. CLARK, a prominent cycler of Omaha, has been in the city. He was the guest of the Missouri Club. PHŒNIX.

CHICAGO.

THE Illinois Cycling Club, having reached the mature age of one year, celebrated its first anniversary in the form of a "smoker," lantern parade, etc., at their club rooms last week Wednesday evening. About two hundred wheelmen were present. It was by far the greatest success of anything ever attempted by the wheelmen of this vicinity. In addition to the usual "smoker," there was quite a musical programme, which was participated in, by some of the best talent of Chicago.

THE lantern parade, which occurred early in the evening, brought out the fair sex in large numbers. They flocked every corner, and in many places it was difficult to pass. There were decorations of all kinds, and lanterns used without number. A. J. Street received the first prize — a Lakin Cyclometer — for the best illuminated wheel. W. A. Davis, mounted on a three-wheeler, took the second prize. Burley Ayers was presented a stick of candy for exhibiting the most shapely pair of calves. The boys did remarkably well, considering this was their first attempt at anything of this kind. A stiff breeze was blowing during the parade, which caused many of the smaller lanterns to burn out before the entire route had been covered.

TOM ROE was sadly missed on this occasion. He is one of the kind that will never be outdone, and always has an original idea when it comes to wheel decorating. By the way, we had a letter from him written at Kansas City a few days since, and he says that he has not given up the wheel, as was reported, nor does he intend to resign from the club. I understand that the racing fever has struck Kansas City. Doubtless, Tom is a dark horse for the next half-mile dash.

I HAVE learned that the new cycling club, that is being formed in the vicinity of Humboldt Park, is the "Æolus Bicycle Club." It is quite evident that none of its members are superstitious or they would never have christened it as above. Another chance for Burley Ayers.

AND still another on the North side of town. I believe this is to be called "The Eagles" and is being organized by Pierce and Spooner and other North side wheelmen who have recently resigned from the Owls, as it is a South side club and has its headquarters several miles from the North side, which makes it very difficult to be reached, especially in the evening.

THE dues of the Chicago Bicycle Club have been increased to thirty dollars per year, and hereafter no application will be accepted for membership unless said applicant is at least twenty-one years of age. The club is still without a clubhouse, but expects to be in one at an early day. SPECTATOR.

MICHIGAN.

BAY CITY. — The tourists from the Bay City Club, who started from Windsor, last week Monday, for a tour through Canada, were most unfortunate in meeting with bad weather. Mr. Babcock remained with the party until near St. Thomas, when, deciding that pushing through the muddy roads was more like labor than pleasure, he returned home. Balance of party continued the tour, but were making slow progress.

DETROIT. — The racing fever has again broken out among the members of the Detroit Bicycle Club, and in a much more aggravated form than the last attack. They intend to hold a two days' race meet on Sept. 30 and Oct. 1. This meet is to be on a grander scale than any yet attempted by the cl[ub]. The Detroit wheelmen have not had a fair c[hance] so far to find out how popular their sport [is] city, as each race meet has been spoil[ed] weather. The race meets held in Det[roit] called "international," there being [a] dian flyers in attendance as American [riders] were too many Canadian representative[s] the last meet, for between Messrs. Davis, [Toronto], and Lamont, of Chatham, the medals for the open events went to Canada.

THE Star Club is determined to have its wheel well represented, and intends bringing the best Star talent, amateur (and professional if required), for the occasion.

THE State championship race will take place again at this meet, and the former competitors will have a chance to try again.

THE wheelmen are very much excited over the prospect of having asphalt on Cass Avenue. What a change this would be from the wretched cedar block with which it is now paved.

A SHOT-GUN and a charge of cold lead awaits Editor Darrow on his next appearance in Detroit, to repay him for the cartoon in his last issue, in which he describes Farmer Flapjack as beating our crack flyers. George D., should the shot-gun fail, remember the Mt. Clemens plank, which was such a novelty to you; it is there still, and growing worse each day. One more cartoon, and your life will not be safe in the "City of the Straits." MICH.

THE HARTFORD TOURNAMENT.

A BIG annual cycle race meeting seems to have become a fixed institution at Hartford. An excellent track, enthusiastic local wheelmen, and above all a thoroughly appreciative public have combined to make the past Hartford tournaments second to none, unless possibly those of Springfield. When it was announced early this season that the Connecticut Club would not go into the tournament business again, expressions of regret were heard on all sides. The fact seems to be, that while the members of this old line club are as enthusiastic as ever concerning all things a-wheel, they hardly consider it worth their while to take the exertion necessary to conducting another race meeting. Their past ventures of the kind have been very successful financially, the large profits realized being well attested by luxuriously furnished parlors and permanently invested funds. The Connecticut seems to be one of the very few clubs in the country which has grown rich enough for all practical purposes.

When the Connecticut Club decided upon no meeting this year, the Hartford Wheel Club, a comparatively new, but very strong organization of one hundred active members, determined, greatly to the satisfaction of all Hartford wheelmen and the local public as well, to assume the responsibility of conducting the regulation "Hartford tournament" for 1887; and from present indications the coming event will, in all things, be fully equal to any of its predecessors. The programme has been carefully arranged, and the prize list is very attractive, including, among other things of value, Columbia and Victor light roadster bicycles. The entry list is already large enough to insure a fine field of starters and spirited racing. For the one-mile professional championship ten names are down, among them Rowe, Crocker, Neilson, Rhodes. Among the amateurs are Rich, Crist, Stenken, Midgley, DeBlois, Hart, Miller, Harding. The one-mile State championship is attracting unusual attention this year, and it will be hotly contested by DeBlois, Hart, and others. The two named are among the noted fast amateurs of the country, very evenly matched, and each the favorite of hosts of friends.

On the day of the races, Sept. 7, extra trains will run to Charter Oak Park from all immediate points, and with good weather the attendance will be immense. Racing will begin promptly at three o'clock; concert by Weed's full military band at two o'clock.

NEW YORK DIVISION.

THE annual meeting of the New York State Division to be held at Cooperstown, Sept. 23d and 24th, is already an assured success. Members of the Division from all sections of the State are making their arrangements to attend. All the large clubs will send delegations, and altogether, this meeting will probably be the most enjoyable ever held. We had hoped to publish this week the arrangements and details as to transportation, hotels, etc., but this must be deferred until our next issue, as the committee have been unable to complete all transportation arrangements. This much may be said, the round trip from New York City will not be over $10.00, which will include sleeping car both ways. Round trip only $7.00, proportionate rates will be granted from all sections of the State.

Members desiring rates will apply to Chief Consul Bidwell, 313 West 58th Street, New York. The hotel rates at Cooperstown will be from $1.50 to $3.00 per day. The next issue of the *Wheel* will contain arrangements in full, time table of train, rates of fare, etc., and will be mailed to each member of the Division.

LOUISIANA DIVISION.

As our Division is entitled to a representative, I take pleasure in announcing that I have this day appointed Mr. S. M. Patton, of New Orleans, as the representative of the Louisiana Division.

I have also this day appointed O. H. Terwilliger, Local Consul at Opelousas, La.

The following are the League officials for this Division: —

Harry H. Hodgson, Chief Consul, 13 Carondelet Street, New Orleans.

Ritchie G. Betts, Secretary-Treasurer, New Orleans, La.

S. M. Patton, Representative, New Orleans, La.

Harry W. Fairfax, Local Consul, New Orleans.

J. B. Walters, Local Consul, Shreveport, La.

O. H. Terwilliger, Opelousas, La., Local Consul.

HOTELS.

Hotel Vonderbank, New Orleans; City Hotel, Shreveport.

There is a better feeling now towards wheelmen than ever before in this city and State, citizens who formerly regarded the wheel as a toy, or child's sport, have accepted positions as committee men for our annual races in September, and have begun to realize that the wheel as practical mode of travelling is a fixed fact.

Our League membership is ahead of last year, and hope to send a full list of renewals next year.

We are winning favor on all sides, and in the few troubles we have had with the "Road Hog," Judge Davey, of this city, has on each occasion stood by the wheelmen nobly, and gave them a fair and impartial show, and we have won every time.

On September 15 our annual races will be held, and we will invite six thousand people, — this to make the sport popular.

H. H. HODGSON,
Chief Consul Louisiana Division.

NEW ORLEANS, Aug. 24, 1887.

NOW that the weather is getting cooler there will be a great deal more night riding than during the hot summer months. It is always safer to carry a lamp. The Gormully & Jeffery Manufacturing Company, of Chicago, manufacture a complete line, and will be pleased to send their catalog on application.

WHY do you allow your machine to remain rusty when you can with one bottle of the G. & J. Retouching Enamel make it look almost new? It costs only seventy-five cents and does the work. The Gormully & Jeffery Manufacturing Co., of Chicago, will be pleased to send their catalog on application.

QUAKERTOWN QUILLINGS.

ONE of your correspondents, Mr. Editor, forgetting that a reporter must furnish all kinds of news, regardless of his own opinion, last week, seemed to take me to task for giving, in connection with a summary of the false arrest of two of our cyclers, a detailed mention of the proposed race on the Lancaster pike, for the Tryon cup. I do not hesitate to say to him and to any one else who cares to hear it, that I am as much opposed to road racing as he can possibly be. I don't believe in it, I know it is dangerous, and I wish that the projectors would either withdraw the race altogether, or else give it on a track where the danger would be reduced to as near the minimum as possible with bicycle contests. Just the same, however, if it *should* come off, and my club were to have a team, and I, good enough rider to secure a place on that team, I should be very likely to ride. From the latest reports, however, it looks much as if the Pennsylvania Club would not have anything to do with it officially; both the Pennsylvania and Philadelphia clubs have declined to be responsible for possible accidents and it is hardly likely that Tryon & Co. will agree to shoulder the bond which the Pike authorities have deemed necessary. There is no denying, though, that a great deal of interest has been centred in the race, and it will be a big disappointment to many if it is to fall through. The Tioga team is doing it's little best to keep to the four minute gait up all the hills, and occasionally University men may be seen hard at it. Suplee, one of the best-known of Penna.'s good-looking members, is doing good work on his new Victor; John Wells is a regular "hustler," and Richwine divides the good opinion of his club with a new rider whose name is not yet out. The Century could get but one member to signify his willingness to ride, and, as a consequence, will have no team. The Pennsylvania team will not, however, have quite the "snap" they may have expected in the road race. The Tioga boys are doing extremely well, and two of them, last week, broke the elder Gideon all up in a trial trip over the course. He was three minutes behind the first one, one behind the second, and the fourth member of the team was only two minutes further back, while all four were well inside of a four-minute gait, the last ten miles occupying less than 38 minutes. The course is very rough and lumpy, nearly every last stone on the pike having washed bare in the recent rains. Add to this the fact of a strong head wind for two-thirds of the way out, and no wind at all to help in, and it will be seen that there is good material in the new representation.

THE athletic sports at the Gentlemen's Driving Course, Saturday, Aug. 27, were well attended. The track, owing to the short notice given, was, as usual, not in very good condition. The first event, a one-mile bicycle race for novices, was won by H. Harding in 3.20; George Bowman second.

The half-mile bicycle race for boys under 16 years of age was won by Robert Coningsby, in 1.49 1-2; Ed Crawford second.

The two-mile bicycle lap race was won by Louis Kolb. The first lap of half a mile was made in 1.31 1-2; the first mile in 3.21. M. J. Bailey and Bart Keen, the other contestants, dropped out of the race at the third lap. Kolb made the two miles in 8.17.

The one-mile bicycle race was won by M. J. Bailey in 3.15; L. Kolb, second, his exertions in the last race having told heavily on him.

The sixty yards slow bicycle race was won by Robert Coningsby, who took 1.12 to cover the ground; Ed. Crawford, second.

The half-mile bicycle race without using the hands after the first ten seconds was won by S. H. Crawford in 1.46; L. Kolb, second. Crawford is one of the veterans of Phila. cycling.

The consolation one-mile bicycle race for those who had not won an event was won by Bart Keen in 3.46; R. C. Schaffer, second.

The last and most interesting event was the race between Mr. Le Roy's horse Boston and five bicyclers for five miles. The bicyclists followed each other in regular order, taking one lap at a time of a half mile each. Boston won the contest in 15.9 1-2, although Le Roy, his rider, stopped twice, once to fix the stirrups and again for a saddle. The time of the bicyclists was 16.4 1-2.

HERE is a question which "Chris. Wheeler" in the "nonsense column" of the *Item* agitates, and it is well worthy of careful consideration: "How about the question of securing for Pennsylvania something after the order of that Liberty Bill which is now the boast of wheelmen of New York State? True, the wheel has full liberty in Pennsylvania, but still its standing is not defined by law, and until it is there will always be a chance for misunderstandings and failures of justice. I understand that as soon as the State Legislature reconvenes, an effort will be made to have such a bill passed. Why not push it in Jersey, too?

THE Burlington county farmers say they do not intend giving any of the road to cyclers when passing. The "hayseeds" should emigrate to Pennsylvania and see how the "road hogs" are served there. Perhaps a few such lessons would change their ideas, and do much to preserve the general peace in New Spain.

IT is reported that Mr. John Green, of the firm of Strong & Green, on a Star bicycle, recently made three miles on the road inside of eleven minutes.

THE Camden wheelmen will probably hold a club race meet on their new track September 3, depending on the condition of the track. The track has been placed in charge of A. Coningsby, of West Philadelphia, and it is to be hoped that Camden will be more successful under his management than has West Philadelphia so far.

YOUR compositor made me speak of the "Tioga" cup last week, when I tried so very hard by plain writing to say Tryon. Such a blunder as that he'd better not again try on.

PHACTO

LETTER FROM BROOKLYN.

THERE are rumors floating about of a scheme being on foot to dispense with the office of secretary-treasurer, consolidating it with the office of chief consul, giving that officer sole power over all the financial as well as consular work of the Division. Now, this seems to me, very bad policy for many reasons, which will be apparent to any one who will carefully consider the matter; principal of which is the power given to one man, and the disastrous results that might follow if that man were unfitted for the position. Under the present chief consul, such an arrangement might work well; but a move of this sort is not a personal matter, but one involving, not only a question of principle, but grave responsibilities and consequences. "Power will intoxicate the best of hearts, as wine the strongest heads. No man is wise enough, nor good enough to be trusted with unlimited power; for, whatever qualifications he may have evinced to entitle him to the possession of so dangerous a privilege, yet, when possessed, others can no longer answer for him, because he can no longer answer for himself."

The question of Road Racing is agitating the cycling minds of this vicinity to a considerable extent, the recent action of Mr. Luscomb and the letter from Mr. Shriver as printed in the *Wheel* of last week, exciting considerable comment pro and con. Personally, I am not opposed to Road Racing, but on principle, I am decidedly so, and am of the opinion that it must be sooner or later abolished. Mr. Shriver asserts that the Irvington-Milburn races "have certainly been in no way a public nuisance" and also that "no interference with public rights has been caused," in both of which, I beg to differ with him. The statute law informs us that any crowd assembling upon a public highway are trespassers, and may be arrested by an officer or the owner of the adjoining property, and it further stipulates that persons have no right on a public highway except for the purpose of passing over it. Such crowds as congregated on the Irvington-Milburn course last May were a "public nuisance" and interfered with public and private rights in a most arbitrary manner. The highway was almost blockaded for a distance of two or three hundred yards in the vicinity of the starting point. Horses were seized by the bridle and summarily forced off the roadway in spite of protest or warning from their drivers, which act constituted an assault, which drivers of vehicles had a right to resist by force, or resent by criminal procedure. Although a wheelman, I am free to admit, that if I, as a driver of a horse, had been treated as were drivers of horses at the May road race, I should have felt justified in resisting the assaults there made, by force, and arms if necessary.

Mr. Shriver further remarks: "The League has quite enough work in its legitimate sphere without indulgence in meddlesome interference with private rights." Here again Mr. Shriver is wrong, for there are no "private rights" involved. Road Racing is

illegal, and therefore you have no "private" nor public right to use the highways for that purpose.

He also says: "We belong to the League to aid each other — not to regulate each other." The League is an association to promote cycling; to ascertain, defend and protect the rights of wheelmen; and to regulate the government of *all amateur sports connected with the use of the wheel*. If we join the League, we do so presumably, to partake of its benefits, and to assist in maintaining our rights. If the League, therefore, considers that as Road Racing is illegal, and its indulgence intrudes upon the rights of others, and will ultimately result in the curtailment of our own, by restrictive legislation or other official enactment odious to our comfort, are we not bound as faithful members of her body, to respect her rulings, and endeavor to further her best intercsts? And if the League has power to regulate the government of all amateur sports connected with the use of the wheel, has she not power to forbid such sports as are illegal, or damaging to her interests?

Club life at present is quiet, many of our prominent cycling lights being out of town. The delightful weather of the past week has witnessed an increase in the number of riders taking their afternoon spin. Saturday brought out the largest number seen since the heated term began, and each week will see the number swell. The new clubhouses of the Long Island and Kings County wheelmen are not progressing as rapidly as the members of those respective organizations would wish for. The Long Islands will probably get in some time during October, but the Kings County wheelmen not for some time later. The Ilderans are making improvements in their present quarters, and preparing for an active social season during the winter.

BON.

AUG. 29, '87.

TOURING CHAT.

Address all communications to A. B. Barkman, Chairman L. A. W. Bureau of information, No. 608 Fourth Ave., Brooklyn, N. Y.

TOURING.

THE rider having developed his powers by careful practice, it will next be for him to consider what are the necessaries to be carried for his comfort, or sent to various places where he may stop *en route*, and here again great latitude must be allowed, as tastes differ most notably, one rider regarding a tooth brush and a piece of soap ample equipment for a week's journey, while another will be loaded down with packages and needless impediments, which contain necessaries from his standpoint. In the matter of carrying luggage, the bicycler is obviously less favored than the tricycler, though he has the great advantage in travelling over the generality of our country highways, but to return to the question of luggage, the rider of the bicycle will learn with experience how to carry sufficient for comfort, which is a happy medium, consisting of not too much, nor yet too little, but just enough for all reasonable requirements; and such an equipment can readily be carried on a bicycle, and renders the tourist independent of the troubles and annoyances always incidental to the sending of clothing by express, owing to frequent mistakes, delays, or miscarriage, most vexatious drawbacks which every tourist has experienced.

Some bicyclers fly light in the matter of luggage, trusting to chance for such changes as may be necessary, while they have always the option of going to bed if unable to obtain dry garments in which to sit up. But the prudent rider, or one who has once suffered from the inconvenience and discomfort of being without, will take care to provide himself with at least one complete change of under-garments; one of the best and most convenient forms of which will be found in the full jersey suits, of not too thin texture, sold by all dealers in cycling and athletic goods, or those manufactured by Messrs. Holmes & Co., No. 17 Kingston Street, Boston, which have proved to be serviceable as well as reasonable in price.

A jersey suit will roll up into a very small compass, and when put on it completely clothes the body from neck to feet in dry woollen attire, which may be worn alone if necessary, and is by all odds, when so worn, the most comfortable and serviceable riding suit, and over which damp outer garments may be put on again without danger from cold, if not without some little discomfort. It can also be used to sleep in at night, instead of using an ordinary night shirt, always a bulky matter when space is limited, and the fact that woollen underclothing is a protection in case of damp sheets is another argument recommending its adoption by the tourist. The kit is thus reduced by making one garment serve the place of two or more, and at the same time the weight to be carried is lessened, an important factor to be considered in studying the convenience of the rider, for even the strongest and most sturdy of cyclers will do well not to overweight himself in this direction.

From my experience the following is ample for a tour of two weeks, or even longer, and can be readily carried on a bicycle: The rider, when in the saddle, should wear a thin or medium weight merino undershirt without sleeves; a pair of thin cotton socks, which not only keep the feet clean, but also prevent chafing and soreness; a complete jersey suit, consisting of a high neck, long sleeve jersey, and a pair of full tights; low shoes with stout soles, and a cap or other suitable headgear at the option of the wearer. For riding, the jersey suit has many advantages and no equal for comfort, being easy, giving full and unrestricted freedom to all the limbs and muscles, warm in cool weather, cool in hot weather, and drying very quickly if the wearer chances to be caught in rain. I have seen fellow tourists on a warm summer day, plunge into a cooling stream, jersey suit and all, and dry quickly after resuming the saddle. This practice is not to be recommended, for while it may be extremely convenient and refreshing for the time being, it is conducive to colds and rheumatism. Stout soles to a tourist's shoes are essential to comfort when an occasional bit of walking is necessary, thin soles not only hurting the feet, but occasionally producing such soreness as will temporarily lame the wearer.

In addition to what the tourist has on, when clothed as above, he should also carry the following outfit: Uniform, or cycling coat and pants; extra jersey suit; two pair of socks; one undershirt; from three to six handkerchiefs; one neck handkerchief or scarf; comb; tooth brush; razor, etc., if necessary; a small sponge and a small chamois or soft leather bag with a stout drawing string made like a tobacco pouch.

If preferred, the extra jersey suit may be omitted and a flannel riding shirt and pair of long woollen stockings substituted, in which case attention is called to the new self-supporting stockings now generally sold by dealers, and which are most comfortable, answering the purpose of drawers as well as doing away with any garter encumbrances.

Having purchased two pieces of rubber cloth, of the quality known as Derby cloth, each about one yard square, proceed to roll the things up tightly in two packages, about twenty inches long and as small in circumference as it is possible to get them, placing the coat and pants in one and the extra jersey suit and underclothing in the other, the other articles being conveniently divided between the two. Roll as tightly as possible, they cannot be too tight or snug, and wrap up securely, each in a piece of the rubber cloth, commencing at one corner that the ends may be more firmly tucked in and made watertight and two sausage-shaped parcels are the result which should be fastened with stout rubber bands or, straps to prevent unrolling. The tourist thus equipped, if overtaken by rain, may regard a wetting as a matter of no serious consequence, he being clad in woollen garments and his luggage protected by its rubber coveaing. But to proceed; one of these packages, and it should be that which contains the coat and pants, is attached in front of the handlebar by means of the ordinary Lamson luggage carrier, which is the best made, care being taken that the action of the break is not interfered with.

Arriving at the noon-day resting place, if it is necessary or desirable to appear in full regalia, the coat and pants are easily got at and slipped on over the jersey riding suit, the neck-handkerchief, which should be in the same package, being neatly adjusted, the tourist is presentable to appear in any dining room. The other package, which should contain such things as will not be required until the day's journey is finished, is attached to the backbone of the machine, not too far below the saddle, by means of a Zachariah and Smith luggage carrier, and this method will be found to be far superior to the old and clumsy M. I. P. bag, which is not only more awkward to get over in mounting the machine, but more unhandy to pack, unpack, or to get at it's contents when *en route*.

The chamois bag before mentioned, is to contain smoking materials, odds and ends, not forgetting a needle and thread, frequently most useful; and such an amount of ready change as the tourist requires for incidentals during the day, the bulk of his finances being securely fastened in the pocket of his coat and wrapped with it in the bundle. This bag is safely fastened at the end of one of the handles, preferably the left, as most riders dismount and stand on that side; it is handily gotten at, and is most useful in many ways. To the other handle many fasten a handkerchief, but if a loop of twine be fixed to the sponge, just large enough to easily pass over the handle, and the sponge be kept clean and moist by frequent washings at the springs and wells *en-route*, this will be found most refreshing and more satisfactory on a hot day, besides being a great economy in handkerchiefs.

There is considerable knack, if not skill, in doing up the parcels nicely, which can only be acquired by experience or by being taught by the experienced. An old hand will put a great deal into a very small compass, but the novice will generally make a great deal, in the way of a package, out of a very little, and the reason usually is that the articles are not *folded* properly before rolling.

For those who, when touring, will insist upon carrying an immense amount of luggage, there is no excuse, as baggage can be sent to the various points through the usual channels, if one will insist in having an elaborate wardrobe. A rider is not supposed, even by the most punctilious host, to carry a wardrobe of this description; and if a host really does expect this, the guest had better go himself by train, or forward his portmanteau on before him. On the other hand, it is not necessary for the cycling tourist to be always in *deshabille*: a very small amount of care and forethought will enable him to appear carefully and appropriately dressed, if nothing more.

The tourist, before he gets away from home, will do well to look over his machine, which should be done a sufficient time before the day of departure to allow for the repair of any break or damage which may be discovered. Every part should be carefully and thoroughly overhauled, the head adjusted, each nut and spoke critically examined, the brake particularly being looked to and strict search made for any flaw or crack or unexpected wear, as the slightest weakness in this important point may endanger the life or limb of the rider. The bearings should be carefully adjusted, if any looseness is apparent; but they should never be screwed up so that there is no side shake at all, as the balls are thus liable to be broken. If the bearings are dirty or gritty, they should be dosed with kerosene, which should be put in with an ordinary oil can and the wheels rotated rapidly, when the coagulated oil will be liquified and the grit be brought out with it. After the exudations from the bearings have been wiped off, they should be carefully oiled up anew with good oil and all the kerosene worked out. The tool bag should be looked over, and contain an adjustable wrench, an oil can, carefully filled with good oil, a piece of adhesive tire tape, a yard or two of stout string, and some cloth in which to wrap tools to prevent their rattling. If the machine be one of the kind that requires constant attention with a spoke tightener, it would be well to dispose of it at the first opportunity, or give it away and get another. Last, but not least, the tires should be examined all around, and should any portion, no matter how small, be loose, it should be at once attended to and made sound to undergo with safety the work before it.

A. B. B.

YESTERDAY'S *Journal* contained a special despatch from Sedalia, stating that Harry Gordon, of St. Louis, ran a race against a horse for $50 a side and was beaten. This act of Mr. Gordon makes him a blooming professional, He evidently thought Sedalia was an out-of-the-way place, and that his movements would not be chronicled. Competing against horses or running for a money prize is the grossest kind of professionalism, of which he, no doubt, is fully cognizant. It may be that he left the amateur ranks intentionally, and could not, therefore, plead ignorance of the existence of the amateur rule. — *Kansas City Journal*.

H. A. CLARKE and W. A. Key won a mile tandem handicap at Coventry, Eng., Aug. 13. Singer's Victoria, manned by F. Sidwell, O. M. Flinn, J. H. Ball, and H. W. Robinson, started from the hundred yards mark, and won the event by twenty yards, but were objected to on the ground of their mount not being a tandem according to the Union definition, and the objection was allowed to stand. The time was 3.13 3-5 for the Victoria, 3.15 2-5 for the tandem.

NEW ORLEANS.

WHEW! but how that Chief Consul and Division Racing Board of ours can work: In a little over three weeks they have completed arrangements for what is destined to be a treat for the public, and a big boom for the wheel. Cleveland can string out her tournament for three days, but New Orleans will crowd her's into one, and although we lack Rowe, Crocker and other adepts at dead heat riding, we will get there just the same, and if the weather is but favorable, a fine, large time will result. If you do not think we know how to do things up brown, just notice the following pointed clipping from a recent issue of the *Daily Picayune*:

"The entries for the different bicycle races to take place on 15th September at Audubon Park are coming in rapidly, and there will be gathered there the largest crowd seen on a Southern race course in many years, fully six thousand persons are expected. Admittance by invitation only. Souvenir programmes, Continental Guards Band, and eleven races, will make this the racing event of the year.

The colors of the New Orleans Bicycle Club are blue and white; of the Louisiana Cycle Club, purple and old gold. The friends of the different clubs will wear their favorites' colors.

The badges for the reception committee are very handsome, and consist of an oxidized silver disk with the badge of the League of American Wheelmen, held by a purple ribbon, the League color, fastened by a gold arrow. They were made in St. Louis for this occasion. The reception committee will consist of prominent gentlemen in society and business circles

The programme will consist of eight pages, printed on tinted paper, handsomely embellished with woodcuts, and the neatest that has been issued.

The prizes will consist of gold and silver medals and bicycle appurtenances, and will be on exhibition next week.

The races will commence promptly at 3.30 P. M., and the last race started so as to finish about 5.45 or 6 P. M.

Each entry will wear a large number fastened on the breast and back, to correspond with name on programme, so the invited guests will have no trouble in placing the entries."

ON August 13, 14, R. G. Betts, captain of the Louisiana Cycling Club, raised the Southern 24-hour records to 166 miles, cyclometer measurement. The best previous record was 159 miles. W. W. Crane paced Betts for 54 miles of his ride and after a rest went at it again and completed a century run of 102 miles, making the seventh New Orleans man to accomplish that distance.

R. LEE COUNTY, a former member of the New Orleans Bicycle Club, but now of the Atlanta (Ga.) wheelmen, has been spending several days with the boys, indulging in several scorching excursions, telling us of our Georgia brethrens' doings and all sich.

LITTLE of interest, other than talk and preparation for the approaching races, is now transpiring in the local wheel world, and if only certain members of the New Orleans Bicycle Club would cease their endeavors to provoke dissension and unfraternal feeling between the two clubs, and strive more to infuse a little new life in their club; and if a certain member of the Louisiana Club would but do less talking, peace and contentment would reign supreme, and every one be the happier for it.

H. W. FAIRFAX, of the New Orleans Bicycle Club, the other day, made a practice mile in 3.31. Harry is getting there.

GEORGE MUGNIER will shoot his camera at the grand stand on Sept. 15, and catch all the lads and lassies in one large photo.

THE State championship mile handicap and team races promise to be red-hot scorches, and are looked forward to with great interest.

TALKING about scorches, reminds me that the Louisiana's club run to Kennerville (ten and a half miles), last Sunday, Aug. 21, was a scorch of the worst sort the entire distance. Cooney, of Atlanta, and Abbott and Guedory, of the New Orleans Bicycle Club, were the guests (?) of the occasion, and with Fairchild, of the Louisiana Cycle Club, the four formed a scorching party, and the way they pulled through the dust and sand, and flew over the bumpy stretches, was a caution. Fairchild reached there first in fifty-five minutes, the other three well up; the last man strolling in nearly three quarters of an hour later.

BI.

ORANGE WANDERERS ON ROAD RACING.

AT the last monthly meeting of the Orange Wanderers the following resolution was unanimously passed:

A. E. COWDREY,
Secretary-Treasurer.

Whereas, in the opinion of this club, road racing is an illegal use and monopoly of the public highway, besides rendering travel thereon dangerous, and believing the use of Springfield Avenue or any other public thoroughfare, by the N. Y. and N. J. T. R. R. A. and any other club, an abuse of our rights as wheelmen which will result sooner or later disastrously to the good of the cause.

Therefore, resolved that this club withdraw from the said Road Racing Association from and after this date, and that the Secretary be instructed to notify the Secretary of the Association of this action, and forward a copy of these resolutions.

THE above was sent to us for publication last week, but it was withheld at the request of members of the club who stated that the action would be reconsidered at a special meeting August 24. The special meeting was held, and the resolution was by a large vote allowed to stand. A very stormy meeting, and the passage of sharp words between debaters, led to the resignations of Vice-President H. B. Thomas, Captain L. H. Porter and Mrs. Porter, and Dr. T. N. Gray, all of whom favored the resolution.

FRACTURES.

WHEN a bone is broken completely across it is called a complete fracture; when only partially, incomplete, fissured or split.

If the bone alone is injured it is a simple fracture, and, if a wound communicates with the fracture, compound. Such a wound may be due to the same force which breaks the bone or to the broken ends protruding through the skin.

When some important organ or joint is also injured it is a complicated fracture. An impacted fracture is one in which the broken ends are firmly wedged together.

If the bone is broken into a number of pieces it is a comminuted fracture, and, if more than one bone is broken, multiple.

Fractures are also divided, from their direction, into transverse, longitudinal, and oblique.

Cause. — This may be divided into predisposing and exciting. The exciting are external violence and muscular action. External violence may be direct or indirect. In direct external violence the force which breaks the bone is applied directly to it, and in the indirect form the bone is broken by being compressed between the weight of the body and some external object. Muscular action, when violent, is not an uncommon cause of fracture, especially of the knee-cap. The predisposing causes are age, shape, and position.

As age advances the bones become more rompant, hard, and brittle, and their liability to fracture increased.

The long bones, from their shape, are more liable to break than the short, and certain bones, from their acting as points of support, or from their unusual prominence, are also more often broken.

Symptoms. — The signs of fracture are general immobility, local mobility, deformity, and crepitus.

General Immobility. — The patient cannot move the injured limb, partially on account of the pain, and partially because the muscles have lost the fixed point upon which to act.

Local Mobility. — By this is meant the movements which can be produced between the different fragments. In fractures near a joint this point of motion may be lost in that of the joint, but by fixing the joint end of the bone firmly one can often distinguish it. It is absent in impacted fractures.

Deformity. — This is due to the muscles drawing the fragments of the broken bone out of place, and usually produces shortening, rotation, and bending of the limb.

When but one of two contiguous bones, as in the forearm or leg, is broken, the deformity is not marked, and this is also apt to be the case in impacted fracture. Always compare the sound with the injured limb, and by carefully examining the corresponding bony points we can determine the existence and amount of deformity.

Crepitus is the production of a grating sound by rubbing the broken ends together. When these are widely separated it is necessary to draw them into place to produce it, and it is absent in impacted fracture.

Healing. — For the first two weeks the broken ends lie free, bathed in the blood which has been poured out around them. By the end of this time this blood is gradually reabsorbed and its place taken by a reddish gelatinous mass which is formed from the curve in the broken bone, and by the surrounding tissues. The wider the separation of the fragments are when motion occurs between them the greater the amount produced. By the end of the sixth or eighth week this has become quite firm, and binds the broken ends together, and at the end of six or eight months it has been transformed into a bony mass.

During the next year or two that part which has been formed outside and around the broken ends, and also within the medullary cavity, disappears, leaving the bone as it was before the accident. Sometimes this mass, which should be thrown out between the fragments, is not formed, and of course no union takes place, and at others, instead of being turned into bone, it is turned into fibrous tissue, leaving a false joint. Compound fractures heal by granulation as in the open wound. The granulations which spring from the fragments unite, and are transformed into bone. This is a very slow process, requiring often many months.

SURGEON BROOKLYN BI. CLUB.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

A LADY'S BICYCLE.

EDITOR BULLETIN: — In the issue of August 19, 1887, "Daisie" quotes a sketch of a ladies' bicycle and then says, "The ladies do not want bicycles."

I have great respect for "Daisie's" opinions, and fully agree with her ideas regarding tricycle construction in the same letter, but she is decidedly wrong regarding bicycles for ladies.

I have heard hundreds of ladies wish they could ride the bicycle. Many were tricycle riders, but more were not. The non-riders claimed that the tricycle had no attractions for them because it seemed graceless, unwieldy, and hard to push. And they were right. The bicycle is not only more graceful, but it has a graceful gliding motion that is very attractive, and not found on any other vehicle. Surely the ladies would appreciate this "poetry of motion" as much as any one.

The bicycle weighs forty pounds more or less; its rider four times as much; while it is a common occurrence to see a lady using a tricycle that weighs as much as she does, and few ladies are so favored as to have tricycles that are not half as heavy as the riders. This question of weight is very important to bicyclers who usually have more than the average supply of muscle. Surely it is more important to the ladies. Further, a tricycle requires a road; a bicycle only a path. This difference makes a limited amount of territory accessible by tricycle, whereas the bicycle goes nearly everywhere. A fault of this kind can never be eliminated by improvement. It is necessary to balance the bicycle, but this is not a fault. It is only in bad places that the hands are really necessary to effect this, and there is no disagreeable sidewise joltings as in a tricycle. There is not an increased vibration because the side jolt is absent, the path can be chosen, and all vibration can be received through the feet, which are formed to meet shocks.

There is no other side. Ladies want and will accept a bicycle that does not interfere with the present mode of dress more than a tricycle, and that does not subject the rider to continual danger of ungraceful falls. Such a bicycle can undoubtedly be made. There are several forms possible, of which one is described in the article quoted. In justice to that form, which I think is not the best, let me say that a standstill pedal mount *à la* tricycle can be effected by a lady with certainty, and without assistance.

CHAS. E. DURYEA.

S. G. WHITTAKER will challenge Rowe to race any distance up to and including one mile.

UNQUALIFIEDLY FIRST CLASS!

HIGH GRADE IN EVERY SENSE.

From the Very Start,—from the Opening of the Season,

THE NEW MAIL

Has received the Best Evidences of Merit; viz.:

A constantly increasing demand, and unasked testimonials. Wherever one has been shown, other orders surely and quickly followed. In fact, ☞ AT NO SINGLE TIME SINCE JANUARY 🕮 have we been up with our orders. This means something. It means a good wheel.

AN AMERICAN MADE WHEEL, WITH ALL PARTS INTERCHANGEABLE

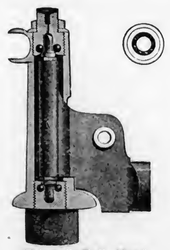
WITH

Trigwell's ball-bearing head, and perfection backbone and forks. The ball head has been PROVED by two years' use a great success, and the best criticisers are not competing dealers, but the users and riders, and we refer to the latter's testimonials in our catalogue. Did any rider ever see too rigid and strong backbone and forks? Are not the Strengthened Perfection Pattern Backbones and Forks common sense improvements? Notice the advantanges. Perfectly rigid forks and backbones which do not break nor spring out. Especially fitted for rough road work. And look at our rim with the thickened base; no such thing as buckling.



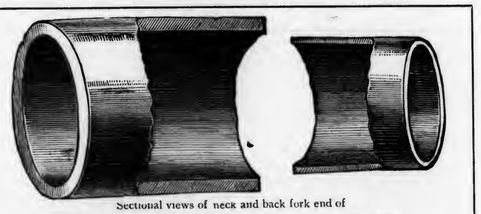
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SUPERB WHEEL.



Trigwell Ball Head.

One thousand miles without oiling or adjusting. Perfect rigidity, and ease of steering. Greatest modern improvement. See testimonials in our catalogue.



Sectional views of neck and back fork end of

NEW PERFECTION BACKBONE,

Giving increased thickness and strength at upper end, where is the greatest strain Forks, also, same construction.



WARWICK'S NEW RIM.

No seam outside. Thickened metal at bottom. Cemented Tire.

Also, New England Agents for the

IDEAL

Boys' Bicycle.

We only ask for you to SEE a New Mail, and you will buy one.

REMEMBER EXCHANGE.

We offer a splendid opportunity to exchange your old wheel for a new Royal Mail with ball head and late improvements, and having the New Mail Rim and Tire, at very low terms. Send description of your wheel, with your estimate of value, stating size wanted.

WM. READ & SONS,

107 Washington Street - - - - BOSTON, MASS.

$1,000 IN PRIZES.

GRAND BICYCLE TOURNAMENT,

HARTFORD WHEEL CLUB,

At Charter Oak Park, Hartford, Wednesday, September 7, 1887.

LIST OF RACES AND PRIZES.

1. **ONE-MILE NOVICE.** First prize, Gold Medal; second prize, Silver Medal.
2. **ONE-MILE HARTFORD WHEEL CLUB HANDICAP.** First prize, Engraved Silver Cup; second prize, Silk Umbrella.
3. **ONE-MILE AMATEUR STATE CHAMPIONSHIP.** First prize, Gold Medal; second prize, Silver Medal.
4. **ONE-MILE PROFESSIONAL HANDICAP.** First prize, Forty Dollars; second prize, Twenty-five Dollars; third prize, Ten Dollars.
5. **ONE-MILE AMATEUR, OPEN.** First prize, Diamond Scarf Pin; second Prize, Alligator Travelling Bag.
6. **ONE-MILE AMATEUR, 3-MINUTE CLASS.** First prize, Smith & Wesson Revolver in case; second prize, Ornamental Table.
7. **FIVE-MILE AMATEUR, LAP.** First prize, Columbia Light Roadster Bicycle; second prize, Pair Field Glasses; third prize, Silk Umbrella.
8. **ONE-MILE PROFESSIONAL, CHAMPIONSHIP OF AMERICA.** First prize, Forty Dollars and Gold Medal; second prize, Twenty-five Dollars; third prize, Ten Dollars.
9. **ONE-MILE AMATEUR HANDICAP.** First prize, Victor Safety Bicycle; second prize, Colt's Rifle.
10. **ONE-MILE TEAM RACE, 3 MEN.** First prize, Valuable Picture; second prize, Engraving.
11. **CONSOLATION RACE.** First prize, Elegant Lamp; second prize, King of the Road Lantern; third prize, Silver Butter Dish.

L. A. W. Rules to govern. Entries close September 3. Entrance Fee, One Dollar in Each Event. Send for Entry Blanks.

H. H. SMITH - DRAWER C, - Hartford, Conn.

RURAL DIRECTIONS TO STRANGERS.

DON'T know; ask next man.

SECOND house after you pass the cabin with a big black dog.

IT'S the second house beyond the one that has a red barn with a big door chalked up. That's Bob Smith's account of his chicken crop.

TAKE the fork of the road on your left hand, then go on till you come to the big elm. When you get there, if anybody comes along, ask them.

IT'S just three miles and an eighth. There are seven houses on the left and six on the right. That makes it the fourteenth. Go straight ahead.

IT is about two looks from here. Go to the top of that hill and take a look. Then go as far as you saw; take another look. When you get there, you'll see it.

TURN round the little church to the right. Keep the ridge on your left. Go half a mile, three quarters, perhaps a mile. If you know the man you're after, you'll find him along there.

TAKE your second right hand road; cross two left hand roads and take your third. Don't go up the first right hand road, but take the second. There's a well-sweep in the front yard, and a wheel pump in the barnyard. — *N. Y. Mail and Express.*

OF INTEREST TO PHILADELPHIA WHEELMEN.

AN organization known as the Merryvale Athletic Association, has recently been formed by residents along the main line of the Pennsylvania Railroad. The headquarters of the association are at Wayne Station, where it is proposed to purchase grounds and erect a clubhouse. Its object is to provide for its members opportunity for physical exercise under the most favorable social conditions. It is in contemplation to prepare suitable grounds and obtain the necessary paraphernalia for cricket, baseball, lawn tennis, archery, hurdle riding, etc.; to equip a gymnasium; *and to make a half-mile bicycle track if the membership includes a sufficient number of wheelmen to warrant the outlay necessary for that purpose.*

My object in writing to you is to invite all L. A. W. members, who may be interested in such a project, to write me their views upon the subject, or if desirous of further information to made such inquiries as occur to them.

I think it is hardly necessary for me to point out the benefits which Philadelphia wheelmen might enjoy by membership in such an organization, possessing grounds on the most popular wheeling road in this locality, at a distance from the city (ten miles) sufficient to afford a pleasant afternoon run "out the pike," and permit of some cricket, tennis, or ball practice before returning.

I trust I may be favored with letters on this subject from most, if not all, wheelmen residing in or near Philadelphia. L. A. W. No. 4658,
P. O. Box F., General Wayne, Penna.

HOWELL WILL COME.

LATE advices make it positive that Howell will come over to race Rowe. Early this week Stoddard, Lovering & Go. received a letter in which Howell said he would come if they would guarantee him £50. This they declined to do, since the season was so far gone. They, however, submitted the proposition to the Lynn Cycle Track Association, and they decided to make the guarantee. Mr. Corey was instructed to cable Howell to-day to come over, providing, he can start this week. The stipulations cover but one race for the world's championship, to take place in Lynn, the distance to be determined later on. This seems to settle the question.

THE Lynn Cycle Club Track Association is finan cially embarrassed and will call a meeting of the creditors some day the latter part of this week. Scott Tuttle, the contractor, placed an attachment on the funds and other personal property belonging to the association, Monday, which brought matters to a crisis. The association has been to considerable expense in further fitting up and improving its grounds the present season, and the net receipts from tournaments given under its auspices have not been sufficient to liquidate the indebtedness incurred, capping which was a loss of about $5000 in the firemen's tournament last week. The association will probably ask for an extension of time with a view to meeting its liabilities in full. If the request is not granted an offer will be made the creditors, and if that is not accepted, insolvency is the only door left open, which would involve the sale of the association's property at the bicycle park, the land occupied being leased. The liabilities of the association have not been announced, but are probably inside of $2,000.

The present complication is not likely to interfere with the tournament announced for Monday next, as interested private individuals will undoubtedly see that through, regardless of the association, rather than have it flunk and damage the reputation of the association and park.

THE celebrated Duryea racing saddle, which has been used for some years past by all the well-known racing cracks, is now being delivered by the Gormully & Jeffery Manufacturing Company, Chicago, sole manufacturers. Price, four dollars.

A BOSTON wheelman, who read what the *Providence Journal* said about steamed *v.* baked clams, went down to Rocky Point last week to test a Rhode Island bake. He writes a very thrilling account of his painful experiences, and wishes us to advise Boston wheelmen to stick to steaming. Perhaps the Providence stomach is tougher than that of Boston.

THE longest line of sundries offered in this marked is that of the Gormully & Jeffery Manufacturing Company, of Chicago. If you are interested sent for their catalog.

THE second annual fair of the Shenandoah County Agricultural Society will be held at Woodstock, Va., Oct. 4, 5, 6, and 7. There will be bicycle races on the two first days. First day, Oct. 4: One-mile race; slow race; three-mile lap. Second day, Oct. 5: One-half-mile novice; one-half-mile hands off; one-mile handicap. Entry fee, fifty cents each race, to N. B. Schmitt, Woodstock, Va. Good prizes will be offered.

OVERMAN WHEEL CO. LAMPS.

In view of the ordinances lately passed by a number of our large cities, requiring the carrying of lamps on all bicycles and tricycles after nightfall, we desire to present to the cycling public our claim to the best wheel lamps yet produced. Our lamps are all of the best and strongest construction, and are fitted with the most successful ventilating apparatus ever used. By its use, the air is brought up to a level with the flame before being admitted to the lamp chamber, thus preventing the strong upward draught which has made it so difficult to keep other lamps burning. Try them.

OVERMAN WHEEL CO.

Victor Bicycles, Tricycles and Accessories,

182-188 COLUMBUS AVE. - - - - - BOSTON, MASS.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

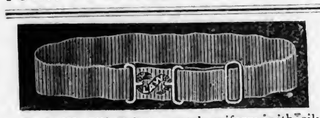
(YOST & McCUNE PATENTS),

19 PEARL STREET - - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.



L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1.00.

Members who may desire the old style of outfittings can be supplied at the following low prices: *Cap* or *Helmet*, $1.50 each; *Shirt*, $2.25; *Hose*, $1.10.

L. A. W. *Seersucker Norfolk Coats*, $3.00 each, reduced from $5.00. The lightest and best summer riding coat made.

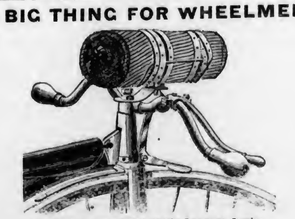
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128 & 130 Fulton Street and 87 Nassau Street,

NEW YORK.

Send 2-cent stamp for our new 52-page illustrated catalogue.

A BIG THING FOR WHEELMEN



The Ross Improved Detachable Luggage Carrier.

Don't buy any other. You certainly won't when you know what a convenience it is. We haven't space to fully describe it, but it is detachable and can be turned entirely out of the way in coasting, (as per cut.) Acknowledged by everybody to be the most convenient luggage carrier ever offered to wheelmen. Send for one and you will be delighted with it. For both crank and star bicycles. Nickelled; price only $1.00; by mail, $1.10. C. H. ROSS & CO., 46 Columbia Street, Albany, N. Y. 87 P. S. In ordering, give name of wheel.

Patented 1881.

L. A. W. BADGES.



For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle St., Portland, Me.

The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges**, $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.



Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; G. R. Bidwell, 313 West 58th Street; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.

YANKEE ENAMEL,

The Latest and Best.

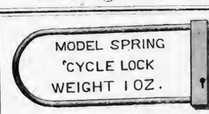
Put up and for sale by

BENNETT & HALE,

112 ORANGE ST., NEW HAVEN, CT.

Price Per Bottle, with Brush, 50 cts.

A full line of cycling sundries always on hand. We have an extensive Repair Shop, and pay particular attention to difficult repairs on bicycles and tricycles.



Price, 50 Cents.

By Mail.

SEND FOR ONE.

MANUFACTURED ONLY BY

W. C. BOAK - - LE ROY, N. Y.

NEW YORK ROAD BOOK.—Members of the New York Division who joined during the second quarter, viz., from April 1 to June 30, may receive a copy upon payment of seventeen cents, and members who joined since June 30, upon payment of fifty cents. A few surplus copies are for sale to League members of other States at $1.50 per copy. Address E. K. AUSTIN, secretary-treasurer, Box 157, Flatbush, N. Y., giving League number, name, and address *plainly written*. A. B. BARKMAN, *Bookmaster*.



For locking Bicycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neat, compact and cheap. Weighs only 2½ ounces, and length only 4 inches.

Dr. W. D. Ball, of Boston, writes: "I bought one of your locks the first of the season, and can say it is really the only lock on the market good for anything. I leave my bicycle anywhere and have never had it tampered with, and yet two bicycles have been stolen within a stone's throw of my office."

Can be had of any dealer in bicycles, or sent post-paid on receipt of $1.00.

MARLIN FIRE ARMS CO., New Haven, Ct.

BEFORE YOU BUY A BICYCLE OR GUN



Send to **A. W. GUMP**, Dayton, O., for ILLUSTRATED NEW AND SECOND-HAND PRICE LIST. Bicycles repaired and nickeled. Second-hand **BICYCLES, GUNS and REVOLVERS taken in exchange.**

DAYTON BICYCLE STAND AND CAMP STOOL

Can be used as a stand or stool; used for cleaning; adjusted to different size wheels. Price **$2**, delivered free of express to any point east of Omaha. Patented by A. W. GUMP, Dayton, O.

WORCESTER RACES.

THE races at Worcester, Mass., on Thursday and Friday of last week were productive of the best cycle racing ever seen at the "Heart of the Commonwealth." And yet the audiences did not exceed six hundred either day. The tournament was given under the auspices of W. F. Allen, of Lynn, who was assisted by Emerson G. Gordon of the same city. The following is a summary of the races:—

FIRST DAY, AUG. 25.

One Mile Novice.—J. Wilson, Jr. (1), 3.18; F. W. Sawyer (2).

One Mile Professional.—First heat: W. A. Rowe (1), 2.57; R. A. Neilson (2).

One Mile Amateur.—J. F. Midgely (1), 3.05; P. J. Berlo (2).

Half Mile Amateur.—W. W. Windle (1), 1.35 3-4; P. J. Berlo (2).

One Mile Professional.—Second heat: H. G. Crocker (1), 3.2 1-2; W. A. Rhodes (2).

Two Mile Amateur Lap.—W. W. Windle (1), 9.5 3-4; E. A. De Blois (2).

Two Mile Professional Lap.—H. G. Crocker (1), 6.33 3-4; W. A. Rowe (2); R. A Neilson (3).

Two Mile Amateur Handicap.—C. H. Lamson (1), 6.21 3-4; J. F. Midgely (2).

SECOND DAY, AUG. 26.

One Mile Amateur.—E. A. De Blois (1), 2.59 1-2, J. F. Midgely (2).

Two Mile Professional Handicap.—W. A. Rhodes, 200 yards (1); S. Hollingsworth, 275 yards (2); R. A. Neilson, 45 yards (3); H. G. Crocker, 50 yards (4); W. A. Rowe, scratch (5), 5.55 1-4.

Two Mile Amateur Lap.—W. W. Windle (1); 6.28 4-5; P. J. Berlo (2).

One Mile Professional.—Final heat: W. A. Rowe (1), 2.57 4-5; H. G. Crocker (2).

Special One Mile.—J. F. Midgely (1), 3.6 1-4; R. W. Rolstone (2).

Two Mile Professional Lap.—W. A. Rowe (1), 6.29; R. A. Neilson (2).

One Mile Amateur Handicap.—W. W. Windle (1), 2.56 3-4; P. J. Berlo (2).

EVERY man, young or old, who wants to economize, and yet have his clothes cut to order, should try the Plymouth Rock Pants Co., of Boston, an old and reliable concern. A trial order will convince the most skeptical that they can obtain wonderfully good clothing, pants, whole suits, or overcoats, cut to order, of these manufacturers, at prices based upon lowest wholesale values. See their card in another column, and send them six cents for nice line of fall samples, linen tape-measure, and full particulars about taking measures.

FOUR well-known hammock saddles are manufactured by the Gormully & Jeffery Manufacturing Company, of Chicago. Send for their catalog if you need anything in this line.

CYCLETS.

FALL,

AND the yellow leaf,

AND the best of roads.

MAKE the wheelmen to rejoice.

IT also filleth with shekels the coffers of the dealers.

FOR many men put off till fall the purchase they should make in the spring.

VERY few riders get along without a fall, and only the racers ride without a spring.

L. D. MUNGER becomes a professional.

LOUISE ARMAINDO is now Mrs. Burnett, of Eau Claire, Wis.

SIXTY-FIVE applications this week, and a total membership of 11,204.

IN riding across the continent, Nellis made 3,405 miles in seventy-two days.

HICKS and Greenwood, of St. Louis, have started for Mammoth Cave, Ky.

"SAY! pick me down a star, will you?" is what a tall wheelman on a 62-inch wheel heard the other day.

A WHEELMAN recently returned from England says that fully half the wheels ridden over there are safeties. And such good roads, too.

THE New York Division is now making a grand move all along the line to see that the guide-board law is enforced. The law makes obligatory the erection of direction boards at every cross road.

MR. E. C. ADAMS, of Battle Creek, Mich., arrived in Boston last week, having ridden 925 miles in sixteen days actual riding time. He says that the best roads that he struck were in Michigan and the worst in New York and Massachusetts, owing to recent rains.

WHILE the Eastern cities have many "road-hog" incidents, St. Louis gets along without any, showing that all intelligence is not in the East.—*Post-Dispatch*. And yet it was a road hog that was responsible for our rapid descent from the Victoria at St. Louis.

THE Butcher cyclometer is illustrated and described in the *Scientific American* of Aug. 27.

FRANK W. WESTON has been called the father of cycling in America, and duly christened "Papa." Who will say that Kirk Munroe is not "Papa" of the League? It is an honorable title.

THE Racing Board has decided that a referee has authority to declare a race "no race," when the parties are guilty of intentional slow riding.

HOWARD P. MERRILL, cycling editor of the Springfield *Union*, will go to Los Angeles (Cal.) to become proofreader on the *Times-Mirror* of that city. He will be a loss to the cycling interests of that city, for he did much with his pen to keep them lively. He was Ducker's right hand man in the flush days of Springfield. Ducker has gone, Merrill is going, and both Lawton and Marsh have left the Springfield Club. Alas, poor Springfield!

THE Central Wheelmen, of Cincinnati, will celebrate their first anniversary, Sept. 10, with races, a lantern parade, and banquet.

MR. E. J. SHRIVER, of New York, is out with a letter in favor of road racing. He says: "We belong to the League to help each other, not to regulate each other; and according perfect freedom of opinion to any other member, we claim the same right of opinion for ourselves.

THE following novel match is to take place in England, the exact date not being fixed: John Keen has to ride a bicycle from the Brighton Aquarium to his works at Long Ditton, a distance of about forty-eight miles, against a gentleman well known in sporting circles, who has to start from the same place and walk to the railway station, take train to Clapham Junction, from there to Surbiton, and walk to Keen's works.

SEPTEMBER 22 is the date fixed upon for the races at Binghamton, New York, on the five-lap bicycle track at Riverside Park. A full programme of events will be found in the advertising columns. There will be a parade of visiting wheelmen at 11 o'clock, A. M., and a first-class entertainment in the evening at the Binghamton Opera House, under the auspices of the club. An elegant piece of statuary will be presented to the largest and best appearing visiting club in the parade.

CHARLEY DANIELLS has made two statements. He says that Rowe and Crocker "rode for all they were worth," when they made a dead heat at Cleveland, and Rowe made 2.42 from scratch. He also says that Rowe "didn't particularly exert himself," when he made a mile in 2.30¼ the day before. The harmony of these statements is overpowering.

A CORRESPONDENT writes that he left Havre de Grace, Md., on Aug. 3, *en route* for Detroit. He reached the latter city Aug. 20, having made 653 miles in thirteen and a half days, and lost ten pounds from the hard work over the mountains. He asks us to announce his arrival in Detroit, in order to let friends whom he met on the way, know of his whereabouts. He does not sign his letter, and we have no means of knowing his name.

ON Monday, Sept. 5, the second annual excursion and run of the Rhode Island Division, L. A. W., will be made to Boston; and thence, starting from Copley Square, wheel out through Brighton, Newton, Newtonville, West Newton, Auburndale, Newton Lower Falls, Wellesley, to South Natick, and return through Wellesley, Lower Falls, Newton Centre, Chestnut Hill Reservoir, Brookline, through Longwood, to Copley Square. The start will be made from Copley Square as near eight o'clock in the morning as practicable. Breakfast will be taken at Hotel Brighton, at 8.30 o'clock; lunch at the Woodland Park Hotel; dinner at Bailey's Hotel, South Natick. Supper will be enjoyed on return to Boston. The return will be made in time to pass the evening at Point of Pines, Nantasket, or about the city and suburbs.

THE following are the conditions of the thousand-mile race: Each manufacturer will be allowed to enter as many men as he wishes. The machines to be used are to be taken from the regular stock, and only one wheel is to be allowed to each man on the journey. He is to keep it in repair, and if it goes under he is not to be allowed a new wheel. The entrance fee is to be $50 per man. The employer of any man who uses other means than his wheel to cover ground is to be fined $1,000. At present it is proposed that the men shall ride from 6 A. M. to 9 P. M., but this has not yet been finally decided upon, and the conditions may be changed to allow the men to ride straight away at their own convenience. The prizes will be three gold medals valued at $100.

AT Grimsby, on Tuesday and Wednesay last, Ralph Temple conclusively proved himself to be at least the second fastest sprinter in the professional ranks. He simply made rings round Lees at the quarter, half, and mile, and the Americans will now feel at ease over the attempt of the latter to make a laughing stock of Woodside in Scotland. Lees ranks next to Howell among the English professionals this year, but he was never in it when sprinting with the popular Yankee.—*Wheeling*.

THE Pope calendar for 1888 will be an improvement on all of its predecessors. Besides the selections, records, and quotations, it will have a blank space for memoranda, and will be on a stand for desk use.

NEW YORK wheelmen are still sending in their checks to pay for the liberty bill.

OCT. 5 is now set down as the probable date of the road race from Chicago to Boston.

C. H. ROSS & CO., have sent to us one of their luggage carriers. We find it very light, neat, and well adapted to its purpose. A nickel-plated clip is screwed to the head under the set nut, and to this can be fastened the carrier by the mere turn of a screw. The carrier is nickelled and furnished with straps for holding bundles. Equipped with this carrier a wheelman may convey his bundle safely, and be able to take it from the machine with perfect ease. A cut of the carrier will be found in our advertising columns.

THE Toledo, Ohio, Cycling Club will dedicate and open its new club house September 3. There will be an address by President A. H. Brown, music and a lantern parade.

THE Chelsea Club partake of a dinner of clams at the Putnam House, Revere Beach, this Friday evening.

MEMBERS who desire the New York Road Book, should send to A. B. Barkman, not to this office. Address him at 608 Fourth Ave., Brooklyn.

OFFICIAL ANNOUNCEMENTS.

FALL MEETING, BOARD OF OFFICERS.

To the Board of Officers, League of American Wheelmen:

ACCORDING to duty laid upon and power invested in the president by ART. II., SEC. IV., of our by-laws, I wish hereby to announce that the fall meeting of the board will be held in New York City, Oct. 17, 1887, at the Grand Union Hotel. The meeting will be called to order exactly at 10 o'clock, A. M., if there be a quorum present. Several matters of great importance, chief among which is, our present financial condition demand your attention, and I hope to see a large representation of the board present in person. I had hoped to call this meeting at some point in the West, but for certain economic reasons, New York City seemed preferable.

T. J. KIRKPATRICK, *President*.

LOUISIANA REPRESENTATIVE.

I HAVE this day appointed S. M. Patton, of New Orleans, as a representative of the Louisiana Division.

H. H. HODGSON, *C. C.*

BROOKLYN BICYCLE CO.

161 & 163 Clymer Street,

BROOKLYN - - NEW YORK.

SOLE BROOKLYN AGENTS FOR THE

Columbia Bicycles and Tricycles

Large Riding School on premises. Purchasers Taught Free. Wheels Rented for Road Use. Bicycles sold on Instalments. Repairs of all kinds a specialty. See, also, our "ad." in "For Sale" column.

THE NEW PATTERN

Butcher Cyclometer!

NOW READY.

The most Accurate, the Easiest to Read from the Saddle, and the BEST WORKMANSHIP ever put into a Cyclometer. Hub Cyclometer (Pat. Feb. 15, 1887), $10. Spoke Cyclometer (Pat. Nov. 30, 1886), $5. Either Cyclometer sent Post-Paid on receipt of Price.

BUTCHER CYCLOMETER CO.

6 and 8 Berkeley Street, BOSTON, MASS.

Kingston Knitting Co.

27 Kingston Street - - BOSTON, MASS.

MANUFACTURERS OF

Knit Worsted and Woollen

ATHLETIC GOODS

In all the popular styles of the season.

Bicycle Outfits in Jerseys, Jackets, Tights, Pants. Stockings and Caps to match.

Full Body Tights in Plain and Ribbed Jersey Cloth, with Plain and Fly Fronts, re-enforced, and pockets.

POLO and TENNIS OUTFITS,

With Caps to match.

L. A. W. JERSEY UNIFORMS,

Very stylish, with Knee Pants, Stockings and Caps. These garments we also make in English Navys, and Blacks, and Colors.

The **Cloth** for all of our suits we manufacture ourselves, and it is unsurpassed for quality and durability.

Many novelties in Toboggan and Sporting Goods, in Plain, Striped and Figured Guernseys. Toques and Sashes for ladies and gentlemen.

We are prepared to execute any orders from the trade or clubs at very reasonable prices. Correspondence solicited.

BICYCLES ON

EASY PAYMENTS.

New Rapid, American Champion, Star, Rival, Otto, and other Bicycles and Tricycles sold on easy payments, with no extra charge, except for interest. Prices guaranteed as low as the lowest. Low freight and express rates to all points. Large stock of accessories, including all latest novelties. Nickel-plating and repairing.

SECOND-HAND WHEELS

bought for cash, taken in exchange, and sold on instalments. Liberal discounts to agents. One of the largest stocks of new and second-hand wheels in America; rarely less than 200 wheels on hand to select from. Send for large illustrated catalogue and latest descriptive second-hand list and terms of easy payments; of interest to every actual or prospective wheelman. Correspondence solicited.

GEO. W. ROUSE & SON, 25 G Street, Peoria, Ill.



THE FAMOUS

Custom-Made Plymouth Rock $3.00 Pants.

Why was it that over half of our mail orders for the first six months of this year were from customers who had ordered **before?** There can be but one answer: Because they were **satisfied** with the **quality, fit** and **wear** of these justly famous goods. To fully satisfy these patrons, we have added a **Coat** and **Vest Department**, so that we are now making complete suits to order, and **Overcoats** also. Full line of samples mailed upon receipt of **6 cents**, including self-measurement blanks and (if you mention this paper) a good linen tape-measure. If you want a pair of these Pants, and cannot wait for samples, send us your **waist, hip** and **inside leg** measures, together with **$3.00 and 35 cents** to cover postage (or prepaid express) and packing and **we** will take all risk of pleasing you. We **refund** money for any cause, if buyer wishes to return goods, or, if desired, we make another pair. The American Express Co. (capital $20,000,000) will cheerfully reply to any inquiry about us addressed to their Boston office.

PLYMOUTH ROCK PANTS COMPANY,

18 Summer Street, Boston, Mass. - - Opp. Jordan, Marsh & Co.

DO YOU WEAR PANTS

League Uniforms.

John Wanamaker, Philadelphia,



OFFICIAL CONTRACTOR.

These are the prices: Coat, $6.20; Knee Breeches, $4.34; Shirt, $1.95; Hose, 80 cts.; Cap, 84 cts.; Delivered without extra cost to any part of the U. S. where there is mail or express service.

Regulation League Cloth, Burlington Mills, $2.18 a yard; League Buttons, large, 5 cts. each; small, 2 1-2 cts., full set for suit, 55 cts. Uniform sent C. O. D., privilege of examining, and ONLY TO LEAGUE MEMBERS. We do not pay delivery charges on cloth.

All orders must be accompanied by League Number.

JOHN WANAMAKER,

PHILADELPHIA.

REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels.

SEND FOR CATALOGUE OF OUR WHEELS.

MURRAY'S

100 Sudbury St., Boston, Mass.

For Sale, Cheap!

BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. O. P. Drawer 64.

Jersey-Fitting Underwear Company.

We Call Special Attention to our



BICYCLE, TENNIS, YACHTING and ROWING JERSEYS,

In Long or One-Quarter Sleeves, or Sleeveless, High or Low Neck, Lace Front, or Standing Collar, Plain or Fancy Colors.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders, Arm Holes and Neck**, as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.

OUR BICYCLE FULL TIGHTS

Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.





BICYCLE KNEE TIGHTS.

Made same as full tights, to three inches below the knee.

TRUNKS

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.



JERSEY FITTING KNEE PANTS,

Buttoned in Front, same as Pantaloons, without Certain Objections.



We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

LADIES' JERSEY FITTING TRICYCLE PANTS.

A NEW THING.

These Pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheemen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.



HOLMES & CO., 17 Kingston St., Boston, Mass.

ST. LOUIS WHEEL CO.

Difficult Repairing a Specialty.

Enamelling, Nickelling, Etc. at Lowest Prices

LARGEST STOCK OF SECOND-HAND BICYCLES in the WEST. WRITE FOR LIST.

TO VIRGINIA L. A. W. MEMBERS.

MR. S. P. COWARDIN, of Richmond, having resigned as Chairman of the State Racing Board, on account of removing from the State, Mr. Thomas H. Hill is hereby appointed to fill the office until the next Division Meet.

On recommendation of local consuls, the following hotels are appointed L. A. W. headquarters, on and after this date: —

In Berryville, the Virginia House; in Strasburg, the Central House; in Newmarket, the Central House. Regular rates, $2.00; to L. A. W. members, $1.50 per day,—parties in proportion.

In Luray, Hotel Laurance; in Mount Jackson, Wilson's Hotel; in Lexington, Irvin House. No reduction from regular rates at these three hotels.

In Norfolk, the Atlantic Hotel, the Purcell House, and the St. James,—all make a reduction from regular rates to L. A. W. members, and are first class in every respect.

J. C. CARROLL, *C. C.*

AUG. 24, 1887.

MICHIGAN REPRESENTATIVE.

this day appointed Dr. Guy E. Holcomb, Jackson, representative of the Michigan Division.

nsul,— Williamston, E. S. Andrews.

J. H. JOHNSON, *C. C.*

24, 1887.

TO VISITING WASHINGTON, D. C.

Gen. ations promulgated by the commissioners and ULLETIN, of July 1, 1887, have been amended, n force, are as follows: —

" an. tricycles in motion after sundown, shall display a also have a light gong or bell, so attached thereto sounded *to warn persons of their approach.*

" "

The commissioners rmed me that these regulations will be enforced e district, in the county as well as in the city.

I desire also to call you n to the fact that the League hotel is "Willard's," corne th and Pennsylvania Avenue. Rates to L. A. W. members, $3.00 per day; regular rates, $4.50 and $5.00.

This announcement was made in the BULLETIN, of Sept. 17, 1886; but as nearly all the published road books name the "Arlington," this repetition is necessary. Fraternally,

E. T. PETTENGILL, *C. C.*

RHODE ISLAND DIVISION.

MR. HOWARD L. PERKINS, who has served the Division with such ability and devotion as secretary-treasurer since its organization, under date of Aug. 23, resigns. In accepting his resignation, I wish to express the thanks of the Division for his faithful services. I have this day appointed Mr. N. H. Gibbs, of Providence, secretary-treasurer for the unexpired term. Mr. Gibbs has the recommendation of the entire executive committee, and will, undoubtedly, prove a competent official.

Our Division is entitled to an additional representative, and it gives me much pleasure to appoint Mr. Howard L. Perkins to that office.

J. A. CHASE, *C. C.*

CALIFORNIA REPRESENTATIVE.

EDITOR BULLETIN,—You will please take notice that California's increased membership, entitling the Division to another representative, the Chief Consul has appointed Mr. Benjamin H. Patrick, of this city.

N. A. ROBINSON, *Sec.-Treas.*

SAN FRANCISCO, Aug. 20, 1887.

L. D. MUNGER.

L. D. MUNGER, of Chicago, has handed in his resignation to the L. A. W., to take effect Sept. 1, 1887, as, at that time, he joins the professional ranks, and all amateurs are warned against entering races with him.

J. H. COOLEY, *Chairman Racing Board.*

LAST CALL.

IN our issue for Sept. 16, we shall publish a full list of League clubs, numbered in the order which they joined the League. We are satisfied that not all the clubs are on the list, but we have been calling for certificates for the last six months without getting a response, and we can no longer hold the list open. This call is made for the benefit of the clubs that have qualified during 1887, but have filed no certificate in this office. To become a League club, a clause must be inserted in the by-laws, obliging each and every member to be a member of the L. A. W., and the secretary must file with us a certificate to this effect, giving the date of organization of the club and the date when it qualified for League membership.

The following clubs have joined the League in 1887, and besides these, there are none on the list under date of this year: —

San Francisco,
Pitston,
Bay State,
Leavenworth County,
Echo,
Council Bluffs,
Dallas,
Exeter,
York County, Me.,
St. Louis,
Young America.
Rhode Island Wheelmen.
Harrison, Cynthiana.
Lockport.
Ramblers, Baltimore.
New Bedford.
Sewickley.
Belt Road.
Pawtucket.
Humboldt.
Alameda Scorchers.
Joplin.
Outing Cycling Club.

LEAGUE CLUBS.

THE following suggestions regarding League clubs are respectfully offered: —

BY-LAWS, Art. V., Sect. 9.—Any cycle club in the United States that shall have in its by-laws a provision requiring every active member to join the League of American Wheelmen, shall become a League club, and entitled to all the privileges accorded League clubs under these by-laws. The number of votes that any League club shall be entitled to cast through its delegates at the annual meeting, or at any constitutional convention, shall be one vote for every member of said club, in good standing, upon the rolls of the League.

The following is a common form of by-law: This club shall be a League club, under the rules of the League of American Wheelmen, and each member shall become also a member of the League. The initiation fee and dues of the L. A. W. shall be paid out of the club treasury, and each member of the club shall pay his share of these dues to the treasurer. New members, not already connected with the League, shall be proposed for membership by the secretary.

After qualifying as a League Club, the secretary must file at this office a certificate giving the name of the club, date of organization, date of qualifying, name, and address of secretary, list of officers, and give address to which the club copy of BULLETIN shall be sent.

The secretary will enter the club upon his books, giving it a number, and will publish application in the BULLETIN.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 102 — Total 65.

BOSTON, Aug. 29, 1887.

CALIFORNIA DIVISION — 3.

Los Angeles Wheelmen.
16455 Garcia, Frank, 1005 So. Olive St., Los Angeles.
16456 Lingo, J. M., 634 So. Main St., "

Outing Cycling Club.
16489 Bartlett, Walter B., 123 Phelan Building, San Francisco.

CONNECTICUT DIVISION — 1.

Unattached.
16457 Starr, Wm., Box 189, Danbury.

DELAWARE DIVISION — 2.

Unattached.
16497 Bertolette, N. R., 507 W. 4th St., Reading, Pa.
16458 Letherbury, Walter S., Middletown.

ILLINOIS DIVISION. — 3.

Rockford Cycling Club.
16459 Wildt, Will C., Rockford.

Unattached.
16509 Duer, Will, Jacksonville.
16508 Van Horne, Chas., 222 No. Franklin St., Chicago.

INDIANA DIVISION — 2.

Unattached.
16498 Linell, Jas. A., Portland.
16499 Mackenbach, Chas. W., "

IOWA DIVISION — 1.

Fairfield Wheel Club.
16460 Bartlett, Walt., Mount Pleasant.

LOUISIANA DIVISION — 2.

New Orleans Bi. Club.
16461 Hernandez, W., 180 Canal St., New Orleans.

Unattached.
16462 Moody, W. H., cor. Common and St. Charles Sts., New Orleans.

MAINE DIVISION — 1.

Unattached.
16490. Whittemore, James O., Fairfield.

MARYLAND DIVISION — 7.

Ramblers' Cycle Club.
16500 Bowers, Daniel T., 849 N. Eutaw St., Baltimore.
16501 Emmons, Howard M., 816 N. Calhoun St., "

Unattached.
16502 Cummings, Jos. M., 1434 Harlem Ave., "
16463 Eberly, E. A., 1728 W. Fayette St., "
16503 Eigenwang, F., Jr., 161 East St., "
16464 Ebert, Sutton, Ellicott City.
16465 Wedekind, G. C., 722 N. Broadway, "

MASSACHUSETTS DIVISION — 11.

Fitchburg Bi. Club.
16466 Holland, Jos. A., Fitchburg.

Unattached.
16469 Battles, Herbert L., 69 Highland Ave., Fitchburg.
16468 Brown, Ephraim, "
16469 Frye, George, "
16510 Clark, G. Henry, 19 Walnut St., Northampton,
16470 Hulse, J. H., Maple St., "
16471 Melden, Rev. Chas. M., Warfield Pl., "
16511 Townend, S. K., West Stockbridge.
16491 Lee, Charles C., 81 Bellingham St., Chelsea.
16472 Whitney, Jno A., 2d, Winterhill Sta., Somerville.
16512 Williams, Thomas W., Attleboro.

MINNESOTA DIVISION — 1.

Unattached.
16473 Putnam, H. J., 1122 Chestnut Ave., Minneapolis.

MISSOURI DIVISION — 5.

Joplin Bi. Club.
16474 Henrichs, J. W., Joplin.

Unattached.
16513 Bowden, R. Norman, Brookfield.
16514 Brownlee, R. S., "
16515 Post, M. C., "
16516 Shepherd, E. H., "

NEW JERSEY DIVISION — 2.

Unattached.
16475 Huston, H. K., 229 Cooper St., Camden.
16476 Stranger, David, Glassboro.

NEW YORK DIVISION — 8.

Old Colonial Bi. Club.
16492 Searles, Mailler, Kingston.

Unattached.
16480 Miller, Fred., 650 Monroe St., Brooklyn.
16481 Richardson, H. L., 324 Livingstone St., "
16482 Van der Weyde, W. M., 256 Lafayette Ave., "
16477 Allen, W. W., Sloatsburg.
16478 Taylor Avon B., "
16479 Barker, W. A., Richfield Springs.
16504 Wright, John S., 333 West Ave., Rochester.

OHIO DIVISION — 5.

Unattached.
16505 Boehner, Chas. H., Delphos.
16485 Griffith Armand H., Springfield.
16484 Hensly, David M., Lockland.
16506 Hunt, Wm. F., Miamisburg.
16517 Williams, Edwin M., room 9, S. W. cor. 3d and Walnut Sts., Cincinnati.

PENNSYLVANIA DIVISION — 1.

Pottsville Bi. Club.
11464 Halberstadt, Howell, Pottsville.

RHODE ISLAND DIVISION. — 3.

Unattached.
16493 Fletcher, Howard, A. 141 Broadway, Pawtucket.
16494 Foster, Chas. S., 38 Olive St., "
16495 Greene, E. Shirley, 28 Cottage St., "

TENNESSEE DIVISION — 1.

Nashville Bi. Club.
16496 McAdoo, John Floyd, Bristol.

VIRGINIA DIVISION — 3.

Old Dominion Wheelmen.
16485 Bowman, C. L., 1553 E. Main St., Richmond.
16486 Wattson, Wm. Gray, care So. Fertz Co., "

Unattached.
16507 Massenburg, Jas. L., Hampton.

WEST VIRGINIA DIVISION — 1.

Ramblers' Club.
16487 Kirk, H. F., 1520 Main St., Wheeling.

WISCONSIN DIVISION — 2.

Racine Bi. Club.
16518 Durand, E. D., Racine.

Unattached.
16488 Paige, Ed. H., Waukesha.

NOTES AND QUERIES.

[*Readers are requested to contribute answers to questions propounded.*]

(84) ABOUT Sept. 10 or 17, I expect to leave Saratoga Springs or Albany, and wheel to New York. Would be pleased to receive any information as regards roads, points of interest, etc., along the Hudson. J. W. KNERSHAW.

L. A. W., 7002. Address, care of C. & G. Q. Ry., Detroit.

(85) In the query department in the BULLETIN, I saw one party asking information as to how to remove old enamel from a bicycle, but as yet have seen no answer, although would very much like to and by placing the query again in the paper, perhaps it will meet with better success. No. 5700.

(86) WHAT outfit should one take on a tour of, say two weeks, averaging sixty to seventy miles per day? As every additional ounce counts, should any more clothing be taken beyond suit worn; and what is necessary in the way of tools? What refreshments are most beneficial for such long tours, and what precautions should be taken? L. A. W., 12843.

IMPORTANT.

The ***Grand Union Hotel***, opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

LEAGUE OFFICERS.

OFFICERS OF THE BOARD.

PRESIDENT. — T. J. Kirkpatrick, Springfield, Ohio.

VICE-PRESIDENT. — H. W. Hayes, Cambridge, Mass.

TREASURER. — W. M. Brewster, 309 Olive St., St. Louis, Mo.

SECRETARY-EDITOR. — Abbot Bassett, 22 School St., Boston, Mass.

EXECUTIVE COMMITTEE. — T. J. Kirkpatrick, H. W. Hayes, Geo. R. Bidwell.

STANDING COMMITTEES.

MEMBERSHIP. — James R. Dunn, Massillon, Ohio; Dr. G. Carlton Brown, 40 Orchard Street, Elizabeth, N. J.; Harry H. Hodgson, 13 Carondelet Street, New Orleans, La.

RIGHTS AND PRIVILEGES. — C. H. Luscomb, 280 Broadway, New York; Winfield S. Slocum, *Herald* Building, Boston, Mass.; A. C. Stewart, 404 Market Street, St. Louis, Mo.

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L. A. W. HAND-BOOK OF OHIO (Official): — Complete official lists of officers, Consuls, hotels, etc. General description of riding districts, fine large folding road-map of the State. Price, $1.00. Address F. C. Meyer, 37 N. Market Street, Canton, Ohio.

ROAD-MAP OF CENTRAL INDIANA (L. A. W. Official), covering 90 miles N. and S., and 153 miles E. and W., and showing the famous Crawfordsville record-breaking district. Contains list of Consuls and hotels, and shows towns, railroads, etc. Free to Division members joining in first quarter, 13 cents in second quarter, 25 cents in third quarter, and 38 cents in fourth quarter. Price, to other League members, 75 cents. Scale of nine miles to one inch. Address Josh. Zimmerman, Secretary-Treasurer, 37 So. Alabama Street, Indianapolis, Ind.

ROAD-MAP OF NEW JERSEY (L. A. W. Official): — Three parts, Northern, Central, and Southern, folded in stiff covers. Price, 50 cents each, or $1.50 for the set. Address Dr. J. H. Cooley, Plainfield, N. J.

TEN THOUSAND MILES ON A BICYCLE; A Gazetteer of American Roads. — Cloth bound, gilt top, 41 chapters, 908 pages, elaborate indexes, no advertisements. Mailed on receipt of $2.00, by Karl Kron, University Building, Washington Square, New York City, D. Analytical contents-table, descriptive circulars, and specimen pages sent free.

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ROAD-MAP (WHEELING CHART) OF SPRINGFIELD AND VICINITY. Address Henry E. Ducker, Springfield Mass.

IN AND AROUND CAPE ANN, bound in cloth; finely illustrated. The wheelmen's hand-book of Gloucester, Mass., and vicinity. Price, 75 cents. Address John S. Webber, Jr., Gloucester, Mass.

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS.— Sketches of cities towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. Address George Chinn. Beverly, Mass., price 20 cents.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$1.50,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public, or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, ruler, and ice skating."

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ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$1.50*** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *P. O. Address,* .....

City and State, ...

REFERENCES: .....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

FOR SALE, EXCHANGE, ETC.

In our issue for Sept. 2, and in all issues during the fall and winter months, we will insert in this department advertisements which do not exceed four lines, for fifty cents, first insertion, and twenty-five cents for each subsequent insertion. This will afford those who wish to buy, sell, or exchange machines, a very cheap method of getting a customer among our 12,000 subscribers. If advertisements exceed the four lines, we will condense them, or charge extra, as the sender chooses. No discount from these rates to any one.

FOR SALE. — 54-inch Expert Columbia, 1887 pattern; ridden less than 150 miles; price, $150. 53-inch Light Roadster Columbia, fall of 1886 pattern, spade handles; price, $90. 52-inch Singer, new, tires unworn; price, $40. F. H. MCKEE, North Adams, Mass.

WANTED. — A first-class second-hand 46-inch bicycle, all ... M, Lock-Box 25, Norwalk, Conn.

...TED. — A Safety bicycle, second-hand. Address with particulars, A. L. THOMPSON, 1619 1st Street, ...y.

...N WHEELS. — 54-inch American Rudge, ...ch American Champion, new, $85; 48-inch ... $75; 60-inch Expert Columbia, fair condi... ...umbia Racer, A-1 condition, $65. Ad... ...R, Binghamton, N. Y.

46-INC... ...the improvements, bought from ... impo... ...or; a bargain; it must be sold. REV. JOHN ... ...ove, Penn.

BARGAIN. — ... Expert Columbia, Lilli... bridge saddle, ...arrier, bell, and ball pedals; cost $165, as ... 110. H. H. B., Lock Box 50, Wappinger's F...

WANTED. — Second-h... ...nch Columbia bicycle, Standard and Expert. HA... CYCLE CO., No. 811 Arch St., Philadelphia.

51-INCH COLUMBIA LIGHT ROADSTER. '85 pattern with '86 improvements. Been run only 500 miles. In fine condition. Butcher cyclometer. Address HOWARD F. SMITH, Gloucester, Mass.

BARGAINS IN BICYCLES AND TRICYCLES. HART CYCLE CO., No. 811 Arch St., Philadelphia. Send for our price lists of second-hand machines for comparison.

JUST RECEIVED — A superb line of Beeston Humber Crippers, everywhere acknowledged to be the finest tricycle manufactured. Send for catalogue and prices to the sole importer, L. H. JOHNSON, 401 Main St., Orange, N. J. A few good agents wanted in districts not represented.

AGENTS. — 1,000 nicely printed Dodgers free; sent with each Eureka Home Trainer, ordered C. O. D. or cash before Oct. 1887. They are the cheapest and most effective local cycle ads. extant. Sample Dodgers, etc., on application. M. A. WOODBURY, Bradford, Pa.

CHEAPEST AND BEST Second-hand Wheels in the market. Send for list. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

WANTED. — A Tandem or Sociable, regardless of make or previous condition of servitude; must be cheap; give full description; make, bearings, tires, saddles, finish, etc. Box 8, Cottage City, Mass.

LARGE STOCK OF SECOND-HAND BICYCLES, all sizes, always on hand, at extraordinary bargains; sole Brooklyn agents for Columbia cycles; wheels sold on instalments. BROOKLYN BICYCLE COMPANY, 161 Clymer Street, Brooklyn, N. Y.

THE

Z. & S. Luggage Carrier



Was the only one to stand the test of Thomas Stevens's trip around the world. It is the oldest and best, and always reliable.

PRICE - - - $1.50.

HOWARD A. SMITH & CO.

Oraton Hall, Newark, N. J.

We make a specialty in

SECOND-HAND BI TRI CYCLES.

Have large stock, many as good as new. Enclose stamp for List.

PRICES LOW.

FIFTH ANNUAL

Race Meet and Tournament

Of the BINGHAMTON BICYCLE CLUB,

Thursday, September 22, at Riverside Park,

BINGHAMTON, N. Y.

LIST OF EVENTS:

1-mile, Novice.
1-2-mile Dash, open.
1-2 " Boys under 16.
2 " New York State Championship.
2 " 6.45 class.
1 " Lap Race, Open.
1 " Binghamton Wheel Club.
3 " Handicap, open.
1 " Consolation.

Parade of the visiting wheelmen at 11 o'clock. Races at 3 o'clock. An elegant piece of statuary will be given the largest and best appearing visiting club in parade. Entries close Sept. 20. **Entrance Fee, 50 cts. for each event,** and should be sent to

F. J. BAYLESS,
Binghamton, N. Y.

SECOND ANNUAL

RACE MEETING

OF THE

Rhode Island Div., L. A. W.

AT NARRAGANSETT PARK, CRANSTON, R. I.

Tuesday, September 20.

(OPENING DAY OF STATE FAIR.)

$350.00 IN PRIZES!!

THE EVENTS.

1. 1-4 Mile Dash (Prof.), 1st heat.
2. 1-Mile, Novice.
3. 1-Mile, Tandem.
4. 1-Mile Open, Amateur.
5. 1-4 Mile Dash (Prof.), 2d heat.
6. -Mile, R. I. Division Championship.
7. 1-Mile, Professional.
8. 2-Mile Open, Amateur.
9. 1-4 Mile Dash (Prof.), final heat.
10. 1-Mile, Star.
11. 3-Mile Lap (Professional.)

RACES CALLED AT 1.30 O'CLOCK P. M.

Two prizes in each event, with exception of third and sixth. A third prize will be given where there are six or more entries, and a second prize in Tandem Race for three or more entries.

The Narragansett Park track is a renowned mile trotting course, and, with exception of those specially laid, is the best bicycle track in the country. Division races precede all horse events, and track will be in prime condition. Park is four miles from Providence, by macadam road, and is also accessible by frequently running steam and horse cars.

Entries close, Wednesday, September 14. Entrance Fee for each event, $1.00. Address entries and all communications to

GEORGE R. McAUSLAN,

Chairman Racing Board, R. I. Division,

No. 8 Elmwood Avenue, Providence, R. I.

SPADE HANDLES!

Handsomest, Strongest, and best Handles in the Market

Only $2.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.

C. W. SPINNEY - - Fitchburg, Mass.

SOLE AGENTS

For New York for the celebrated New Rapids, Quadrant and Sparkbrook Cycles.

New York Bicycle Co.,

38 PARK PLACE, NEW YORK.

HARLEM BRANCH, 124th ST. and 7th AVE.

Send for Circulars.

NORTH ATTLEBORO BICYCLE RACES

September 16, 1887,

AT THE

SEVENTEENTH ANNUAL EXHIBITION and FAIR

OF THE

Attleboro Agricultural Association,

UNDER MANAGEMENT OF

COLUMBIA BICYCLE CLUB.

PROGRAM.

1. 1 mile Novice. Two prizes.
2. 1-2 mile Open. Two prizes.
3. 2 miles Handicap. Three prizes.
4. 1 mile Club Handicap. Two prizes.
5. 1 mile Boys Handicap (under 16). Two prizes.
1 mile Professional handicap. $100 to first, $50 to second, $25 to third. To insure the award of three prizes, there must be five starters.
6. 1-2 mile Handicap. Two prizes.
7. 1 mile 3.10 Class. Three prizes.
8. 1-4 mile Open. Two prizes.
9. 1 mile Handicap. Three prizes.
10. 1 mile Club Team (3 men each). One prize.

Races commence at 1 o'clock. Entries close Monday, September 12. Entrance fee for all excepting professionals, 50 cents; professionals, $1.2. Send for all particulars, entry blanks and list of prizes, to

T. E. BELL,

North Attleboro - - - Mass.

JOHN HARRIOTT.

MEDALS AND BADGES,

— ALSO —

Bicycle Club Pins of Every Description.

Designs on application.

3 Winter Street - - BOSTON, MASS.

AH! THERE!—STAY! THERE!

Don't Buy a Second-hand Wheel

Until you have seen our list of bargains. We do not speculate, simply sell on commission, so that our customers have the advantage of every sacrifice made by owners who need money immediately. Biggest stock and biggest bargains in America. If you don't believe us, send for list to

MANHATTAN WHEEL EXCHANGE,

49 Cortlandt Street, New York.

STEEL BALL OF BEST CAST-STEEL. FOR ANTI-FRICTION BEARINGS.

HARDENED, GROUND, AND BURNISHED

3-16" to 3" diam. Samples and prices on application.

SIMONDS ROLLING-MACHINE COMPANY, Fitchburg, Mass.

Second-Hand Machines

TAKEN IN EXCHANGE

For New Rapid, Quadrant, Sparkbrook, Victors, Star, New Mail, Facile, Rover, Humbers, or any other machines made.

CORRESPONDENCE SOLICITED.

THIS IS REALLY VERY FUNNY.

READ * IT * AND * YOU * WILL * SMILE!

The writer is a popular young Clergyman at Bay City, Mich.

Bay City, Michigan, Aug. 15, 1887.

Gormully & Jeffery Mfg. Co., Chicago, Illinois.

Gentlemen,—Now, I want to stand up and "speak my piece" about the Light Champion. A certain firm, who turn out better advertisements than wheels, have been groaning much of late over the popularity of the Champion Cycles, and telling a credulous public that a good wheel cannot be sold under their prices; that a ball head has not been proven (!) better than a globe head, and other such stuff, always winding up with the phrase, "Let others try the experiment." Now I want to tell you that I have tried the experiment. I have tested it severely and I am more than satisfied. I emphatically echo the words and urge all who want a good wheel to "try the experiment." The Light Champion has now ceased to be an experiment with me, and is a settled fact. I had occasion to test its hill-climbing powers against a wheel sent out by the firm referred to above, and tho' I am not a strong rider, and the other man was, I ran right away from him. For ease of adjustment and for running qualities the Light Champion is unsurpassed and unequalled. Every man I have mounted on my 53-inch wheel has envied me the rams-horn handle-bars and the Cobblestone saddle, and has wondered at the marvellous lightness of the running qualities. As I wrote you once before, I used to ride an —— ——, but I have followed their advice and "tried the experiment," and am so well satisfied that I propose to keep on "trying the experiment." Tell Mr. Jeffery to stop inventing improvements, or he'll have a damage suit some day for inventing and selling a wheel that runs away with the rider.

Yours most sincerely,

BURT E HOWARD.

CATALOG ON APPLICATION.

GORMULLY & JEFFERY MFG. CO. . . CHICAGO, ILL.

Largest Manufacturers of Cycles and Sundries in America.

THE L. A. W. BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED WEEKLY.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, SEPTEMBER 9, 1887. | VOL. V. No. 10. WHOLE NUMBER, 115.

OFFICE OF

THE BOSTON HERALD,

Boston, Mass., June 21, 1887.

Miss Pope Mfg Co

Gentlemen. The record of my Expert Columbia is so good that I feel that you will be interested to learn about it I bought it in the spring of 1883, so that it is now in its fourth season. I took it to the City of Mexico and brought it back with me. I used it there over a year and have ridden it regularly ever since returning It has not yet cost me even a single cent for repairs and is still a staunch machine in first class running order.

Yours sincerely

Sylvester Baxter.

UNQUALIFIEDLY FIRST CLASS!

HIGH GRADE IN EVERY SENSE.

From the Very Start,—from the Opening of the Season,

THE NEW MAIL

Has received the Best Evidences of Merit; viz.:

A constantly increasing demand, and unasked testimonials. Wherever one has been shown, other orders surely and quickly followed. In fact, ☞ AT NO SINGLE TIME SINCE JANUARY 🗷 have we been up with our orders. This means something. It means a good wheel.

AN AMERICAN MADE WHEEL, WITH ALL PARTS INTERCHANGEABLE

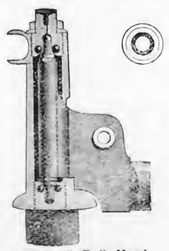
WITH

Trigwell's ball-bearing head, and perfection backbone and forks. The ball head has been PROVED by two years' use a great success, and the best criticisers are not competing dealers, but the users and riders, and we refer to the latter's testimonials in our catalogue. Did any rider ever see too rigid and strong backbone and forks? Are not the Strengthened Perfection Pattern Backbones and Forks common sense improvements? Notice the advantanges. Perfectly rigid forks and backbones which do not break nor spring out. Especially fitted for rough road work. And look at our rim with the thickened base; no such thing as buckling.



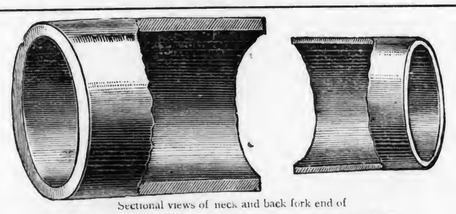
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SUPERB WHEEL.



Trigwell Ball Head.

One thousand miles without oiling or adjusting. Perfect rigidity, and ease of steering. Greatest modern improvement. See testimonials in our catalogue.



Sectional views of neck and back fork end of

NEW PERFECTION BACKBONE,

Giving increased thickness and strength at upper end, where is the greatest strain Forks, also, same construction.



WARWICK'S NEW RIM.

No seam outside. Thickened metal at bottom. Cemented Tire.

Also, New England Agents for the

IDEAL

Boys' Bicycle.

We only ask for you to SEE a New Mail, and you will buy one.

REMEMBER EXCHANGE.

offer a splendid opportunity to exchange your old wheel for a new Royal Mail with ball head and late improvements, and having the New Mail Rim and Tire, at very low terms. Send description of your wheel, with your estimate of value, stating size wanted.

WM. READ & SONS,

107 Washington Street - - - - BOSTON, MASS.

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L. A. W. ROAD AND HAND-BOOK OF PA., N. J., AND MD (Official): — Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, bound in flexible leather. This work is now out of print. A revised edition will probably appear in 1888.

RECORD BOOK OF SHELL ROADS IN VICINITY OF NORFOLK. — A description of the shell roads around the city of Norfolk. Contains in addition several pages for records of rides. Bound n paper: 10 cents. By V. Paul Ellis, Norfolk, Va.

L. A. W. HAND-BOOK OF OHIO (Official): — Complete official lists of officers, Consuls, hotels, etc. General description of riding districts, fine large folding road-map of the State. Price, $1.00. Address F. C. Meyer, 37 N. Market Street, Canton, Ohio.

ROAD-MAP OF CENTRAL INDIANA (L. A. W. Official), covering 90 miles N. and S., and 153 miles E. and W., and showing the famous Crawfordsville record-breaking district. Contains list of Consuls and hotels, and shows towns, railroads, etc. Free to Division members joining in first quarter, 13 cents in second quarter, 25 cents in third quarter, and 38 cents in fourth quarter. Price, to other League members, 75 cents. Scale of nine miles to one inch. Address Josh. Zimmerman, Sec.-Treasurer, 37 So. Alabama Street, Indianapolis, Ind.

ROAD-MAP OF NEW JERSEY (L. A. W. Official): — Three parts, Northern, Central, and Southern, folded in stiff covers. Price, 50 cents each, or $1.50 for the set. Address Dr. J. H. Cooley, Plainfield, N. J.

TEN THOUSAND MILES ON A BICYCLE; A Gazetteer of American Roads. — Cloth bound, gilt top, 41 chapters, 908 pages, elaborate indexes, no advertisements. Mailed on receipt of $2.00, by Karl Kron, University Building, Washington Square, New York City, D. Analytical contents-table, descriptive circulars, and specimen pages sent free.

ROAD-MAP OF OHIO (L. A. W.). See *Ohio Hand-Book.*

ROAD MAP OF BOSTON AND VICINITY (Warren's).

MARTINET'S ROAD-MAP OF MARYLAND: — Splendid work. Price, $10.00. J. L. Smith, as below.

COLTON'S ROAD-MAP OF PENNSYLVANIA: — Three parts, Eastern, Central, Western. Price, $2.00 per section. J. L. Smith, Map Publisher, Sixth Street, above Chestnut, Phila., Pa.

ROAD-MAP (WHEELING CHART) OF SPRINGFIELD AND VICINITY. Address Henry E. Decker, Springfield Mass.

IN AND AROUND CAPE ANN, bound in cloth; finely illustrated. The wheelmen's hand-book of Gloucester, Mass., and vicinity. Price, 75 cents. Address John S. Webber, Jr., Gloucester, Mass.

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS.— Sketches of cities towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. Address George Chinn. Beverly, Mass., price 20 cents.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$1.50,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by :—

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public, or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, ruler, and ice skating."

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$1.50*** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *P. O. Address,* .....

City and State, ...

REFERENCES: .....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

RUDGE RACERS.

As we have decided to discontinue the use of racing wheels as an advertisement, we wish to call your attention to the following novel and special sale of racing machines.

Below we give you the size and full description of racing wheels in stock, numbered in such a way that they can be easily ordered. We have made this list, showing the present selling price of the Racers, also the special price at which we offer them to close. In addition to this we propose to accept bids on any machine in the list, up to September 15th, which bids will be carefully recorded, and any wheels that have not been sold at the regular price, at that date, will be forwarded to the highest bidder.

To insure the genuineness of the bids, each bid must be accompanied by a check for $5.00, for which a receipt will be given, showing the number of the machine for which the bid has been made, and in case the machine has been sold, or has had a higher bidder, the money will be refunded September 15th.

The reputation of the Rudge Racer for strength, durability and speed, has earned for it the name of "King of the Path," and parties wishing a racing wheel, cannot do better than provide themselves by this sale. They are all in good order, fitted with racing saddle, spade handles, and racing rat-trap ball pedals.

		List Price.	Present Price
No. 117.	One 53-inch Rudge Racer, new, - - -	$140	$85
" 118.	" 53 " " " shopworn - -	140	70
" 119.	" 54 " " " new - - -	140	85
" 120.	" 54 " " " shopworn - -	140	70
" 121.	" 55 " " " new - - -	140	85
" 122.	" 55 " " " shopworn - -	140	70
" 123.	" 56 " " " new - - -	140	85
" 124.	" 56 " " " shopworn - -	140	70
" 125.	" 56 " " Semi-Racer, shopworn	140	70
" 126.	" 57 " " Racer, new - - -	140	85
" 127.	" 57 " " " shopworn - -	140	70
" 128.	" 58 " " " " - -	140	70
" 129.	" 58 " " Semi-Racer, shopworn	140	70

MISCELLANEOUS.

No. 130. One 56-in. Rudge Humber Racer, (A DAISY) Ridden by Webber, shopworn, $80
" 131. " Rudge Racing Humber Tandem - - - $125 net.

IF YOU ARE THINKING OF GOING INTO RACING, LET US HEAR FROM YOU.

STODDARD, LOVERING & CO.

125 to 158 CONGRESS ST. - - - BOSTON, MASS.

THE BULLETIN.

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

SINGLE COPIES - - - - - - - 3 CENTS.

SUBSCRIPTION PRICE TO OTHER THAN LEAGUE MEMBERS, $1.00 A YEAR.

CLUBS OF FIVE - - - - - - $4.00 "

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

LABOR day is what we have wanted for a long while. It gives us a holiday where it is very much needed. Wheelmen used the day to the very best advantage.

LEAGUE members should not forget that the patronage of advertisers makes it possible for them to get the BULLETIN, and as one good turn deserves another, they should remember this in patronizing cycling firms, and give their business to those who advertise with us. We say us, for every League member is part proprietor of the BULLETIN.

HOSPITABLE wheelmen have been taken in by shrewd users of their bounty in a great many instances of late, and it may be that new faces will be scrutinized closely, and references be demanded if this sort of thing is to continue. One of the best letters of credit is a League ticket, and if a man be without this, and without credentials from a club, he should be made to prove himself worthy in other ways before courtesies are extended. The Troy Club is the latest victim of a sharper.

MR. SHRIVER puts his foot down very squarely in asserting the position that he will not let his private actions be dictated by the League. We do not believe the League will attempt to do this. Its present attitude, which closes the eyes of the League to everything in the way of road racing, seems to us to be the best one, after all. The League cannot well encourage it, for if this were done the practice would grow to such proportions that the civil authorities would have to step in and put a stop to it, and we should find ourselves in a very embarrassing position. This kind of racing is clearly in defiance of law, but the law provides a remedy and can be trusted to correct the thing when it becomes an abuse. Meantime, the League should have nothing to do with it, and to our minds those who by their official positions stand as representatives of the League under certain conditions should not actively engage in road racing, lest their motives be misunderstood and their position be mistaken.

Is *Outing* altogether lost to cycling? This is a question that many cyclers are now asking. For many months Thomas Stevens's articles are the only ones relating to the wheel which have been found in a magazine that was once altogether given to it. The prospectus for the future makes no mention of the Stevens articles, and we should conclude that they were to be omitted, did we not have a personal letter from the author, saying that they would continue. When Mr. Stevens was added to the staff, it was announced that more attention would be given to cycling, but beyond the promise we have seen nothing. One other thing has struck us very forcibly, and that is the deterioration in the quality of illustrations. It was the proud boast of the magazine, when its home was in Boston, that the cuts, though not so profuse, were of as good quality as those in the *Century*. This can no longer be said. These words are in the interest of wheelmen, who have subscribed for a magazine with the hope of getting something which has not been given them.

IT is easier to pull down than to build. It is easier to criticise than to act. It is with these thoughts in mind that we say we think restrictions as to time of riding in the Boston-to-Chicago road race are a mistake. The managers have set forth the disadvantages regarding checking contestants who ride at night, but these are inconsequential when we consider those to the riders who may be ten miles from a hotel when the time for riding comes to an end. Moreover, how can it be arranged to watch the riders to see if they stop. Another consideration, — the arrangement to ride from 6. A. M. to 9 P. M. takes from the riders the early morning hours and gives them the heat of the day.

WE tried to join the Providence party on Monday, and we had an engagement to referee the Lynn races; but a very heavy mail of that day, and other demands of this office, kept us at work nearly all of the day. It was Labor Day, indeed, for us, and the expected holiday had to be given up.

CHIEF CONSUL VAN SICKLEN, of California, has caused to be printed, in large type on a broadside, a digest of the laws which relate to the rights of wheelmen on the highways. These he will have posted in hotels, in the post offices, and places where they will come to the notices of drivers and others. The sheets will be sold at cost to any parties outside the State who may desire to make use of them.

A REPRESENTATIVE in a neighboring State was laboring with a wheelman to get him upon the rolls of the League, and he instanced, among other benefits, the fact that he could get a discount of twenty-five cents on every dinner that he should eat at a hotel where the local wheelmen were accustomed to stop every Sunday. "Why, I get that now!" said the wheelman. "If that is so," said our representative, "I don't believe we want you. A man that is so mean that he won't come down with a dollar to support an institution that gives such privileges as this, but will crib the benefits, is not the kind of a man we want." And then the representative rode over to the hotel and arranged with the landlord to compel men to show a ticket before giving them the discount. There are several morals in this little story, and we leave our reader to pick them out.

A CLUB in New Jersey has just expelled certain members for non-payment of club and League dues, and they will ask that these parties be also expelled from the League. The League officers have always held that an offence against a club was not necessarily an offence against the League, and so a saving clause was put into the rule which provides that expulsion from the League shall follow expulsion from a League club. This clause calls for the endorsement of the Executive Committee, and this endorsement must be had in each case. The New Jersey club seems to have a very strong case. The League dues of these men have been paid from the club treasury, and the individuals have not made the club whole. They are getting League benefits for which they have not paid. They ought not to have them.

FROM A FEMININE POINT OF VIEW.

VIOLET LORNE has been telling a story of an experience with some of our countrymen on the other side.

This rather reminds me of a party of American officers from a man-of-war lying in Southampton Water a year or two ago, whom I met at a garden party in the neighborhood. They had never seen a tricycle at close quarters, so the pretty daughter of the house insisted on bringing out her own "Premier," and giving them a lesson there and then, on a secluded bit of carriage drive down by the stables. Great was the astonishment and delight of the officers, who took so kindly to their new pastime, that they would altogether have ignored the claims of tennis, if we had allowed them. One young lieutenant, indeed, was so taken with the novel exercise, that he wildly declared his intention of buying a tricycle, and riding about the decks in the intervals of duty. I never saw him again after that tennis party, so that I can't say whether he madly attempted to put his threat into execution, or what the effect was upon the scandalized ward-room of U. S. S. "Lancaster."

THE presence of young ladies before the nets draws many a young man to tennis, but the masculine part of humanity is not often drawn to the wheel by the feminine portion. In the present state of the art in America, Hector rides and persuades Josephine to accompany him, but I can imagine a state of things in the not-distant future when Josephine and her mates are so wedded to the sport that wheel-less Hector will find he must ride if he would have their society.

THE following suggestions regarding the ideal ladies' tricycle are taken from an Irish paper. The writer has such good ideas that I am impelled to reproduce them. "Driving wheels should average between 34-inch and 40-inch, and steering wheel 24-inch and 28-inch. The brake is the most important point. Ladies' arms are not very strong, and they cannot dismount quickly, therefore the brake must be capable of holding in the machine on the steepest hill, and for this purpose should have a long lever with a broad band acting on a broad drum. An auxiliary foot brake would be found an improvement." (Aching hands that have held on to a weak hand brake down a long hill, testify to the truth of the foregoing.) "The dress guards should be thoroughly efficient, and should be made of leather or *papier maché*, and there should be no projecting nuts to catch in the dress. The nose of the saddle should be short, and, if possible, be continued round underneath, so as to prevent its being caught and ripped upward by the dress in mounting. Great care should be taken that the handles are within reach, so that the rider need not lean forward." (Very good. I have found that I can do better work on a bar steerer, but I cannot sit erect on any machine of the kind that I have ridden. The upright position one can assume when the handles are at the sides is both graceful and restful. Give us side handles in place of the bar, but put them in another place so that we can be graceful in our seats and have good command of the machine.) "In the case of folding

handle-bars, for mounting in front, the steering-post should be well forward, so as to leave extra space, but the ends of the handle-bar should be bent round in a graceful curve into the correct position. The throw of the crank should be adjustable from five to six inches, and the gear should range between forty-six and fifty-two inches, according to the strength of the rider. fifty inches will be found a fair average, except in hilly districts. The Cryptogear will be found a valuable adjunct. Balls should be fitted to all parts; in the pedals they will be found much cleaner than cone."

ONE point should be urged with great force to the makers. Don't put new riders, I refer to ladies especially, on machines that are geared up. It means hard work, and in many cases discouragement. Let the beginner have a wheel well geared down. She will get along slowly, but she will not have to work hard, and very soon she will be in condition to take a higher gear that will give her speed. I have seen many a lady get upon a machine loaned her by a gentleman friend and complain of the great labor involved. And with very good reason. She is riding a wheel geared to suit the well-trained muscles and giant strength of her friend, and altogether unsuited for her. DAISIE.

QUAKERTOWN QUILLINGS.

THE prospects for the road race for the Tryon cup become more and more dubious as the day for the race rolls nearer. By the time this paper reaches your readers, Mr. Editor, we shall know all about it and probably know the winners, if it is run at all. The Committee find the Pike authorities very much in favor of the race and willing to grant the wheelmen every privilege consistent with good business management of the road, but they rightly insist on some guarantee of indemnity from damages by accidents. As the only two incorporated clubs decline positively to give such a guarantee, the committee have been obliged to scratch around for some responsible party to go on their bond and no one seems to care to accept the soft impeachment. It has even been proposed to abandon the race altogether. Rather than do this, it would be infinitely better to ask the permission of the donors of the cup to transfer the race from the road to some good rough, hilly, mile trotting track, limiting the weight of machines to 35 lbs.; quite as much interest would be taken in the race, the danger of accidents would be infinitely less and it really seems as though little objection could be made to the arrangement. Fleming, the Pennsylvania-to-Nebraska man, is expected, if he comes home in time, to race with the Century, whose only other candidate is M. J. Bailey. The confidence of the club in Fleming, however, is such that they fully anticipate a good place, with only these two men in. Richwine says he has practically stopped racing, and will not ride in the road race. Mr. John Wells, the right bower of the Pennsylvania hand, has unfortunately badly sprained his ankle by a tall —" not from the Star," he puts in — and although later reports say that he is not so much hurt as was at first thought, he is still out of the race. Mr. Wells is confident that he can cover the course in less than 1.24; but, as two of the Tioga team have already done better than that, it looks as though 1.20 would have to be beaten to win.

A WHEELMAN in the West park lost some money near the dairy, and another rider found it; the latter has left his name and address at the milkerie, and the loser can recover his property by applying and stating the amount.

W. T. FLEMING and J. Edgar Gould, of the Pennsylvania Bicycle Club, have been touring in the West. On Aug. 20, they reached Kansas City, Mo., having come from Joplin, where Mr. Fleming had been visiting relatives. They rode from Philadelphia to Kansas City, and started Thursday, the 22d, on their return to Philadelphia. The two wheelmen were enjoying the best of health and in excellent spirits. They have enjoyed the trip hughly. When they have reached Philadelphia they will have ridden about three thousand five hundred miles. Mr. Fleming rides a Victor and Mr. Gould an Expert Columbia.

MR. FLEMING, in an interview with a local reporter stated: "We started from Philadelphia May 16. We first went to Trenton, N. J., Princeton, Franklin Park, New Brunswick, and Passaic. Leaving New Jersey, we proceeded up the Hudson to Newburgh, Poughkeepsie, Hudson, Troy. From Troy we went to Utica, Syracuse, Auburn, Cayuga, Geneva, Batavia, Buffalo, State Line into Ohio, Cleveland, Akron, Urichsville, Cadiz, Smithfield, where we made a few weeks' visit. After a ten days' rain we pushed on to Bridgeport. There we found the old National Pike Road, and a beautiful road it is, too, which we followed for a distance of 296 1-2 miles, into Indianapolis, going through Springfield, Columbus, Dayton. Our average to Indianapolis was sixty-one and one half miles a day, but after leaving Indianapolis we noticed it required a little more work to make the same number of miles, as the roads became gradually more rough. We found Terre Haute a good place to stay over night July 18, and started again on our (supposed) choice roads of Illinois, and from Edwardsville to St. Louis, a distance of twenty-one and one-half miles, we walked and pushed our machines over a narrow gauge railroad track, not mounting once until we made our appearance in St. Louis. We remained in St. Louis from Saturday until the following Wednesday, when we once more resumed our journey over the Ozark Mountains. From the beginning to the end of this portion of our trip we were misguided. We struck the mountain range at Summit and went through Union, Sullivan, Cuba, St. James, Rolla, Hancock, Richland, Lebanon, Springfield, where we were informed that the Ozarks had ended. We went to Pierce City, Neosho, where we made a two days' visit, and visited Indian Territory, taking in Wyandotte, Schenica and Shawnee school. Striking the Kansas State Line at Columbus, we found ourselves in Fort Scott, Pleasanton, and La Cygne. Then sixty-two and three-fourths miles, a day's ride, brought us to Kansas City. Last Thursday we rode seventy-four and three-fourths miles over ordinary roads."

SHORTLY after leaving Kansas City, Fleming took a header and sustained severe bruises. They are on a bee line for Philadelphia.

WHITTAKER of the University is reported doing fine work in his track practice, and one of his admirers even claims for him a quarter mile on the University, with flying start of course, to the very lively tune of 35 seconds; unless the man has improved at a most extraordinary rate, this must be an error, as last Spring he could not have done ten seconds slower on the same track.

THE quarter mile Millville race, dead-heated twice, between Schwartz, of Reading and Kolb, of the University, was one of the prettiest races ever seen in this part of the country, and there are many who believe the Reading boy would have eventually won, had not his machine given way. Star vs. Crank.

THE opening day of the Cape May City Athletic Club was a grand success.

The mile and two mile bicycle races were both won by L. J. Kolb, Manhattan Athletic Club, with C. Barton Keen, of the University of Pennsylvania, second. Time, 3.39 2-5 and 7.26 respectively.

PHACTO.

CHICAGO.

HAL GREENWOOD and W. E. Hicks, both from the city at the other end of the bridge, have been touring through Wisconsin for the past two weeks. They arrived here Saturday afternoon and participated in a run to Wheeling on Sunday morning. The day was an ill-fated one for Greenwood. He broke one side frame on his way out of the city, and the other on the return trip. A luggage carrier, a coil of wire and a few pieces of hardwood, braced up the "coffee-mill" sufficiently for him to reach his destination in safety. Burley Ayers ushered the party home over one of his "perfectly elegant" gravel roads. The greater portion of this gravel road turned out to be very bad and full of ruts and about eight miles longer than the regular wheeling road. It was afterwards discovered that Burley had never been over the road before, but was exploring it for the proposed Illinois Road Book.

A WHEELMAN of this vicinity without a record between some two points, is away behind the times. Each one has a record and every body else has one just a little better. Davis and Riggs are not satisfied with a hundred and five miles in a day, but will try to add another twenty to it on Sunday next. They will go to Aurora by way of Elgin and return over the same course.

"GIPS," in a recent number of the *Record* mentioned the century runs of the Owl Club and named several gentlemen who rode to Elgin and return and called it a "century run." From any portion of the city to Elgin and return is not a century run nor never will be.

MR. BASSETT'S " hint for the benefit of the officials," in regard to a medal for the best American mileage, is a wise one and I hope that the officials will "catch on" in short order. Should such a prize be offered, there would be some lively hustling among the wheelmen of Chicago.

THAT four-lap cinder track at the grounds of the Chicago Amateur Athletic Association, has been a complete failure so far as cycle racing is concerned. It is the intention of the management to use the same track for sprinting and bicycle racing, which, you all know, is absurd. A one mile race on the above mentioned track, on Saturday last, resulted in a victory for Frank Riggs, of the Illinois Club, with Winship of the Owls a good second. The time (3.20) is excellent, considering the poor condition of the track.

I DID not intend to interfere with the items of "Phoenix" by stealing his thunder on the easterners, but, like all other Chicagoans, I must keep ahead of St. Louis

THE first entertainment of the season will be given by the Illinois Cycling Club, at Martine's Dancing Academy, Thursday evening, October 20th.

SPECTATOR.

MICHIGAN.

ARMADA.— Through the energy of C. E. Lathrop, a club of seven members has been formed here, and with the fine touring country around Armada, there is every prospect of a rapid increase. Mr. Lathrop is an active member of the Detroit Bicycle Club, and a pioneer in the L. A. W., his number being 51.

DETROIT.— Work on the race meet of the Detroit Bicycle Club, which takes place on Friday and Saturday, September 30 and October 1, is being pushed by the committee in charge. This is the first two days' meet the club has attempted. Programmes and entry blanks have been issued this week. One of the events is a team race for Michigan teams of two men. This will decide the much debated point as to which club in the State can boast of the best team. Those laying principal claim to the honor at present are East Saginaw, Adrian, and Detroit. Time limits have been set on all the races.

THE Detroit Bicycle Club has one member who has won, though not a continental championship, a medal in a European race. Mr. Clarence Lightner, while touring through Germany a year ago, was requested by the Munich Bicycle Club to enter one of their races. He complied as a matter of courtesy, and for the fun of it. Though Mr. Lightner had never attempted racing before, he took fourth place, there being seven in the race, and won a bronze medal.

GRAND RAPIDS.— Messrs. Turner, Palmer, and Bennett leave Sunday, September 11, for a tour to Buffalo, returning by way of Cleveland. They expect to take abouttwo weeks in making this trip.

FRANK ESCOTT was married on Thursday evening. Mr. Escott is a very popular member of the G. R. B. C., and has the wishes of his fellow members, that his future course may be as smooth as the surface of the Plainfield road.

OVID.— Four years ago Ovid was the centre of wheeling in Michigan. This was due to the push and enterprise of the late W. C. Marvin. Now there are but a couple of bicycles and Mrs. Marvin's tricycle.

PROVIDENCE IN BOSTON.

A PARTY of about thirty members, with ladies, of the Rhode Island Division, L. A. W., from Providence and thereabouts, started from Boston, Monday morning on a run to South Natick, under direction of the Roxbury Bicycle Club. About 11.30 A. M., on the way out, and while in the act of remounting, having stopped for a short rest, a little beyond Wellesley, a very pugnacious individual named Alfred J. Allen, with a companion, drove up behind them in a light express wagon, and although having more than half the road on the left in which to pass, insisted in driving into the crowd of wheels, endangering life and limb, and causing great fright to the ladies. He finally drove up behind the cycle of Mr. George L. Cooke, a prominent member of the Providence bar, and, in outrageous language, told him if he didn't get out of the road, he would make him, which he endeavored to do by running into his machine, the front wheel of the wagon striking it, twisting it round and throwing it back against the hind wheel. Mr. Cooke had a miraculous escape from bodily harm, but had his machine badly smashed. Allen, having satisfied his belligerent propensities, lashed his horse furiously in an endeavor to escape, but the boys were so incensed at his dastardly work that they gave hot chase, following him into a rough side road, where he was on the point of escaping, when Dr. Bogman, of Providence, hauled out a nickeled pocket flask, and pointing it, threatened to shoot if he did n't stop. The runaway, not doubting but that it was a genuine shooter, weakened immediately and pulled up, calling them a lot of "Boston rummies," when he discoverd the trick that had been played on him. They at once got a constable and took him to Trial Justice Washburn's office in Wellesley, where he was tried, found guilty of malicious assault and battery, and sentenced to pay a fine of $10 and costs, in all, $16.79. The whole business was done inside of two hours.

The rest of the day passed off very pleasantly for all. After witnessing the opening performance of "The Corsair," and looking around Boston, the visitors took the 11 o'clock train for Providence, greatly pleased with their trip.

THE SOLITARY CLUB AT HOME.

CAPTAIN WILL HURLBUTT and the Solitary Club of Stamford, Conn., returned from their thirty-five days' cycling tour in England, Scotland, Ireland and Wales, on Monday of last week, and report having a very pleasant and profitable outing. Their note books are so full as to require extra rubber bands to prevent their bursting, and their memories are in a similar state. They wish to acknowledge courteous treatment at the hands of the cycling fraternity over there, and from the *Bicycling News* people, at Coventry, in particular.

The past summer in England has been the dryest that the eldest inhabitant has known in forty years, and we saw it at a great disadvantage, for its dried up and withered appearance contrasted strongly with the bright grass of our native land, which still holds an uppermost place in our hearts, — or so much of them as we may have left. (Beg pardon Cap!)

Very touching to the scribe, at least, was some melody from the " Arizona Quartette," on the homeward voyage, in which figured the words, " O Think of the Home Over There; for who of the returning pilgrims did not think of and look forward to the home over there?

But there is an end to all things, as there was to Custom's delay, where the fussy inspector said at first the English wheel would be duty-bound, but a paper from his "boss" convinced him of his mistake, and he chalked on the crate "Pass 93."

THE S. C.

FRACTURES II.

Treatment. — When you suspect that a limb is broken, remove the clothes with great care.

It is much better to rip up the seams than to pull them off, for by the rough movements which this necessitates the soft parts may be injured, blood vessels or nerves torn, and a simple fracture often turned into a compound one.

Now examine the injured limb to ascertain what bone is broken, where it is broken, and the nature of the displacement.

To do this properly, always compare the injured with the sound limb. Next, let one person seize the upper portion of the injured limb firmly, now slightly flex the limb so as to relax the muscles which are the chief cause of the displacement, while another gently draws the displaced fragments into place, and the limb is made to resemble its fellow in its natural shape and length.

In compound fractures, bleeding is not uncommon, and when slight, a compress and bandage will usually check it; but when the blood escapes in large quantities, or continues in spite of cold and pressure, or is arterial in character, compress the main artery of the limb.

When you have succeeded in checking the hemorrhage, clean the wound carefully. When the wound is a mere puncture, due to the protrusion of a fragment of the broken bone through the skin, place a small, wet compress over the wound after the fracture has been reduced.

The whole treatment of fracture resolves itself into first, bringing the fragments into place; and second, in keeping them perfectly at rest.

This latter object is obtained by means of splint. These may be made of thin wood, cardboard, or stiff leather or felt. These should be wide enough to extend beyond the borders of the limb, so as not to press upon it, and should also be long enough to fix the joints above and below the injured limb; for, if this be not done, the fragments cannot be kept at rest.

These splints should be well packed, and placed directly in contact with the injured limb, and no bandage should ever be placed under them. These splints are to be retained in place by bandages.

If after these have been applied, the patient complains of pain, or that they are too tight, or if the extremity of the injured limb becomes cold and blue, remove them at once, as they are exerting a dangerous amount of pressure, which may arrest the circulation in the limb and cause it to become gangrenous.

This pressure may be due to the limb being put up too tightly at first, or to subsequent swelling. The main artery may be torn, causing extravasation in the limb, forming an ill-defined swelling with an indistinct pulsation and thrill; and at the same time the arteries below the injury cease to pulsate and the extremity grows cold. When this occurs, compress the main artery.

A bone may be both broken and dislocated at the same time, and in this case treat the fracture alone, make no attempt to reduce the dislocation.

Fracture of lower jaw. This fracture usually occurs on one or both sides between the chin and the angle. The mobility of the fragments, the breaking of the line of the arch and teeth and the dribbling of bloody saliva will indicate the nature of the accident. Take a bandage about four inches wide and tear each end to within two inches of the centre, making a fan-tailed bandage. To reduce the fracture and place the teeth in contact with those of the upper jaw, place the centre piece of the bandage over the chin, and tie the two upper tails behind the neck and the two lower over the top of the head.

2. Ribs. These may be single, but are often multiple. When due to direct violence, it may occur in any part of the rib, but when due to indirect violence it most often occurs at the angle or point of greatest convexity. The lungs, pleura, liver, or diaphragm may be injured by fragments being driven into them, or be contused by the force which breaks in the chest walls.

The fourth, fifth, sixth, and seventh ribs are the ones most often injured, the upper ones being protected by the shoulder, while the lower escape from their greater mobility.

A sharp pushing pain is felt in the side on respiration, and crepitus can be heard and felt. When a number of ribs are broken, the side of the chest may be depressed. Pass a broad bandage tightly around the chest over the broken ribs, so as to restrict its movements: but if this causes great difficulty in breathing, or hiccough, remove it and keep the patient quiet in bed. SURGEON

Brooklyn Bicycle Club.

DETROIT RACES!

FRIDAY, SEPT. 30.

1. *Half-Mile Novice.* 1—Gold Medal; 2—Gold Collar Button.
2. *Two-Mile Handicap.* 1—Gold Medal; 2—Gold Cuff Buttons.
3. *One-Mile, 3.20 Class.* 1—Scarf Pin; 2—Watch Charm.
4. *One-Mile Open.* 1—Gold Medal; 2—Revolver.
5. *Quarter-Mile, Boys under 16.* 1—Gold Watch Chain; 2—Silver Cup (hand engraved.)
6. *Two-Mile for Michigan Teams of 2 men.* 1—Home Trainer.
7. *One-Mile, 3.10 Class.* 1—Gold Medal; 2—Cigar Case.
8. *Two-Mile Lap.* 1—Gold Medal; 2—Shaving Case.

SATURDAY, OCT. 1.

1. *One-Mile State Championship.* Championship Medal.
2. *Half-Mile Handicap.* 1—Gold Medal; 2—Silver Medal.
3. *One-Mile, 3 Minute Class.* 1—Silver Goblet (gold-lined); 2—Gold Stylographic Pen.
4. *Quarter Mile Open.* 1—Gold Medal; 2—Box Cigars.
5. *One-Mile, 2 50 Class.* 1—Gold-Headed Umbrella; 2—Travelling Bag.
6. *One-Mile Handicap.* 1—Stop Watch; 2—Gold Ring.
7. *Three-Mile Lap.* 1—Gold Medal; 2—Pair Opera Glasses.
8. *Half-Mile Consolation.* 1—Gold Ring; 2—Photo Album; 3—Smith Luggage Carrier.

Prizes valued at $1,500. Nine Gold Medals. Entries close Sept. 28.

Send for Entry Blanks to

P. N. JACOBSEN - - 38 Brady Street, Detroit, Mich.

OVERMAN WHEEL CO. LAMPS.

In view of the ordinances lately passed by a number of our large cities, requiring the carrying of lamps on all bicycles and tricycles after nightfall, we desire to present to the cycling public our claim to the best wheel lamps yet produced. Our lamps are all of the best and strongest construction, and are fitted with the most successful ventilating apparatus ever used. By its use, the air is brought up to a level with the flame before being admitted to the lamp chamber, thus preventing the strong upward draught which has made it so difficult to keep other lamps burning. Try them.

OVERMAN WHEEL CO.

Victor Bicycles, Tricycles and Accessories,

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THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

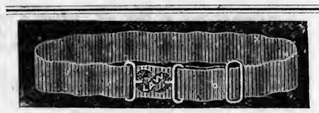
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19 PEARL STREET - - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.



L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1.00.

Members who may desire the old style of outfittings can be supplied at the following low prices: *Cap* or *Helmet*, $1.50 each; *Shirt*, $2.25; *Hose*, $1.10.

L. A. W. *Seersucker Norfolk Coats*, $3.00 each, reduced from $5.00. The lightest and best summer riding coat made.

Ira Perego

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The Ross Improved Detachable Luggage Carrier.

Don't buy any other. You certainly won't when you know what a convenience it is. We haven't space to fully describe it, but it is detachable and can be turned entirely out of the way in coasting, (as per cut.) Acknowledged by everybody to be the most convenient Luggage Carrier ever offered to wheelmen. Send for one and you will be delighted with it. For both crank and star bicycles. Nickelled; price only $1.00; by mail, $1.10. C. H. ROSS & CO., 46 Columbia Street, Albany, N. Y. ☞ P. S. In ordering, give name of wheel.

Patented 1881.



L. A. W. BADGES.

For **Gold Pins** of the Official Design, send direct to

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The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges**, $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.



Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; G. R. Bidwell, 313 West 58th Street; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.

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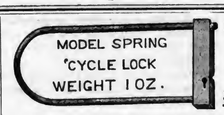
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Price, 50 Cents.

By Mail.

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NEW YORK ROAD BOOK.—Members of the New York Division who joined during the second quarter, viz., from April 1 to June 30, may receive a copy upon payment of seventeen cents, and members who joined since June 30, upon payment of fifty cents. A few surplus copies are for sale to League members of other States at $1.50 per copy. Address E. K. AUSTIN, secretary-treasurer, Box 157, Flatbush, N. Y., giving League number, name, and address *plainly written*. A. B. BARKMAN, *Bookmaster*.



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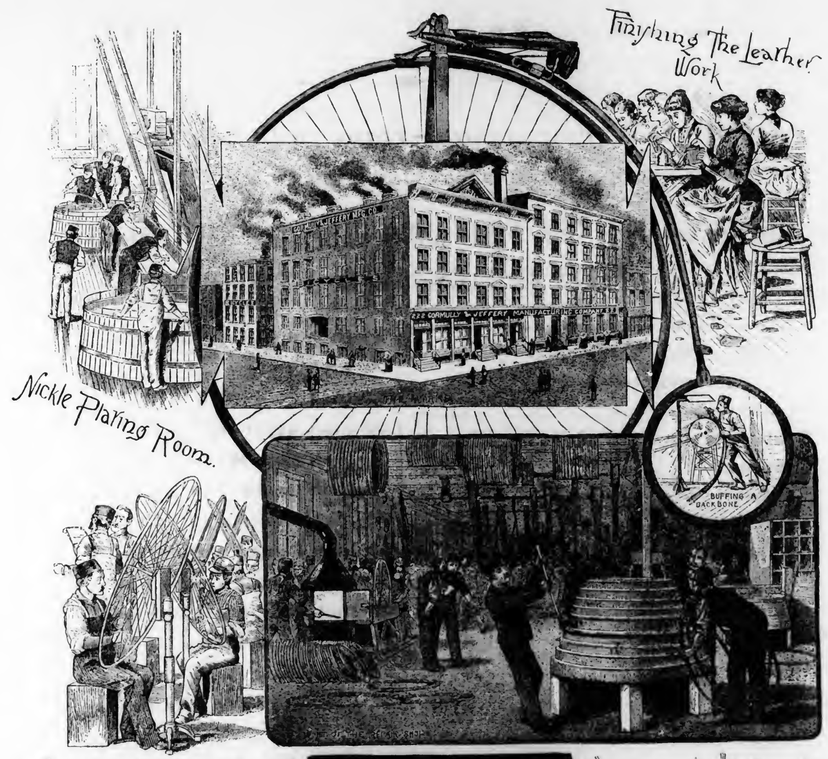


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NEEDING THE ROOM FOR OUR FALL GUN TRADE, WE HAVE MARKED DOWN THESE WHEELS TO CLOSE THEM OFF AT ONCE.

48-Inch Rudge Light Roadster (*good as new*)	$55 00	54-Inch Standard Columbia	$35 00
50-Inch Victor Light Roadster	65 00	54-Inch Victor	60 00
50-Inch Expert Columbia Roadster	65 00	54-Inch New Mail	85 00
50-Inch Harvard (*perfect and good*)	35 00	55-Inch Royal Mail	55 00
50-Inch Royal Mail (*good as new*)	55 00	55-Inch New Mail	75 00
51-Inch Royal Mail	60 00	56-Inch Rapid (*really new*)	85 00
52-Inch Sanspareil (*bargain*)	40 00	56-Inch Challenge	50 00
52-Inch Victor	65 00	58-Inch Rudge Light Roadster	65 00
52-Inch Standard Columbia	30 00	58-Inch Cornell	50 00
52-Inch Royal Mail	65 00	48-Inch Star, Silent Ratchet	60 00
53-Inch Columbia Light Roadster	60 00	48-Inch New Mail	85 00
54-Inch Challenge	40 00	56-Inch New Mail	75 00
54-Inch Expert Columbia	60 00	54-Inch Royal Mail Racer (*new*)	50 00
54-Inch Premier	30 00		

Above are a part of our second-hand stock, but all will be closed out, and gives an opportunity to secure a wheel fully $20.00 to $25.00 under their worth next spring. Also, Victor Tricycle, $60.00; Royal Mail Tricycle, $100.00, etc., etc. Application should be made at ONCE, for they will be quickly taken up.

SPECIAL OFFER.

Our NEW MAIL, though its first year, has been a PERFECT SUCCESS, and has had an EXTRAORDINARY DEMAND. We have been behind orders since the opening of the season till hot weather set in. Now, as the most active bicycle season is past, though the best riding weather is in the autumn, we have decided to offer for a short time only a few of these SUPERB NEW MAILS in exchange for others. This we have persistently refused to do heretofore, as the demand was so great. Wheelmen desiring to exchange their present old mounts for a

NEW MAIL, WITH TRIGWELL BALL HEAD AND PERFECTION BACKBONE,

will please give us a description of the old wheel and their estimate of value. This offer is for no length of time, as we do not care to place many in this way. Address

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CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

ROAD RACING.

EDITOR BULLETIN: — The criticism made by "Bon," in this week's BULLETIN, on road-racing, is, so far as it concerns our local association, based on a misapprehension of what occurred at the last race. He says that "horses were seized by the bridle and summarily forced off the roadway;" but I think I am right in saying that only one horse was seized by one enthusiastic, but not too discreet, wheelman. In this solitary instance, the horse was *not* "forced off the roadway," perhaps mainly because I, as the nearest official, gave the officious youngster who had "seized the bridle," the best tongue-lashing that the presence of ladies would permit, and he very quickly got off the road ray himself. The committee will arrange the finish hereafter so that even a solitary instance of the sort shall be impossible.

Whether or not individuals or associations have a right to use the highways for an exceptional purpose, when granted that privilege by the local authorities — as happened to be the case between Irvington and Milburn — is a question that I don't feel able to solve in its legal aspect My mind is very clear on what is the common sense of the matter. But neither the United States of America or the State of New Jersey has appointed the League its deputy to interpret and execute the law of the land; and it would be an impertinence on the part of the League to dictate to its individual members whether or not they shall take part in a sport which it does not pretend to regulate, *unless such participation is detrimental to the interests of the League.* That a well-conducted road race is so detrimental, may be considered by some people, just as our prohibition friends may think we do harm to the cause of cycling when we drink beer; but it is hardly worth while to discuss such a question.

On behalf of the men who approve of properly conducted road racing, I repeat that I've no more objection to having "Bon" speak of me with stern reprobation than I have to the same sort of thing from the Sabbatarian or the Prohibitionist; but I don't propose to let the League regulate my private actions as to road racing, any more than I will submit to its deciding what I shall drink, or meekly submit when it steps in to reënforce the strong hand of the law to stop me from systematically violating the penal code of New York by indulging in the sport of bicycling every Sunday that I can get out. It is a silly sort of petty socialism in the League that I intend to oppose in every way I can.

EDWARD J. SHRIVER.

NEW YORK, Sept. 3.

CAPTAINS.

EDITOR BULLETIN.— In a recent issue of the BULLETIN I noticed an article from the pen of a New York member in which he termed the captains the "easy stay at homes"; he probably had some particular party in view. I wish to say a word in defence of my brother officers (who hold the same thankless office that I do), as I know the captains of clubs in our vicinity to be good, tough "git-thar-Eli" fellows, and not "easy stay at homes." August 28 the Northampton Wheel Club had a hundred mile run to Hartford, Ct., and return, making one hundred and three quarter miles in the running time of nine and one quarter hours. Had our brother from the Empire State ridden side of me on that run he certainly would not have me on his list, and I would further say I have missed only one out of our last twenty-two runs.

H. S. CAMPBELL,
Capt. Northampton, Mass., Wheel Club.

Aug. 31, 1887.

WHISTLE CODE.

EDITOR BULLETIN.— Does the League have a whistle code? If not, why not? A bugle call is understood by very few. A few whistle calls can easily be remembered, and everybody carries a whistle.

WHISTLE.

REORGANIZATION.

EDITOR BULLETIN.— The committee on reorganization asks for hints and suggestions. Here is one: Let a man pay his fee and get a year's membership for it. Here's another: Make the dues $2 and accumulate a fund for practical work. Here's another: Let's buy and sell again our own goods.

K. O. HOAG.

CYCLETS.

TOURS.

SHORT tours.

TOURS of one, two, or three days.

ARE now in order, and give the wheelman pleasure.

NOW is the time, of all times, to ride; but do not venture out without an overcoat in your luggage carrier, if you intend to stop for any length of time.

THE mileage of the New York Club to Sept. 1 is 15,323. J. M. McFadden leads the list with 2,003.

A NUMBER of chief consuls have made no appointments for local consuls nor of hotels this year.

IT is rumored that one, if not more, American makers will put a low-priced machine in the market next year.

RACING rules should be obtained from any member of the Racing Board. We have no spare copies at this office.

THE entrance fee for professionals at the North Attleboro race meeting is $2. Our types first made it $1 and then $12.

THOSE whose wish to buy, sell, or exchange a wheel, should remember that they can advertise with us three times for $1.

WILLIAM READ & SONS offer some great bargains this week. The wheels are all good ones, and the prices are low enough to suit anybody.

CAPT. WOODMAN, of the Chelsea Club, put a century to his credit the other day in the course of his training for the race of the Eastern Road Club.

THE associated clubs of Pittsburg, Penn., will hold a race meeting Sept. 29, and it is expected that it will be the great event of the season in that locality.

SPENCER, of Providence, sat on a stone and sketched the scene with a road hog, which was a part of the experience in the Boston trip of the Rhode Island wheelmen.

AND now may there be no lack of wind. May the "Volunteer" have wind enough to run away from the "Thistle," and may Rowe have wind enough to run away from Howell.

THE meet of the Tennessee Division will take place in Memphis, on the 13th and 14th of September. There will be a large race programme, fine prizes, and the best of entertainment.

THE race meeting, to be held by the Central Wheelmen of Cincinnati, occurs to-morrow, the 10th. President Kirkpatrick, Treasurer Brewster, and other prominent wheelmen will be present.

BUFFALO wheelmen regret the loss by death of a fellow wheelmen, in the person of Charles Meyer, who died Aug. 25, at the age of twenty-six years. He has been a member of the L. A. W. for many years.

AMERICA has found out that she can make bicycles, and though there will always be a sale for imported machines, the American rider of the future will be mounted on a home-made production by a large majority.

A LARGE party will go from Boston to the races at North Attleboro on Friday. Chief Consul Hayes, of Boston, and Representative Davol, of Warren, R. I. will be judges, and Bassett, of Boston, will be referee.

THE *Bicycling World* staff is making all the arrangements for the road race from Boston to Chicago. The idea was suggested by Mr. A. H. Overman, and the *World* staff promised to see that the thing was properly carried out.

THE second annual meet of Dakota wheelmen will be held at Mitchell, Sept. 28, 29 and 30, under the auspices of the Mitchell Bicycle Club, There will be three days of racing and a parade. Dakota has twenty members in the League. Five more would give them the right to form a division.

BRER BASSETT has another bad attack of punomia. We should like to drop a safe on him just at the moment of inspiration, and gain the gratitude of a pun-sick world. — *Wheel.* Wonder if the readers of the *Wheel* prefer paragraphs of this kind to a good pun?

THE Rugby turned out in their accustomed numbers, — that is, nobody turned up at the meeting-place. So the run had to be abandoned on account of being shorthanded. The next run is to Ballyclare, which will attract even a much larger attendance of members. — *Irish Cyclist.*

AT the annual meet of the Tennessee Division to be held at Memphis, Sept. 13 and 14, there will be an officers' meeting at 10 A. M. the first day, races at 3 P. M., and a banquet at 9 P. M. After the banquet it is announced there will be a general good time. The second day will be given to runs about Memphis.

A NUMBER of Boston Club men are planning to spend a few weeks at Sharon. They will ride to and from Boston to attend their business each day. "Papa" Weston is working up the "Bungalow Village" scheme for the club. He already has in view an admirable tract of land easily accessible from Boston.

THE Gormully & Jeffery racing team were in Boston on Friday. It comprises S. G. Whittaker, of Chicago; Frank E. Dingley, Minneapolis, Minn.; W. F. Knapp, Denver, Col.; L. D. Munger, Detroit, Mich.; and their manager, T. W. Eck, who is accompanied by his wife. They will be quartered at Lynn, and go at once into active training for the road race.

REPRESENTATIVE DAVOL of Rhode Island, was on the road last week when he was challenged to a race by a farmer in a buck-board. It was an exciting contest but we have not heard who won. An amateur photographer happened to have his camera in position and he caught the racers "on the fly." Mr. Davol has sent us the picture and it has taken a place in our collection.

"LONDON W.," who is the son of a commissioner, is responsible for the following: "The chairman of Boston's Park Commissioners told me the other day that there is to be erected at Franklin Park a building which, among other conveniences, will have a room where wheelmen can check their machines while strolling about the unridable portions of the park"

MR. WILLIAM M. JUSTICE resigned as president of the Camden (N. J.) Wheelmen and has gone to Pittsburgh, Penn. to take a position with the Keystone Watch Club Company. We would like to recommend Mr. Justice to the Pittsburgh wheelmen as a valuable club member, and one who would do credit to any club. Mr. Harry J. Hood was elected president and Mr. A. O. Clayton vice-president of the Camden Wheelmen. J. H. Crossley, Secretary.

IN America, track-racing has been very nearly killed, if not entirely, and the whole situation should be taken to heart by the English authorities. Track proprietors here will do well to study the possibility of concerted action, and the N. C. U., whose laxity with regard to road racing has much to answer for, may well take warning by the fate of the L. A. W. in this connection, and see whether it is not possible to stem the tide which is sweeping away from the legitimate path racing to the illegal — if interesting — contests of the road. — *Wheeling.*

"WHERE will it end?" is the conundrum which is vexing all interested in the progress of cycle construction, as they contemplate the ever-decreasing size of tricycle driving wheels. Racing tricycles were 40 inches in the diameter of their driving-wheels, two seasons ago; thirty-six was the size last year; and thirty inches this year; and the question is whether this diminution can go any farther with advantage to the speed of the machine or its durability. — *Cyclist Journal.*

THE Mitchell (Dak.) Bicycle Club will hold its second semi-annual meet at Mitchell on the 28th, 29th and 30th of September, during the session of the territorial fair. Over $350 will be given as prizes in the fourteen events to be on the programme. Every indication now points to this as being the most successful meet ever held in Dakota. The meet will close with a 25 mile road race on Oct. 1. For further information, address the secretary, W. J. Healey, Mitchell, Dak.

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Columbia Bicycles and Tricycles

Large Riding School on premises. Purchasers Taught Free. Wheels Rented for Road Use. Bicycles sold on Instalments. Repairs of all kinds a Specialty. See, also, our "ad." in "For Sale" column.

THE NEW PATTERN

Butcher Cyclometer!

NOW READY.

The most Accurate, the Easiest to Read from the Saddle, and the BEST WORKMANSHIP ever put into a Cyclometer. Hub Cyclometer (Pat. Feb. 15, 1887), $10. Spoke Cyclometer (Pat. Nov. 30, 1886), $5. Either Cyclometer sent Post-Paid on receipt of Price.

BUTCHER CYCLOMETER CO.

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ATHLETIC GOODS

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Bicycle Outfits in Jerseys, Jackets, Tights, Pants. Stockings and Caps to match.

Full Body Tights in Plain and Ribbed Jersey Cloth, with Plain and Fly Fronts, re-enforced, and pockets.

POLO and TENNIS OUTFITS,

With Caps to match.

L. A. W. JERSEY UNIFORMS,

Very stylish, with Knee Pants, Stockings and Caps. These garments we also make in English Navys, and Blacks, and Colors.

The **Cloth** for all of our suits we manufacture ourselves, and it is unsurpassed for quality and durability.

Many novelties in Tobogan and Sporting Goods, in Plain, Striped and Figured Guernseys. Toques and Sashes for ladies and gentlemen.

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Bicycle Club Pins of Every Description.

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SPADE HANDLES!

Handsomest, Strongest, and best Handles in the Market

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WE HAVE THEM TO FIT ANY CYCLE MADE.

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Don't Buy a Second-hand Wheel

Until you have seen our list of bargains. We do not speculate, simply sell on commission, so that our customers have the advantage of every sacrifice made by owners who need money immediately. Biggest stock and biggest bargains in America. If you don't believe us, send for list to

MANHATTAN WHEEL EXCHANGE,

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League Uniforms.

John Wanamaker, Philadelphia,

OFFICIAL CONTRACTOR.

These are the prices: Coat, $6.20; Knee Breeches, $4.34; Shirt, $1.95; Hose, 80 cts.; Cap, 84 cts.; Delivered without extra cost to any part of the U. S. where there is mail or express service.

Regulation League Cloth, Burlington Mills, $2.18 a yard; League Buttons, large, 5 cts. each; small, 2 1-2 cts., full set for suit, 55 cts. Uniform sent C. O. D., privilege of examining, and ONLY TO LEAGUE MEMBERS. We do not pay delivery charges on cloth.

All orders must be accompanied by League Number.

JOHN WANAMAKER,

PHILADELPHIA.

REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels.

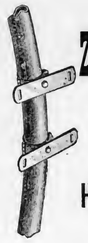
SEND FOR CATALOGUE OF OUR WHEELS.

MURRAY'S

100 Sudbury St., Boston, Mass.

For Sale, Cheap!

BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. O. P. Drawer 64.



THE

Z. & S. Luggage Carrier

Was the only one to stand the test of Thomas Stevens's trip around the world. It is the oldest and best, and always reliable.

PRICE - - - $1.50.

HOWARD A. SMITH & CO.

Oraton Hall, Newark, N. J.

Jersey-Fitting Underwear Company.

We Call Special Attention to our



BICYCLE, TENNIS, YACHTING and ROWING JERSEYS,

In Long or One-Quarter Sleeves, or Sleeveless, High or Low Neck, Lace Front, or Standing Collar, Plain or Fancy Colors.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders, Arm Holes and Neck,** as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.

OUR BICYCLE FULL TIGHTS

Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.





BICYCLE KNEE TIGHTS.

Made same as full tights, to three inches below the knee.

TRUNKS

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.



JERSEY FITTING KNEE PANTS,

Buttoned in Front, same as Pantaloons, without Certain Objections.



We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

LADIES' JERSEY FITTING TRICYCLE PANTS.

A NEW THING

These Pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheemen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.



HOLMES & CO., 17 Kingston St., Boston, Mass.

ST. LOUIS WHEEL CO.

Difficult Repairing a Specialty.

Enamelling, Nickelling, Etc. at Lowest Prices

LARGEST STOCK OF SECOND-HAND BICYCLES In the WEST. WRITE FOR LIST.

THOMAS STEVENS writes: "Major Pond is rapidly filling up October and November dates with engagements for my lecture. The subject matter will be a considerable improvement upon last spring's lecture. I am also taking lessons in a New York school of oratory, so as to improve style of delivery. The report that I have accepted engagements for this fall in England is a trifle premature. I have had overtures to that end from an English managers, but my American engagements will have my first consideration."

HENRY E. DUCKER has a strike on his hands at Buffalo. The cause is thus stated by a Buffalo paper: It became known, some time ago, that Superintendent Ducker, who has been in charge for about three months, intended to employ two female compositors. They are employed to a great extent "down East," where Mr. Ducker came from, and he appears to have been so well satisfied with them there that he is desirous of introducing them here. This did not suit the printers, so they quit immediately after the first instalment of female compositors arrived.

THE Troy Bicycle Club has been sadly victimized. A man came to them and represented that he had ridden from El Paso, Texas, and had visited on the way nearly all the race meetings that have been held in the South and West. The club members entertained him in a very hospitable manner. In payment for these hospitalities, he entered the clubhouse at night, and stole a suit of clothes and a wheel belonging to Capt. Thiessen. He was traced to Saratoga, where it was found he had committed another theft and departed. The thief is a man about twenty years of age, five feet seven inches in height, weighs about one hundred and fifty or one hundred and fifty five pounds, has a sandy complexion, dark red hair curled tight to his head, freckled face and hands. He had on, when he left Saratoga, a dark gray suit with small checks, no vest, bicycle cap, light-colored bicycle shirt laced in front.

E. C. KLIPSTEIN's return from the East has shattered a local idol. It is his opinion that Corey Hill, Boston, is worse than Son of a Gun, near Manchester. Klip says that this fact has been studiously concealed. Arthur Young, he says, tried fourteen times before getting up. Klip says he went prepared to strike a bad hill, as Greenwood, who climbed Corey Hill four consecutive times, "put him on" before he left for the East. He, with the Eastern fellows, wonder how Greenwood climbed it four times. He declares it to be two or three times longer than Solomon's, and so inclined that just when you are nicely pumped, you reach the steepest grade. — *Post-Despatch.*

THE PATH.

LYNN RACES.

THE races at Glenmere Park on Monday were well contested, and greatly enjoyed by a large attendance. The following is a summary: —

One Mile Novice. — W. W. Mathews (1), 2.57 3-4; A. E. Jacobs (2).

Three Mile Amateur Handicap. — H. S. Hart, 155 yards (1), 8.37 4-5; J. F. Midgely, 120 yards (2); A. B. Rich, the only scratch man, retired on the second lap.

Three Mile Professional Handicap. — W. A. Rowe, scratch (1), 8.35 4-5; H. Crocker (2).

One Mile Boys' Race. — W. H. Senter (1), 3.09; A. W. Porter (2).

One Mile Tandem. — A. B. Rich and D. E. Hunter (1), 3.7 3-5; Whitten and Beazley (2).

Two Mile Professional Handicap. — W. A. Rowe, scratch (1), 5.43; Crocker, 130 yards (2).

Two Mile Amateur Handicap. — E. De Blois, 80 yards (1), 5.35 2-5; P. J. Berlo, 75 yards (2).

One Mile Consolation. — W. Haradon (1), 3.06 3-5; E. Bergholtz (2).

MILLVILLE RACES.

THE races under the auspices of the Millville Bicycle Club, on Tuesday of last week, attracted an audience of two thousand people. The track was in excellent condition, and, as a rule, the events were well contested. The following is a summary: —

One Mile Novice. — W. E. Young (1), 3.08; S. L. Cassidy (2).

Quarter Mile Dash. — L. J. Kolb (1); H. B. Schwartz (2). Schwartz' wheel broke on home stretch after two dead heats had been run.

One Mile Boys' Handicap. — H. Blanchard, scratch (1), 3.17; O. Blanchard, 30 yards (2).

One Mile Three-Minute Class. — C. B. Keen (1), 2.59 4-5; Lee Sharp (2).

Half Mile Dash. — W. T. Wilhelm (1), 1.24 1-5; J. B. Pearson (2).

One Mile Handicap. — L. Sharp, 125 yards (1), 2.45; W. E. Young, 125 yards (2); C. B. Keen, 20 yards (3).

Two Mile Lap. — Wilhelm (1), 6.07 1-5; Pearson (2).

One Mile Open. — Wilhelm (1), 2.55 3-5; Pearson (2)

One Mile Consolation. — Pearson (1); Howell (2).

WILLIAMSPORT, PA., August 27. — Races under the auspices of the Williamsport Bicycle Club.

One Mile Novice. — G. Scheele (1), 3.07.

Quarter Mile Dash. — W. E. Crist (1), 40s.; W. J. Wilhelm (2).

Half Mile Club Championship. — J. W. Bowman (1).

Two Mile 6.45 *Class.* — H. J. Hall, Jr. (1), 6.48½; G. Scheele (2).

Half Mile L. A. W. Championship. — W. E. Crist (1), 1.21 2-5; W. S. Campbell (2).

Two Mile Lap. — W. E. Crist (1), 6.44 3-5; H. J. Hall, Jr. (2).

One Mile 2.50 *Class.* — E. L. Scheffer (1), 3.8 2-5.

Two Mile State Championship. — W. J. Wilhelm (1), 6.32; J. W. Bowman (2).

One Mile Team. — Reading Bicycle Club (1).

Two Mile Handicap. — W. E. Crist (1), 6.13; H. Schwartz (2).

One Mile Open. — W. J. Wilhelm (1); J. W. Bowman (2).

One Mile Consolation. — A. C. Martin (1), 3.27.

A THREE-MILE road race between Max W. Turner and Arthur Beauchene, or Warren, R. I., for a gold medal, and the championship of Bristol County, was contested at four o'clock last Saturday afternoon, from the B. C. W. Club room on Main Street, Warren, around the Maxwell's Corner Course, and was won by Beauchene in 12.41 3-4, Turner's time being 12.44.

THE races at Cottage City on Friday resulted as follows: In the one mile amateur bicycle race, Ned Hutchins finished first; Ed. Fennessey second. The three mile amateur bicycle race was won by Will Hutchins; Ned Hutchins second. Harry Kimball won the half mile boys' bicycle race.

ARRANGEMENTS have been made whereby a number of bicycle races will be given at the grounds of the Kansas Central Agricultural Society, on the 22d of September, under the auspices of the Central Cycling Club of Junction City, in connection with the horsemen's contests. The official list of events will shortly be issued, and includes half mile, one mile, and ten mile championships under varying conditions, besides novice and consolation races, for half and quarter miles respectively.

THE road race of the Maverick Wheel Club was run at Winthrop on Monday last. The following members entered: G. E. M. Bigelow, C. Little, M. Frost, F. Moody, C. Wiggin, A. M. Skinner, D. W. Fowler. Frost won in 40.28 2-3; Wiggin, second, 41.30; Skinner, third, 42m. Little came in fourth, and Fowler last. On the second lap both Bigelow and Moody took a couple of headers each, and withdrew from the race.

AT the bicycle races held at the Maine State Fair, at Bangor, Me, the quarter-mile championship of that place was won by J. R. Coulter, from Grove City, Pa., in 40 2-5 seconds, he also won the half-mile dash, hands off, against C. H. Crosby, of Bangor. C. H. Crosby rode five miles against time in 20.55, which, considering the condition of the track, was good.

OFFICIAL ANNOUNCEMENTS.

ILLINOIS DIVISION, OFFICIAL NOTES.

MR. H. M. WARNER, Centralia, is hereby appointed consul, in charge of district 12, vice H. E. Bailey, resigned.

Mr. Thomas F. Sheridan, Springfield, is hereby appointed representative 7, upon recommendation of Chas. Hansel, who resigns, on account of press of business.

Mr. T. C. White, Quincy, is hereby notified of his appointment as representative 11, in charge of district 3.

Notice is given to representatives in districts affected, that the following changes have been made: LaSalle and Grundy Counties, formerly of district 4, are changed to district 1; Fulton to McDonough Counties, formerly of district 3; and Mason County, formerly of district 7, are annexed to district 4.

N. H. VANSICKLEN, *C. C.*

CHICAGO, Aug. 30, 1887.

ILLINOIS DIVISION.

THE attention of members of the Illinois Division is called to our legal circular. I have had this prepared to deliver to members of the Division who are touring, to tack up in country hotels, saloons, livery stables, etc., that attention of horsemen may be called to the fact that bicycles have a like right on the road to that of any other vehicle.

The circular is printed on fine, heavy, bond linen, and can be folded and carried in the pocket. Will be glad to furnish to any member who may desire one. Also, chief consuls of other Divisions may procure them at actual cost of paper and printing, as it is intended to electrotype the form.

Edwin Oliver, Chicago, is appointed to fill the vacancy on State Racing Board, caused by resignation of L. D. Munger.

Owing to the fact that I cannot spare time from business, necessary to do the proper amount of work connected with the office of Chairman of State Racing Board, I hereby resign, and appoint Charles B. Pierce to fill the vacancy.

N. H. VANSICKLEN, *C. C.*

CHICAGO, ILL., Sept. 3, 1887.

IOWA DIVISION.

THE Chief Consul of this division, F. B. Thrall, of Ottumwa, having tendered his resignation, on account of contemplated continued absence from the State, said resignation is hereby accepted. Mr. R. L. Thompson, of Muscatine, the present Vice-Consul, will assume the duties of the office, and is hereby appointed to said office.

T. J. KIRKPATRICK, *President.*

SPRINGFIELD, O., Aug. 30, 1887.

TO VIRGINIA L. A. W. MEMBERS.

THE second annual Meet of the Virginia Division will be held at Norfolk, Sept. 29 and 30. Programme of races will be sent to members next week. Entries will close Sept. 24, and should be addressed, with entrance fee, to Mr. T. H. Hill, Chairman Racing Board, No. 1107 Bank St., Richmond, Va. An excellent track has been secured, and will be in good order.

J. C. CARROLL, *C. C.*

SEPT. 2d, 1887.

SAN FRANCISCO.

CAPITAL CITY WHEELMEN, OF SACRAMENTO, CAL., AND MR. JOHN BREUNER, JR., CONSUL L. A. W., AT SACRAMENTO, CHAIRMAN OF COMMITTEE ON RACES.

Gentlemen, — Permit me to call your attention to the following facts, to wit: —

All amateur cycle racing in this State is under the jurisdiction of the Racing Board of the California Division of the League of American Wheelmen.

Among the championships established by this Board for this year was the one-mile State championship, said championship being then reserved for the Division meeting.

On July 4th last, at Santa Cruz, (at which city the Division meeting was held) the one-mile State championship for this year was contested for and won by Mr. Davis, of San Francisco, who now holds the same.

In view of the above, you will please take notice that you are not at liberty to have a "one-mile State championship" among your events which are to be contested for in Sacramento, on Sept. 21 next. You are therefore requested to return any and all entrance fees that you may have received for the "one-mile State championship," and expunge the same from your programme thus obviating the necessity of suspending from all races, in the United States, those who may participate therein. And you are further requested to formally announce the withdrawal of the above-mentioned event.

Respectfully,

H. C. FINKLER, No. 520, L. A. W.
Chairman Racing Board, Cal. Div., L. A. W.

SAN FRANCISCO, Aug. 27, 1887.

PENNSYLVANIA CONSUL.

CHIEF CONSUL GEO. A. JESSUP, of Pennsylvania, has appointed Frank Fairbairn, of Erie, local consul for that city.

J. G. CARPENTER, *Sec.-Treas.*

CALIFORNIA CONSUL.

CHIEF CONSUL R. M. WELCH, of California, has appointed Arthur C. McKenny, local consul at San Jose, vice R. G. Bailey resigned.

N. A. ROBINSON, *Sec.-Treas.*

TO MISSOURI MEMBERS.

THE annual meeting of this Division will be held in the city of St. Louis, Saturday, Oct. 1. The programme, as at present outlined, comprises a run through the parks Saturday afternoon, followed by a dinner at Forest Park, after which the business meeting will be held. Those remaining over Sunday, will have suitable entertainment provided for them. At this season of the year the city is alive with attractions, the Exposition, Grand Army encampment, street illuminations, grand parades, etc., any one of which is alone worth a trip to St. Louis, and members not only of this Division, but all others are earnestly invited to make us a visit. Come as long before, and stay as long after Oct. 1, as you can. A register will be kept at the Missouri Club house, and all visitors are requested to register as soon as possible after arrival. The League hotel, American plan, is the Lindell, and those wishing accommodations on the European plan, can find them at Hotel Barnum.

W. M. BREWSTER, *C. C.*

VICTORS!

Easiest Hill Climbers, ——— Fastest Coasters.

STIFFEST, STRONGEST AND HANDSOMEST!

You will make a mistake if you buy without seeing them. Send for Catalog.

OVERMAN WHEEL CO., MAKERS OF VICTOR BICYCLES, TRICYCLES AND SAFETIES, 182-188 COLUMBUS AVENUE, **BOSTON.**

BARGAINS IN BICYCLES AND TRICYCLES, HART CYCLE CO., No. 811 Arch St., Philadelphia. Send for our price lists of second-hand machines for comparison.

JUST RECEIVED.—A superb line of Beeston Humber Crippers, everywhere acknowledged to be the finest tricycle manufactured. Send for catalogue and prices to the sole importer, L. H. JOHNSON, 401 Main St., Orange, N. J. A few good agents wanted in di tricts not represented.

AGENTS.—1,000 nicely printed Dodgers free; sent with each Eureka Home Trainer, ordered C. O. D. or cash before Oct. 1887. They are the cheapest and most effective local cycle ads. extant. Sample Dodgers, etc., on application. M. A. WOODBURY, Bradford, Pa.

CHEAPEST AND BEST Second-hand Wheels in the market. Send for list. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

SECOND ANNUAL

RACE MEETING

OF THE

Rhode Island Div., L. A. W.

AT NARRAGANSETT PARK, CRANSTON, R. I.

Tuesday, September 20.

(OPENING DAY OF STATE FAIR.)

$350.00 IN PRIZES!!

THE EVENTS.

1. 1-4 Mile Dash (Prof.), 1st heat.
2. 1-Mile, Novice.
3. 1-Mile, Tandem.
4. 1-Mile Open, Amateur.
5. 1-4 Mile Dash (Prof.), 2d heat.
6. -Mile, R. I. Division Championship.
7. 1-Mile, Professional.
8. 2-Mile Open, Amateur.
9. 1-4 Mile Dash (Prof.), final heat.
10. 1-Mile, Star.
11. 3-Mile Lap (Professional.)

RACES CALLED AT 1.30 O'CLOCK P. M.

Two prizes in each event, with exception of third and sixth. A third prize will be given where there are six or more entries, and a second prize in Tandem Race for three or more entries.

The Narragansett Park track is a renowned mile trotting course, and, with exception of those specially laid, is the best bicycle track in the country. Division races precede all horse events, and track will be in prime condition. Park is four miles from Providence, by macadam road, and is also accessible by frequently running steam and horse cars.

Entries close, Wednesday, September 14. Entrance Fee for each event, $1.00. Address entries and all communications to

GEORGE R. McAUSLAN,

Chairman Racing Board, R. I. Division,

No. 8 Elmwood Avenue, Providence, R. I.

FOR SALE.—54-inch Expert Columbia, 1887 pattern; ridden less than 150 miles; price, $100. 53-inch Light Roadster Columbia, fall of 1886 pattern, spade handles; price, $90. 52-inch Singer, new, tires unworn; price, $40. F. H. McKEE, North Adams, Mass.

WANTED.—A first-class second-hand 46-inch bicycle, all improvements, at the lowest cash price. GEORGE W. CRAM, Lock-Box 25, Norwalk, Conn.

LAMSON'S LUGGAGE CARRIER.



DETACHABLE CARRIER, for any bundle, from a lunch box to an overcoat. The bundle may be attached to or removed from the bicycle without undoing, and it does not, like some other carriers, interfere with the nice adjustment of the head-nut. For sale by all dealers, or sent by mail by the maker for price, **$1.00.** Common form (undetachable), **75 cents,** nickelled. (Special shape for the Victor.)

C. B. LAMSON, Portland, Me.

FIFTH ANNUAL

Race Meet and Tournament

Of the BINGHAMTON BICYCLE CLUB,

Thursday, September 22, at Riverside Park,

BINGHAMTON, N. Y.

LIST OF EVENTS:

1-mile, Novice.
1-2-mile Dash, open.
1-2 " Boys under 16.
2 " New York State Championship.
2 " 6.45 class.
1 " Lap Race, Open.
1 " Binghamton Wheel Club.
3 " Handicap, open.
1 " Consolation.

Parade of the visiting wheelmen at 11 o'clock. Races at 3 o'clock. An elegant piece of statuary will be given the largest and best appearing visiting club in parade. Entries close Sept. 20. **Entrance Fee, 50 cts. for each event,** and should be sent to

F. J. BAYLESS,
Binghamton, N. Y.

North Attleboro'

BICYCLE RACES!

September 16, 1887,

AT THE

SEVENTEENTH ANNUAL EXHIBITION and FAIR

OF THE

Attleboro Agricultural Association,

UNDER MANAGEMENT OF

COLUMBIA BICYCLE CLUB.

PROGRAM.

1. 1 mile Novice. Two prizes.
2. 1-2 mile Open. Two prizes.
3. 2 miles Handicap. Three prizes.
4. 1 mile Club Handicap. Two prizes.
5. 1 mile Boys Handicap (under 16). Two prizes. 1 mile Professional handicap. $100 to first, $50 to second, $25 to third. To insure the award of three prizes, there must be five starters.
6. 1-2 mile Handicap. Two prizes.
7. 1 mile 3.10 Class. Three prizes.
8. 1-4 mile Open. Two prizes.
9. 1 mile Handicap. Three prizes.
10. 1 mile Club Team (3 men each). One prize.

Races commence at 1 o'clock. Entries close Monday, September 12. Entrance fee for all excepting professionals, 50 cents; professionals, $2. Send for all particulars, entry blanks and list of prizes, to

T. E. BELL,

North Attleboro - - - Mass.

We make a specialty in

SECOND-HAND BI TRI CYCLES.

Have large stock, many as good as new. Enclose stamp for List.

PRICES LOW.

SOLE AGENTS

For New York for the celebrated New Rapids, Quadrant and Sparkbrook Cycles.

New York Bicycle Co.,

38 PARK PLACE, NEW YORK.

HARLEM BRANCH, 124th ST. and 7th AVE.

Send for Circulars.

Second-Hand Machines

TAKEN IN EXCHANGE

For New Rapid, Quadrant, Sparkbrook, Victors, Star, New Mail, Facile, Rover, Humbers, or any other machines made.

CORRESPONDENCE SOLICITED.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them.* After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 103 — Total 85.

BOSTON, Sept. 6, 1887.

CALIFORNIA DIVISION — 9.

Garden City Wheelmen.
16538 Collins, Hugh, San Jose.
16539 Desimone, J. Jr., "

Outing Cycling Club.
16521 Bacon, Edw. H., 320 Sansome St., San Francisco.
16522 Barber, H. B., 1090 Union St., "
16523 Patton, J. N., 418 California St., "

San Francisco Bi. Club.
16572 Egbert, H. H., 23 First St., "
16524 Meckfessel, Fred. J., care of Del Monte Milling Company, San Francisco.

Unattached.
16540 Sprague, G. S., 1516 Clay St., "
16541 Tiemann, K. H., Anderson, Shasta Co.

COLORADO DIVISION — 4.

Colorado Springs Bi. Club.
16573 Yates, Edward P., 4 Kiowa St., Colorado Springs.

Denver Ramblers.
16574 Morris, Arthur A., 235 Wanless St., Denver.
16529 Reichie, R. E., room 7 Union Block, "

Unattached.
16525 Thomas, Harry J., 48 W. 2d Ave., "

DELAWARE DIVISION — 1.

Wilmington Wheel Club.
16542 Kurtz, Wm. F., cor. 4th and Poplar Sts., Wilmington.

DISTRICT OF COLUMBIA DIVISION — 3.

Unattached.
16575 Dick, H. B., office Chief Signal Officer, Washington.
16526 Hadger, Will, 1205 M St., N. W., "
16527 Knibel, E. A., 326 1st St., N. E., "

ILLINOIS DIVISION. — 6.

Queen City Bi. Club.
16543 Cunningham, H. T., Centralia.
16576 Pullen, F., "

Unattached.
16577 Hasselquist, Alb. A., Ill. Watch Co., Springfield.
16578 Sherwood, E. S., 1214 E. Cap. Ave., "
16528 Work, Frank H., 414 1-2 Washington St., "
16579 McLean, John J., Hillsboro.

INDIANA DIVISION — 3.

Unattached.
16580 Kennedy, H. L., Brookville.
16553 Otto, Louis W., Crawfordsville.
16554 Van Tilburgh, Chas., 561 W. Tenn. St., Indianapolis.

IOWA DIVISION — 1.

Fort Madison B. Club.
16555 Doerr, Albert, Fort Madison.

KANSAS DIVISION — 3.

Unattached.
16556 Dudley, A. W., *Times* office, Leavenworth.
16557 Flynn, H., 765 Olive St., "
16581 Wollgast, Chas., Galena.

MASSACHUSETTS DIVISION — 11.

Conomo Bi. Club.
16544 Durkee, Reuben P., Manchester.
16545 Spinney, Edson W., "

Roxbury Bi. Club.
16582 Blanchard, Samuel E., 153 W. Canton St., Boston.

Taunton Bi. Club.
16520 Tattersall, Thos. H., 62 Barnum St., Taunton.

Unattached.
16583 Alexander, Leroy M., 4 Barton Pl., Worcester.
16584 Leland, Elisha S., 29 Myrtle St., "
16585 Lemont, B. A., 17 Dix St., "
16586 Needham, Wm. Hudson, 49 Fountain St., "
16587 Sheldon, Wm. A., 14 Reservoir St., "
16519 Bellamy, Francis, 6 Milmont St., Boston.
16558 French, H. C., Pomeroy Terrace, Northampton.

MINNESOTA DIVISION — 1.

Faribault Bi. Club.
16559 Fleckenstein, Louis, Faribault.

MISSOURI DIVISION — 3.

Unattached.
16588 Grace, Jos., 1 Shaw Ave. Place, St. Louis.
16589 Harber, C. A., 8th and Santa Fé Sts., Kansas City.
16590 Olmstead, H. G., "

NEBRASKA DIVISION — 3.

Plum Creek Wheel Club.
16530 Hewitt, Geo. W., Plum Creek.

Unattached.
16560 Fuller, R. P., Geneva.
16561 Montgomery, M. F., Riverton.

NEW HAMPSHIRE DIVISION — 3.

Nashua Cycle Club.
16531 Gardner, G. P., 30 So. Central St., Nashua
16532 McMaster, Frank A., 101 Ash St., "
16533 Thompson, Frank H., 32 Amherst St., "

NEW JERSEY DIVISION — 1.

Unattached.
16591 Stokes, Dr. Alfred C., 514 E. State St., Trenton.

NEW YORK DIVISION — 15.

Ilderan Bi. Club.
16562 Class, W. F. G., 126 St. Mark's Ave., Brooklyn.
16563 Vultee, H., 41 Seventh Ave., "

Manhattan Bi. Club.
16564 Klee, Sigmund, 628 Broadway, New York.

Unattached.
16565 Bensinger, Jno, care Acme Oil. Co., 26 Broadway, New York.
16566 Walters, W. W., 9 Margin St., New York.
16592 Burger, Tim., 1403 Pacific St., Brooklyn.
16567 Winter, Edw. C., 474 Grand St., Brooklyn, E. D.
16568 Winters, Emil J., 474 Grand St., "
16546 Conware, T. H., 368 Thurston St., Elmira.
16547 Hanley, E. K., D. L. and W. Depot, "
16593 Marvin, C. M., cor. Water and Main Sts., "
16594 Bell, Arthur E., Milton.
16569 Owen, G. W., 72 Elizabeth St., Utica.
16595 Pearce, Willis E., Saugerties.
16596 Wild, N. P., Valatie.

OHIO DIVISION — 7.

Unattached.
16597 Bucher, M. W., 106 N. Market St. Canton.
16598 Francis, Aug., 92 N. Walnut St., "
16599 Moeser, Charles, 284 Richmond St., Cincinnati.
16600 Moeser, Max., 526 W. 7th St., "
16534 Rankley, Frank H., Bellaire.
16548 Edwards, Frank W., 90 S. or. 20th St., Columbus.
16535 Webb, H. W., Middleport.

PENNSYLVANIA DIVISION — 9.

Harrisburg Wheel Club.
16601 Lusk, Chas. P., Harrisburg.

Unattached.
16570 Beaver, G. A., State College, Centre Co.
16549 Ensign, C. A., North East.
16602 Freeman, Frank A., 1924 Gratz Ave., Philadelphia.
16550 Leckey, J. W., 910 Liberty St., Pittsburg.
16571 Moore, Miss Katherine S., 112 So. Franklin St. Wilkes Barre.
16536 Mumma, G. G., E. Cumberland St., Lebanon.
16551 Twining, Wm., East Mauch Chunk.
16552 Wintermute, H. M. "

RHODE ISLAND DIVISION. — 1.

Unattached.
16537 Waldron, Lewis B. Bristol.

VIRGINIA DIVISION — 1.

Unattached.
16603 Stanworth, W. J., 195 Bute St., Norfolk.

APPLICATION FOR LIFE MEMBERSHIP.

List No. 6 — Total 1.

BOSTON, Sept. 6, 1887.

CONNECTICUT DIVISION — 1.

Connecticut B. Club.
3239 Terry, Stephen, Box 1003, Hartford.

NOTES AND QUERIES.

[Readers are requested to contribute answers to questions propounded.]

(87) If a cycler, coasting a hill with legs over handles, should collide with a vehicle and get his wheel smashed, could he, although on the right side of the road, recover damages at law? No. 6431. *Ans.* We think the court would decide that he was not exercising due care.

(88) CAN the police stop the use of the calliope whistle by wheelmen, on the plea that it is a police call? No. 5387. We think not. The fact that they have adopted it gives them no power to stop its use by others.

(89) DOES the rule made by railroads to carry bicycles free include tricycles? No. 3800. No; very many of the roads will not take tricycles at all. Those who get the three-wheeler taken as baggage may look upon it as a special favor.

(90) IN reply to No. 86, I find the following things sufficient for a two-weeks' tour: One extra flannel shirt, one suit of underwear, extra pair of stockings and knickerbockers, nightshirt (cut off at the knees to reduce weight), and about six extra handkerchiefs, tooth-brush, hair-brush, and comb. Would strongly recommend riding in a pair of worsted knickerbockers; and after the day's ride is ended, make a complete change, and arrange your riding things so that they will be thoroughly dry for the next day. Tools, ordinary supply, with monkey wrench (B. & S.), piece of string, and a piece of fine wire, and a *full* oil-can. Refreshments, ginger ale or soda. Precautions, such as common sense would suggest. 13080.

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

IN our issue for Sept. 2, and in all issues during the fall and winter months, we will insert in this department advertisements which do not exceed four lines, for fifty cents, first insertion, and twenty-five cents for each subsequent insertion. This will afford those who wish to buy, sell, or exchange machines, a very cheap method of getting a customer among our 12,000 subscribers. If advertisements exceed the four lines, we will condense them, or charge extra, as the sender chooses. No discount from these rates to any one.

FOR SALE.—Tricycle, a Humber Cripper, 1886 pattern; cost $180; as good as new. Write or apply O. D. SMITH, Room 79, 115 Broadway, New York City.

51-INCH NEW MODEL STAR, LOW HEAD, silent ratchets, hollow coned levers, cones to front wheel, full nickel and nickel in good condition; new Corson saddle; machine perfect in every respect; best offer over $85 takes it. LOCK-BOX 773, Great Falls, N. H.

$25 REWARD FOR 50-INCH VICTOR LIGHT Roadster, stolen here Aug. 13. J. K. ANDREWS, 509 Olive St., St. Louis, Mo.

A BARGAIN.—56-inch full nickelled Special Club, excellent condition, ball bearings, K. of R. lamp, ball pedals, cyclometer; cost $100; sell for $125. A. H. CHAMBERLAIN, Rahway, N. J., Lock-Box 55.

FOR SALE CHEAP.—Bicycle, American Club, 56-inch; enamelled, ball bearings, drop handle bars; in perfect order. Address, G. B., Box 3636, New York City.

FOR SALE.—58-inch Victor, 1886 pattern, $80; 54-inch Singer Challenge, $50. F. B. BRIGHAM, North Attleboro, Mass.

40-INCH ENAMELLED FACILE SPECIAL, reach of 50 to 52-inch ordinary; run about one season, good running order; best offer, $50 upwards, takes it. 45 Saunders' Avenue, W. Philadelphia, Pa.

FOR SALE.—One 54-inch Victor bicycle, 1887 pattern, light roadster, used two months, good as when first made; cost $155; no scratches on it; ridden by an experienced wheelman only; will sell at a low price. Write to J. E. HARDER, Clearfield, Pa.

50-INCH STANDARD COLUMBIA, IN GOOD condition; will exchange for a canoe. For particulars, address ECHO, Avoca, Luzerne Co., Pa.

FOR SALE.—53 inch Rudge Light Roadster, 1887 pattern, good condition, $50 worth extras, $100. A. D. HUGHES, 220 South 15th Street, Omaha, Neb.

A BARGAIN.—A 52-inch, 1887 Victor bicycle, ridden about one hundred miles; for sale cheap. Address, J. M. S. BLAUVELT, 314 Baltic St., Brooklyn, N. Y.

BARGAINS IN WHEELS.—53-inch American Rudge, *new*, $90; 54-inch American Champion, *new*, $85; 48-inch American Safety, *new*, $75; 60-inch Expert Columbia, fair condition, $45; 50-inch Columbia Racer, A-1 condition, $65. Address, C. E. TITCHENER, Binghamton, N. Y.

46-INCH FACILE.—All the improvements, bought from importer; no marks of wear; a bargain; it must be sold. REV. JOHN B. FOCHT, Selinsgrove, Penn.

BARGAIN.—56-inch full nickel Expert Columbia, Lillibridge saddle, Lakin cyclometer, carrier, bell, and ball pedals; cost $165, as good as new, for $110. H. H. B., Lock Box 50, Wappinger's Falls, N. Y.

LARGE STOCK OF SECOND-HAND BICYCLES, all sizes, always on hand, at extraordinary bargains; sole Brooklyn agents for Columbia cycles; wheels sold on instalments. BROOKLYN BICYCLE COMPANY, 161 Clymer Street, Brooklyn, N. Y.

51-INCH COLUMBIA LIGHT ROADSTER. '86 pattern with '86 improvements. Been run only 500 miles. In fine condition. Butcher cyclometer. Address HOWARD F. SMITH, Gloucester, Mass.

THIS IS REALLY VERY FUNNY.

READ * IT * AND * YOU * WILL * SMILE!

The writer is a popular young Clergyman at Bay City, Mich.

Bay City, Michigan, Aug. 15, 1887.

Gormully & Jeffery Mfg. Co., Chicago, Illinois.

Gentlemen,—Now, I want to stand up and "speak my piece" about the Light Champion. A certain firm, who turn out better advertisements than wheels, have been groaning much of late over the popularity of the Champion Cycles, and telling a credulous public that a good wheel cannot be sold under their prices; that a ball head has not been proven (!) better than a globe head, and other such stuff, always winding up with the phrase, "Let others try the experiment." Now I want to tell you that I have tried the experiment. I have tested it severely and I am more than satisfied. I emphatically echo the words and urge all who want a good wheel to "try the experiment." The Light Champion has now ceased to be an experiment with me, and is a settled fact. I had occasion to test its hill-climbing powers against a wheel sent out by the firm referred to above, and tho' I am not a strong rider, and the other man was, I ran right away from him. For ease of adjustment and for running qualities the Light Champion is unsurpassed and unequalled. Every man I have mounted on my 53-inch wheel has envied me the rams-horn handle-bars and the Cobblestone saddle, and has wondered at the marvellous lightness of the running qualities. As I wrote you once before, I used to ride an —— ——, but I have followed their advice and "tried the experiment," and am so well satisfied that I propose to keep on "trying the experiment." Tell Mr. Jeffery to stop inventing improvements, or he'll have a damage suit some day for inventing and selling a wheel that runs away with the rider.

Yours most sincerely,

BURT E. HOWARD.

CATALOG ON APPLICATION.

GORMULLY & JEFFERY MFG. CO. . . CHICAGO, ILL.

Largest Manufacturers of Cycles and Sundries in America.

THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

PUBLISHED WEEKLY: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA:

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, SEPTEMBER 16, 1887. | VOL. V. No. 11. WHOLE NUMBER, 116.

OFFICE OF

THE BOSTON HERALD,

Boston, Mass., June 21, 1887.

Miss Pope Mfg Co

Gentlemen. The record of my Expert Columbia is so good that I feel that you will be interested to learn about it. I bought it in the spring of 1883, so that it is now in its fourth season. I took it to the City of Mexico and brought it back with me. I used it there over a year and have ridden it regularly ever since returning. It has not yet cost me even a single cent for repairs and is still a staunch machine in first class running order.

Yours sincerely

Sylvester Baxter.

RUDGE RACERS.

As we have decided to discontinue the use of racing wheels as an advertisement, we wish to call your attention to the following novel and special sale of racing machines.

Below we give you the size and full description of racing wheels in stock, numbered in such a way that they can be easily ordered. We have made this list, showing the present selling price of the Racers, also the special price at which we offer them to close. In addition to this we propose to accept bids on any machine in the list, up to September 15th, which bids will be carefully recorded, and any wheels that have not been sold at the regular price, at that date, will be forwarded to the highest bidder.

To insure the genuineness of the bids, each bid must be accompanied by a check for $5.00, for which a receipt will be given, showing the number of the machine for which the bid has been made, and in case the machine has been sold, or has had a higher bidder, the money will be refunded September 15th.

The reputation of the Rudge Racer for strength, durability and speed, has earned for it the name of "King of the Path," and parties wishing a racing wheel, cannot do better than provide themselves by this sale. They are all in good order, fitted with racing saddle, spade handles, and racing rat-trap ball pedals.

						List Price.	Present Price
No. 117.	One	53-inch	Rudge	Racer,	new, - - -	$140	$85
" 118.	"	53	"	"	shopworn - -	140	70
" 119.	"	54	"	"	new - - -	140	85
" 120.	"	54	"	"	shopworn - -	140	70
" 121.	"	55	"	"	new - - -	140	85
" 122.	"	55	"	"	shopworn - -	140	70
" 123.	"	56	"	"	new - - -	140	85
" 124.	"	56	"	"	shopworn - -	140	70
" 125.	"	56	"	"	Semi-Racer, shopworn	140	70
" 126.	"	57	"	"	Racer, new - - -	140	85
" 127.	"	57	"	"	" shopworn - -	140	70
" 128.	"	58	"	"	" " - -	140	70
" 129.	"	58	"	"	Semi-Racer, shopworn	140	70

MISCELLANEOUS.

No. 130. One 56-in. Rudge Humber Racer, (A DAISY) Ridden by Webber, shopworn, $80
" 131. " Rudge Racing Humber Tandem - - - $125 net.

IF YOU ARE THINKING OF GOING INTO RACING, LET US HEAR FROM YOU.

STODDARD, LOVERING & CO.

125 to 158 CONGRESS ST. - - - BOSTON, MASS.

THE BULLETIN

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

SINGLE COPIES - - - - - - 3 CENTS

SUBSCRIPTION PRICE TO OTHER THAN LEAGUE MEMBERS, $1.00 A YEAR.

CLUBS OF FIVE - - - - - $4.00 "

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

WHEELMEN know more about roads than the traveller by carriage or the pedestrian. There is a good deal of literature in circulation giving advice and instruction on road building. Such literature is always attractive to the wheelman, and he reads it. Hence, wheelmen are rapidly becoming qualified for places on highway committees and commissions. The road problem is reaching a solution by rapid steps.

THE Vanderbilt University has taken a new departure, and one that will result in great good. Educated road builders are needed in America; for, while we are not much behind in everything that goes to make a good and grand country, we must confess that in the matter of roads America has much to learn and much to do to stand with what we used to call "the effete despotisms of Europe."

WE publish this week a complete list of League clubs numbered in the order in which they joined the League. From this date we shall publish the names of all clubs that unite with the League, and shall give them the proper numbers.

IN a recent issue of the *Spectator* it was asserted that "a member of the Boston delegation that was 'on view' at St. Louis, acted in a way unbecoming a gentleman or even a decent man," and it further remarked that the offending party deserved to have been kicked off the park. These charges we emphatically denied and pronounced them to be false. The writer of the paragraph in the *Spectator* is much incensed at our statement to the effect that the charges are false, and he has written us a letter giving the name of the party and the source of his information. He asks us to free him from the imputation that he has made a false statement. It appears that he was informed by an official of the League, that the offending party was a Boston man, but it also appears that the man does not, and never did belong in Boston, that he was never known nor seen by the Boston party till they met him at St. Louis, and that he is not a member of the League. We are willing to give the writer the benefit of his statement that he was misinformed.

LEAGUE CLUBS.

THE following clubs have qualified as League clubs by filing certificates in this office. In presenting list we do not repeat the name of town when the club bears it. The first date is that of the organization of the club; the second date is that of joining the League. Where day of month is missing it has not been supplied.

1. New York Bi. Club, Dec., 1879; May 31 1880.
2. Massachusetts Bi. Club, Boston, Mass., March 8, 1879; May 31, 1880.
3. Essex Bi. Club Newark, N. J., May 8, 1879; May 31, 1880.
4. Germantown Cycling Club, Phila., Pa., Sept. 5, 1879; May 31, 1880.
5. Connecticut Bi. Club, Hartford, Conn., Oct., 20, 1879; May 31, 1880.
6. Chicago Bi. Club, Ill., Oct. 1879; May 31, 1880.
7. Philadelphia Bi. Club, Pa., May 22, 1879; July 1, 1880.
8. Pequonnock Wheel Club, Bridgeport, Conn., July 15, 1880; July, 1880.
9. Wilkes Barre Bi. Club, Pa., May 30, 1880; Aug. 7, 1880.
10. Yonkers Bi. Club, New York, Nov. 19, 1879; Aug., 1880.
11. Rockingham Bi. Club, Portsmouth, N. H., May 8, 1880; Oct. 2, 1880.
12. Brooklyn Bi. Club, N. Y., June 21, 1880; Oct. 2, 1880.
13. Keystone Bi. Club, Pittsburg, Pa., Dec. 14 1879; Oct. 12, 1880.
14. Cincinnati Bi. Club, O., Sept. 2, 1880; Oct., 1880.
15. Omaha Wheel Club, Neb., March 19, 1881; March 19, 1881.
16. Troy Bi. Club, N. Y., April, 1881; April, 1881.
17. Scranton Bi. Club., Pa., June 20, 1881; June 30, 1881.
18. Mt. Vernon Bi. Club, N. Y., Aug. 8, 1881; Aug. 11, 1881.
19. Cleveland Bi. Club, O., Sept. 30, 1879; Sept. 16, 1881.
20. Peoria Bi. Club, Ill., Jan. 23, 1881; Oct. 9, 1881.
21. Cortlandt Wheelmen, Peekskill, N. Y., Feb. 22, 1882; Feb. 22, 1882.
22. Manchester Bi. Club, N. H., March 22, 1882; March 22, 1882.
23. Brunswick Bi. Club, N. J., May 1, 1882; May 1, 1882.
24. Detroit Bi. Club, Mich., Sept. 2, 1879; May 5, 1882.
25. Alleghany Co. Wheelmen, Friendship, N. Y., June 1, 1882; June 1, 1882.
26. Maryland Bi. Club, Baltimore, Md., March 14, 1882; June 21, 1882.
27. Greenfield Wheel Club, Mass., July 14, 1882; July 14, 1882.
28. College Hill Bi. Club, O., Oct 11, 1882; Oct 11, 1882.
29. Laramie Bi. Club, Wyoming, Aug. 26, 1882; Jan. 1, 1883.
30. Elmira Bi. Club, N. Y., July 1, 1881; Feb. 15, 1883.
31. Meriden Wheel Club, Conn., May 17, 1882; April 1, 1883.
32. Alpha Wheel Club, Bethlehem, Pa., March 10, 1883; April 7, 1883.
33. Binghamton Bi. Club, N. Y., June 1, 1882; May 1, 1883.
34. Plainfield Bi. Club, N. J., Oct., 1880; May, 1883.
35. Elizabeth Wheelmen, N. J., June 7, 1883; June 7, 1883.
36. Long Island Wheelmen, Brooklyn, N. Y., Nov. 23, 1882; June 23, 1883.
37. Williamsport Wheel Club, Pa., June 10, 1883; June 27, 1883.
38. Warren Wheel Club, O., Feb., 1883; June, 1883.
39. Owl Bi. Club, Bordentown, N. J., July 10, 1882; July 20, 1883.
40. Canton Bi. Club, O., July 25, 1883; July 25, 1883.
41. Holyoke Bi. Club, Mass., Sept. 1, 1881; Aug. 14, 1883.
42. Columbia Wheelmen, Stockport, N. Y., June 19, 1883; Aug. 14, 1883.
43. Monmouth Wheelmen, Red Bank, N. J., Aug. 22, 1883; Aug. 22, 1883.
44. Reading Bi. Club, Pa., May 28, 1883; May 28, 1883.
45. Buffalo Bi. Club, N. Y., Feb. 22, 1879; Sept. 5, 1883.
46. Pennsylvania Bi. Club, Phila., Penn., Aug. 3, 1882; Oct. 6, 1883.
47. New Jersey Wheelmen, Newark, N. J., Oct. 15, 1883; Oct. 15, 1883.
48. Baltimore Cycle Club, Md., July, 1883; Oct., 1883.
49. Frankford Bicycle Club, Phila., Pa., Aug. 3, 1881; Nov. 30, 1883.
50. Cheyenne Bi. Club, Wyo., Nov. 3, 1882; Dec. 3, 1883.
51. Ariel Wheel Club, Poughkeepsie, N. Y., Dec. 18, 1883; Dec. 18, 1883.
52. Kenton Wheel Club, Covington, Ky., Oct. 15, 1883; Jan., 1884.
53. Mercury Wheel Club, Flushing, L. I., N. Y., March 4, 1884; March 4, 1884.
54. Pawtucket Bi. Club, R. I., March 11, 1884; March 11, 1884.
55. Portland Wheel Club, Me., March 21, 1880; March 17, 1884.
56. Youngstown Bi. Club, O., Aug. 31, 1883; March, 1884.
57. Wellsboro Wheelmen, Pa., May 12, 1884; May 14, 1884.
58. Kings County Wheelmen, Brooklyn, N. Y., May 17, 1881; May 15, 1884.
59. New Britain Wheel Club, Conn., Feb. 8, 1884; May 6, 1884.
60. Middletown Wheel Club, Conn., May 16, 1884; May 16, 1884.
61. Dorchester Bi. Club, Mass., Feb. 28, 1884; June 3, 1884.
62. Trenton Bi. Club, N. J., June 12, 1884; June 18, 1884.
63. Elgin Bi. Club, Ill., June, 1884; June, 1884.
64. Schenectady Bi. Club, N. Y., Nov. 13, 1883; Aug. 20, 1884.
65. Belmont Cycle Club, Pa., Aug. 20, 1884; Aug. 20, 1884.
66. Akron Bi. Club, O., April, 1883; Aug., 1884.
67. Louisville Wheel Club, Ky., Sept. 29, 1884; Sept. 29, 1884.
68. Ottumwa Bi. Club, Iowa, Dec. 4, 1884; Dec. 4, 1884.
69. Waterbury Wheel Club, Conn., Dec. 4, 1884; Dec. 4, 1884.
70. Blossburg Cyclers, Pa., Oct. 18, 1884; Jan. 7, 1885.
71. Mercury Bi. Club, Minneapolis, Minn., Feb. 8, 1885; Feb. 28, 1885.
72. Danbury Wheel Club, Conn., March 5, 1885; March 5, 1885.
73. Norristown Bi. Club, Pa., Dec. 12, 1883; March 21, 1885.
74. Iowa Falls Bi. Club, Iowa, April 4, 1885; April 4, 1885.
75. Weedsport Bi. Club, N. Y., Dec. 16, 1884; April 15, 1885.
76. Morrisania Wheelmen, N. Y., April 5, 1885; April, 1885.
77. Alert Bi. Club, St. Paul, Minn., May 1, 1885; May 1, 1885.
78. New Castle Bi. Club, Pa., May 1, 1885; May 1, 1885.
79. Washington Cycle Club, D.C., March 31, 1883; May 27, 1885.
80. Toledo Cycle Club, O., May 20, 1885; May 27, 1885.
81. Genesee Bi. Club, Rochester, N. Y., April 3, 1883; May, 1885.
82. Avondale Bi. Club, Cincinnati, O., Feb. 12, 1885; June 1, 1885.
83. Batavia Bi. Club, N. Y., April 30, 1885; June 1, 1885.
84. Owl Bi. Club, Chicago, Ill., June 13, 1885; June 13, 1885.
85. Grand Rapids Bi. Club, Mich., June 17, 1885 June 17, 1885.
86. Camden Wheelmen, N. J., June 18, 1885; June 18, 1885.
87. Alliance Bi. Club, O., May 20, 1885; June 29, 1885
88. Crescent Bi. Club, Great Falls, N. H., May, 1884; June, 1885.
89. Alert Bi. Club, Baltimore, Md., June, 1885; June, 1885.

90. Bradford Bi. Club, Pa., May 24, 1885; June, 1885
91. Montclair Wheelmen, N. J., July 6, 1885; July 6, 1885.
92. Tioga Cycle Club, Phila., Pa., July 13, 1885; July 13, 1885.
93. Winona Bi. Club, Minn., March 11, 1885; July 21, 1885.
94. Jackson Bi. Club, Mich., Aug. 10, 1885; Aug. 10, 1885.
95. Ilderan Bi. Club, Brooklyn, N. Y., Sept. 27 1884; Nov. 25, 1885.
96. Los Angeles Wheelmen, Cal., Sept. 29, 1885; Dec. 1, 1885.
97. Vermont Wheel Club, Brattleboro, Vt., Nov. 10, 1885; Dec. 1, 1885.
98. Union County Wheelmen, Westfield, N. J., Dec. 2, 1885; Dec. 2. 1885.
99. Orange Wanderers, N. J., Nov. 11, 1880; Dec. 16, 1885.
100. Niagara Falls Bi. Club, N. Y., July 7, 1885; Dec. 8, 1885.
101. Cambridge Bi. Club, Mass., July 1, 1883; Jan. 1, 1886.
102. Memphis Cycle Club, Tenn., June 23, 1884; Jan. 1, 1886.
103. Kansas City Wheelmen, Mo., Aug. 21, 1884; Jan 1, 1886.
104. Bay City Wheelmen, San Francisco, Cal., Sept. 1, 1884; Jan. 1, 1886.
105 Millville Bi. Club, N. J., Sept. 13, 1885; Jan. 1, 1886.
106. Mountain Wheel Club, Philipsburg, Pa., Oct. 7, 1885; Jan. 1, 1686.
107. Hartford Wheel Club, Conn., Nov. 3. 1885; Jan. 1, 1886.
108. Allegheny Cyclers, Pittsburg, Pa., ——; Jan. 1, 1886.
109 Springfield Wheel Club, Vt., Jan. 2, 1886; Jan. 2, 1886.
110. Mt. Kilburn Wheel Club, Bellows Falls, Vt., May 1, 1885; Jan. 4, 1886.
111. Madison Co. Wheelmen, Frederickton, Mo., Jan. 6, 1886; Jan. 6, 1886
112. Walton Bi. Club, N. Y., Aug. 23, 1885; Jan 15, 1886.
113. Bloomsburg Cycle Club, Pa., Oct. 8, 1885; Jan. 15, 1886.
114. Puritan Bi. Club, Salem, Mass., Jan. 15, 1886; Jan. 15, 1886.
115. Emporium Bi. Club, Pa., Jan. 18, 1886; Jan. 18, 1886.
116. Richland Ramblers, Mansfield, O., Jan. 25, 1886; Jan. 25, 1886.
117. Worcester Bi. Club, Mass., April, 1879; Jan. 1886.
118. Harlem Wheelmen, New York, N. Y., Nov. 1882; Jan. 1886.
119. Somerville Cycle Club, Mass, July 14, 1884; Feb 3, 1886.
120. Racine Bi. Club, Wis., Feb. 11, 1886; Feb. 11, 1886.
121. Columbia Bi Club, North Attleboro, Mass., March, 1881; Feb. 18, 1886.
122. Northampton Wheel Club, Mass., March 1, 1881; Feb. 19, 1886.
123. Hoosac Wheelmen, Hoosick Falls, N. Y., Feb. 19, 1886; Feb. 19, 1886.
124. Hyde Park Ramblers, Mass., Feb. 9, 1886; March 1, 1886.
125. Central Cycling Club, Junction City, Kan., March 2, 1886; March 2, 1886.
126. Outing Cyclists, Kansas City, Mo., March 8, 1880; March 8, 1886.
127. Everett Wheel Club, Mass., March 3, 1886; March 15, 1886.
128. Albany Wheelmen, N. Y., March 17, 1886; March 17, 1886.
129. Rovers Cycle Club, Charlestown, Mass., March 27, 1886; March 27, 1886.
130. Cambridge City Wheelers, Ind., April 12, 1886; April 12, 1886.
131. Chelsea Cycle Club, Mass., April 16, 1886; April 16, 1886.
132. Wheeling Wheelmen, W. Va., 1881; April, 20, 1886.
133. Century Wheelmen, Phila., Pa., April 22, 1886; April 22, 1886.
134. Pottsville Bi. Club, Pa., April 8, 1866; April 28, 1886.
135. Ottumwa Bicycle Club, Ia., Feb. 16, 1885; May 3, 1886.
136. Seaside Bi. Club, Norfolk, Va., May 28, 1880; May 10, 1886.
137. E. Orange Wheelmen, N. J., April 2, 1886; May 10, 1886.
138. Wyoming Wheelmen, Pa., May 10, 1886; May 10, 1886.
139. Concord Bi. Club, N. H., May 8, 1884; May 8, 1886.
140. Kennebec Co. Wheelmen, Augusta, Me., June 30, 1885; May 14, 1886.
141. Pittsburg Wheelmen, Pa., June 10, 1886; June 10, 1886.
142. Roxbury Bi. Club, Mass., June 11, 1886; June 11, 1886.
143. Wilkes Barre Ramblers, Pa., June, 1885; June, 1886.
144. Buffalo Ramblers, N. Y., Jan. 20, 1885; July 26, 1886.
145. Auburn Cyclers, N. Y, Aug. 3, 1886; Aug. 10, 1886.
146. Illinois Cycle Club, Chicago, Ill., Aug. 10, 1886; Aug. 10, 1886.
147. Topeka Wheelmen, Kan., Aug. 10, 1886; Aug. 10, 1886.
148. Apawamis Bi. Club, Minneapolis, Minn., July, 1886; Sept 10, 1886.
149. Euroia Bi. Club, St. Louis, Mo., ——; Oct. 12, 1886.
150. Oak Leaf Wheelmen, Stockton, Cal., Nov. 15, 1886; Nov. 15, 1886.
151. Calumet Cycle Club, Brooklyn, N. Y., Nov. 2, 1886; Nov. 18, 1886.
152. Lancaster Cycle Touring Club, Pa., April 3, 1886; Dec. 2, 1886.
153. Ann Arbor Bi. Club, Mich., March 8, 1883; Dec. 1886.
154. San Francisco Bi. Club, Cal., Dec. 13, 1878; Jan. 1, 1887.
155. Pittston Bi. Club, Pa., May 13, 1885; Jan. 5, 1887.
156. Rhode Island Wheelmen, Providence, R. I., Feb. 4, 1887; Feb. 4, 1887.
157. Harrison Wheel Club, Cynthiana, Ky., Feb. 25, 1887; Feb. 25, 1887.
158. Bay State Bi. Club, Worcester, Mass., Feb. 5, 1887; Feb 28, 1887.
159. Lockport Wheelmen, N. Y., March, 1886; March 23, 1887.
160. Leavenworth Co. Wheelmen, Ft. Leavenworth Kan., March 25, 1887; March 25, 1887.
161. Ramblers Cycle Club, Baltimore, Md., March 28, 1887; March 28, 1887.
162. Echo Bi. Club, Pleasant Valley, Pa., Sept., 1886; March, 1887.
163. New Bedford Cycle Club, Mass., April 6, 1887; April 6, 1887.
164. Council Bluffs Ramblers, Ia., March 15, 1887; April 10, 1887.
165. Sewickley Valley Wheelmen, Pa., April 12, 1887; April 12, 1887.
166. Dallas Wheel Club, Tex., April 16, 1887; April 16, 1887.
167. Belt Road Wheelmen, Clarksville, Mo., April 19, 1887; April 19, 1887.
168. Exeter Bi. Club, N. H., April 24, 1887; April 24, 1887.
169. Pentucket Wheel Club, Haverhill, Mass., May 2, 1887; May 2, 1887.
170. York Co. Wheelmen, Biddeford, Me., Sept. 3, 1883; April 4, 1887.
171. Humboldt Bi. Club, Ia., March 5, 1886; May 3, 1887.
172. St. Louis Cycle Club, Mo., June 2, 1887; June 6, 1887; June 9, 1887.
173. Niagara Wheelmen, Niagara Falls, N. Y., June 6, 1887; June 9, 1887.
174. Alameda Scorchers, San Francisco, Cal., June 8, 1887; June 8, 1887.
175. Young America Cycle Club, Fiume Austria, June 10, 1887; June 10, 1887.
176. Manhattan Bi. Club, N. Y., June 16, 1887; June 16, 1887.
177. Joplin Bi. Club, Mo., July 10, 1887; July 10, 1887.
178. Outing Cycling Club, San Francisco, Cal., Aug. 19, 1887; Aug. 19, 1887.
179. Ottawa Wheelmen, Canada ——; Sept. 27, 1887.

THE next race meet of the Eastern Road Club will be held Saturday, Oct. 8. The course decided upon by the executive committee is through the Newtons and Waltham. The start will be on Beacon Street at the top of the hill from the Reservoir, and the finish will be at the Nonantum Club rooms. The length of the course is twenty-five miles. At the last meeting, the Cambridgeport Cycle Club was admitted a member. The next meeting was held Sept. 15, at the Boston's club rooms.

LETTER FROM BROOKLYN.

THE new holiday, though not universally observed, was none the less enjoyed by those who were fortunate enough to be connected with such houses as did observe the day. The Nassau wheelmen held a very successful race meet at the B. A. A. grounds, which was well attended, and in which many of our local embryo flyers participated; the Brooklyns had their run and road race at Garden City; and parties from the Ilderan, Long Island, and Kings County clubs, had runs to various places.

THE Brooklyn's assembled at "mine host Pettit's" at noon and after having dinner wheeled to the Garden City Boulevard, where a course one mile and a quarter in length, and nearly level and perfect in surface, had been measured for the five-mile road races of the club series. Twenty-two of the club were present which with numerous spectators from Hempstead and Garden City transformed the usually deserted highway into an animated picture. The novices were started at three o'clock precisely, the starters being Mead, who scored three points in the previous races; Kellum, who had three points; Kenmore, with four points; and Snedeker, zero. The five miles were run in 18.50, Mead first, Kenmore second, Kellum third. This resulted in a tie between Mead and Kenmore for first and second place, which was run off after the championship race. Mead winning first place.

The championships started at 3.30 with Todd and Meeteer. Todd set a hot pace, and Meeteer dropped out at two and a half miles, leaving Todd to take his time, and win in nineteen minutes, the time limit being twenty minutes. At the conclusion of the races the party returned to Jamaica, each man consuming more than his allotted peck of dirt owing to the very dusty condition of the roads caused by the long spell of dry weather. Those who rode from Jamaica to Brooklyn reported a hard time, the roads being in worse condition than ever before known, due both to the dry weather and recent so-called "improvements."

THE Brooklyns had a most unwelcome visitor a few evenings ago, in the shape of a fire, caused by some careless person lighting a match and igniting the parlor mantle lambrequin, which was destroyed, the parlor carpet being also damaged in extinguishing it. The loss is about $60, covered by insurance, so let other clubs take warning and see that they are provided with a good insurance policy. The cost is slight, but the comfort is great when the fire comes.

I DESIRE to inform my fellow tourists that at the corner of the Jericho Pike and Old Court House Cross Roads there resides a genial old farmer, Valentine by name, who if properly approached will supply the thirsty cyeler with the richest and purest of ice cold milk at the enormous sum of five cents per quart. This is getting to be a famous stopping place with those who are on to the racket and, being just about half way between Jamaica and Jericho it is reached at just about the time one has a strong desire to liquidate.

THE boys here do not seem to take the interest in the approaching meet at Cooperstown that we hoped they would. One great drawback is the late date and consequent inabilty of many to obtain leave of absence, having already had their usual vacations. Parties are being formed in the Brooklyn and Long Island clubs, but they do not boom as we should like to see them. So far as known, the K. C. W. and Ilderans have taken no steps to organize parties, but we hope to see them with a fair representation when the time comes. There is no doubt, that for comfort and enjoyment the time selected is most seasonable, and as our Chief Consul has promised all who attend one of the jolliest times they have had in their wheeling experience, it may be taken for granted that all who go will have no cause for regret.

THE new hotel at Hempstead is approaching completion, and wheelmen may soon expect to be able to obtain good meals and accommodations at this popular place. There are rumors that Pettitt, of Jamaica, has his eye on the new venture, and I am sure that all who have enjoyed his hospitality hope with me, that the rumor may prove to be a fact.

BON.

SEPT. 10, 1887.

WHEN New York wheelmen go to Jericho, they stop for a glass of milk at a farm by the roadside. "Go to Jericho" has no more terror in it for Gotham riders.

FROM A FEMININE POINT OF VIEW.

"MEN'S eyes were made to look, and let them gaze." I thank thee, honest Mercutio, for that word, and I use it under the inspiration of a letter which I have just received from Maud. She has taken her tricycle to a town where never lady rode before, and the eyes of the rustics as well as the tongues of the gossips have been at work.

IT is a trying ordeal, or, rather, it was years ago, for nowadays the cycle has become common enough to escape the amount of attention accorded to it during the early days of the wheel. Those who go into the sport at the present day have had the way prepared for them by the pioneers.

"I have been all over it again," writes Maud. "I have had to ride under the curious inspection of every man, woman and child in the village. I have had to tell them that it is not hard work, that I can ride seven miles an hour, and to tell them the price of the machine. I have had to convince good old ladies that it was perfectly proper for me to ride, and I have had to argue with the horny-fisted sons of the soil who have compared the work of riding to that of sawing wood. I don't know that I object to this sort of thing for I am callous to it, and it seems to divert me in a not over and above exciting environment. I made a great effort to be funny the other day, but I think it failed to strike the one to whom I was talking, and so I did n't press it.

"'You can just hitch a basket on behind you and get it full of chestnuts out in the woods when you want to go for some,' said the rustic.

"'No need of a basket,' said I, 'for I get no end of chestnuts whenever I am out and the crowd gathers around.'"

I AM afraid that my little Maud has been learning some of the slang of the day.

A MERRY party of five young ladies are enjoying afternoons and evenings in Newton Centre, and they hope to have very soon a larger party. Fathers buy tricycles for evening riding, and the young ladies use them during the day. This is a good arrangement, and the Newton ladies are to be congratulated upon the opportunities so presented.

SEVERAL parties have written me, and asked of what benefit is it to a lady to join the League? It may be of great benefit, and it may be fruitless. In either event, I am proud to have my name on the roll. It matters not to me if I see no tangible return for my money. I am willing to give a yearly dollar for the cause. The organization is a worthy one, and it deserves the help of every cycler. I have no patience with the man who, on being asked to contribute to a deserving charity, looks about for a return of his money in some shape. And yet there are many such. Else the church fair and the charity ball would not exist.

I BELIEVE that certain sums of money have been saved by me at hotels and on the rail, the postman leaves a good paper at my door every week and I have made the acquaintance of many valued friends. These are worth to me more than the dollar I pay in dues. And therefore I say, let the ladies join the League.

HECTOR and I rode over to see the Duke of Wellington last Sunday and we met him piloting a party of tandemons to Marblehead Neck, where the Nanepashemet rears its walls and furnishes a good dinner at marked-down prices in these days of the declining season. We joined them. The Duke invited me to try the front seat of his new Singer tandem, and the Duchess rode with Hector. At Malden the party was augmented by another pair on a tandem, and shortly after the Misses K——, of Maplewood, were met and persuaded to turn about with us. We left them at Cliftondale. I hope they had a pleasant run and a good dinner.

HERE is a story that the Duke regaled me with while I pedaled with him on the tandem. It is at the expense of our Providence friends, but it is too good to keep. A party of eight on four tandems were riding along a country road when they came suddenly upon some cows that were taking the whole road. Three of the ladies jumped from the machines without waiting for the gentlemen to stop them, and ran for the fence at the side of the road. The cows were dumfounded and the gentlemen, — well, I will say no more than that they were surprised. The ladies and the cows are now doing well. "This incident suggests," said the Duke, "that we must have a cowboy on the North Shore trip to clear the road ahead of us from cows, for some of those same ladies are going with us." Who will be elected cowboy, I wonder.

THE plans for the North Shore trip will be made this week. I am told that the 6th, 7th and 8th of October are decided upon for the dates. A special committee will publish full details in the BULLETIN. From all that I can gather, we shall have a very large party, and certain restrictions will have to be made in order to limit the number to one that can be sure of receiving hotel accommodations.

I HAVE been told of a most interesting collection of articles relating to tricycling for ladies, which has been made by the Pope Manufacturing Company, and which will soon be issued in the form of a scrap book. The book is to be distributed gratis, as it indirectly advertises the firm's goods, and I recommend my lady friends to send for copies, and those gentlemen who have lady friends whom they would persuade to ride will find in this little book just what they want as a proselyting agent.

DAISIE.

QUAKERTOWN QUILLINGS.

WELL, the race did n't come off. Died of a broken heart. The committee, after struggling with the matter for upwards of six weeks, finally voted to "declare the race off," unless the Pike Co. would remove the clause in their permission requiring security to be given them providing for damages from possible accidents. This state of affairs is, doubtless, a bitter disappointment to many of us, but it must be admitted that it was the only wise course for the committee to pursue. For the combined clubs to give a bond of indemnity would place all the responsibility practically on the shoulders of the incorporated clubs, which, with the exception of the Pennsylvania, have the least interest in the matter, and they rightly decline the compliment It is too certainly uncertain, so to speak, and the prospect of some driver, whose trotter and buggy have been equally battered up by a scare, attaching the nice, brand-new club houses to the tune of ten thousand dollars or so, is just too utterly horrible, don't you know. And it is just as well for the men themselves, as even in the training there have been accidents to some of them, the worst one occurring on Tuesday evening last, at what was to have been the final trial of the Tioga team. Some eight miles of the course were covered in twenty-seven minutes, — the worst part of the course too. The club surgeon, who was leading and making the running in beautiful style, struck an ugly ledge of rock which the authorities have allowed to remain in the roadway beyond Radnor Hill, and was thrown into some loose stuff, scraping and bruising him considerably and making a two-inch cut in his chin, straight through whiskers and all into the bone. The necessity for paying him out in his own coin, of course stopped the others of the team and the trial did not get any further, else Fuller's 1.19 must have gone, although the fastest member of the team was not along. Indeed, it is reported that one of the Tioga Club has already bettered this record, And by the way, just ask Hill and Kohler what they think of the Tioga pace.

Fleming, the all-the-way-across man of the *Gentury*, returned from somewhere out in the wild West just to have a go at the road race, and is euchred out of it. Kolb, of the University, who has been riding all summer in track practice and races, wants mightily to have the race run off on a track somewhere. The Pennsylvania boys do not care for this, however, as they want a road race, and nothing but a road race.

Fleming has ridden, so far this year, over five thousand seven hundred miles. Dallet, of the Tioga, has one month to his credit on the club's record books, of over six hundred miles.

PHACTO.

THE geared Facile has arrived in New York, and Julius Wilcox, the agent, has been showing it to local wheelmen.

THE THIRD ANNUAL TOUR OF THE LADIES TO THE NORTH SHORE.

THE preliminary circular announcing the arrangements for the third annual tour of the ladies to the North Shore will be sent out this week. The Committee has laid out a very attractive programme, and it is expected that a very large number of ladies and gentlemen will participate. The programme is as follows: —

FIRST DAY, THURSDAY OCT. 6. — Leave Malden Square at 9.30 A. M., ride to Salem (13 1-2 miles), dinner at Essex House at 12 M. Leave Salem at 1.30 and ride to Gloucester (15 1-2 miles), supper and lodging at Pavilion. Ride of first day 27 miles.

SECOND DAY, FRIDAY OCT. 7. — Gloucester to Gloucester around Cape Ann. The whole day will be given to this trip and a picnic lunch will be served on the rocks at Pigeon Cove. Start promptly at 9 A. M., six o'clock dinner and lodging at Pavilion. Ride of second day 17 miles.

THIRD DAY SATURDAY, OCT. 8. — Start at 9 A. M. Ride to Magnolia (4 1-4 miles) and visit Rafe's Chasm, Norman's Woe, etc. Dinner at Willow Cottage. Start at 2 P. M. and ride to Salem (13 1-2 miles). Supper and lodging at Essex House. Ride of third day, 17 1-2 miles.

FOURTH DAY, SUNDAY OCT. 9. — Leave Essex House at 9 A. M. Ride to Marblehead Neck and to Nahant, stopping a short time at each place. Dinner at Nahant, 2 P. M, the homeward run to suit the pleasure of the party. Ride of fourth day (to Nahant), 10 miles.

A wagon carrying parts of wheels and two spare machines; also oil, etc. will accompany the party and a mechanic will go with this, who will be useful in case of breakdowns. There will be room in the wagon for extra baggage and for wheels that come to grief.

All parties who wish to participate in the tour should enter their names at once with the tourmaster, and send with their entry a deposit of three dollars each, which will be used for necessary expenses incident to the tour, the ambulance forming the largest item. For further particulars, address any member of the committee or the tourmaster.

Committee: Mrs. and Mr. W. W. Stall, 509 Tremont Street, Boston; Mrs. and Mr. Abbot Bassett, 22 School Street, Boston; Mrs. and Mr. Chas. Hopkins, 39 Cornhill, Boston.

W. W. STALL,
Tourmaster.

"THE ROAD AND THE ROADSIDE."

WE have read with a great deal of pleasure and profit a book of 140 pages with the above title, by Burton Willis Potter. The chapters of the book relating to the laws of public and private ways were written and read as a lecture at the county meeting of the Massachusetts Board of Agriculture in December, 1885, at Framingham. The present volume is a second edition, and at the request of friends Mr. Potter has added two chapters, one on "Sidewalks and Crossings," and another on "Bicycles and Tricycles." We give the chapter headings, from which the contents of the book may be judged. "History—Importance and Significance of Roads." "Location," indicating the best locations and the advantages and disadvantages of straight and curved roads. "Construction," very full and complete. "Repairs." "Laws Relating to the Laying Out of Ways." "Laws as to Repairs." "Guide Posts, Drinking Troughs, and Fountains." "Shade Trees, Parks, and Commons." "Public Use of Highways." "Law of the Road." "Equestrians and Pedestrians" "Omnibuses, Stages, and Horse Cars." "Purposes for which Highways may be Used" "Use of Highways by adjoining Owners." "Private Ways." "Don't," a number of cautions relating to improper and dangerous practices on the road. "Footpaths." "Within and Without the Road." "Enjoyment of the Road." "Sidewalks and Crosswalks." "Bicycles and Tricycles." The author has given us a very interesting and a very instructive book, and one of great value to wheelmen, who are interested even more than horsemen in the subjects treated of. Published by Little, Brown & Co., Boston.

CAPT WHITNEY and Messrs. Edmands, Merrill, Wheeler, Heath, and Ruggles, of the Boston Club, rode the Victoria six-in-hand to Gloucester and return, last week.

THE NEW MAIL!

Nashville, Tenn., July 28, 1887.

Messrs. WILLIAM READ & SONS, Boston, Mass.:

Gentlemen,—I mailed you an afternoon paper, to-day, announcing our return from the Canada tour. Thinking you would be interested in our trip prompts me to write this letter. We left here July 4th, and I wheeled the entire distance from here to Niagara Falls and into Canada. Went by Louisville, Frankfort, Georgetown, Ky., Cincinnati, Hamilton, Dayton, Marion, Cleveland, O., Erie, Pa., Buffalo, N. Y. to Falls. Entire distance by Butcher Cyclometer, 862 1-4 miles. Also rode 183 miles on the New Mail before, making 1,045 miles. You must know we had some terribly rough roads on our trip; over 100 miles rough dirt road in northern Ohio, rough, old worn-out pikes in Kentucky, plank roads, sand roads, tow paths, water-washed side paths, rutty hard, dried clay roads; in fact, every kind of road you could call for.

The New Mail cost me exactly five cents for one quart of benzine for cleaning. We had a little over twelve riding days, making over 70 miles average. Entire time to Falls, nineteen and one half days; stopping in all large cities. The Ball Head worked perfectly, and I consider it the greatest improvement.

Yours truly, ED. D. FISHER.

SPECIAL OFFER.

Our NEW MAIL, though its first year, has been a PERFECT SUCCESS, and has had an EXTRAORDINARY DEMAND. We have been behind orders since the opening of the season till hot weather set in. Now, as the most active bicycle season is past, though the best riding weather is in the autumn, we have decided to offer for a short time only a few of these SUPERB NEW MAILS in exchange for others. This we have persistently refused to do heretofore, as the demand was so great. Wheelmen desiring to exchange their present old mounts for a

NEW MAIL, WITH TRIGWELL BALL HEAD AND PERFECTION BACKBONE,

will please give us a description of the old wheel and their estimate of value. This offer is for no length of time, as we do not care to place many in this way. Address

WM. READ & SONS,

107 Washington St., Boston.

MEETING OF THE N. Y. & N. J. T. R. R. A.

THE regular semi-annual meeting of the New York and New Jersey Team Road Racing Association, was held at the New York Metal Exchange, on September 10th, President Shriver in the chair. The New York, Ilderan, Kings County, Elizabeth, Union County, and Harlem Clubs, were represented by delegates. The resignations of the Long Island Wheelmen and Orange Wanderers, and of C. H. Luscomb as a member of the Executive Committee, were presented. On information that that of the Orange Wanderers would be withdrawn, it was laid on the table. The other resignations were accepted. Howard Greenman of the Ilderans, was elected unanimously to fill the vacancy caused by the resignation of Mr. Luscomb. In accordance with the rules, Mr. Austin in behalf of the Kings County Wheelmen, announced that his club was well enough satisfied with the Irvington-Milburn course, and again named it for the next race, although a delegate laughingly suggested that another course might change the luck. A discussion followed as to the best methods for a better controlling of the spectators at the finish, and the matter was left to the executive committee for consideration, and action. Several delegates stated the result of investigations as to the feeling of the people using the Irvington-Milburn road, as to the racing thereon, and the reports were unanimous, that not only had there been no complaints, but the races were desired, and looked forward to with interest by all. It was also decided that any official declaration by the association on the subject of road racing was uncalled for, in the absence of complaint from any quarter.

JER. C.

JERSEY.

THE disagreement in the Orange Wanderers on the road race question has, I am sorry to say, found its way into the lay press. I am inclined to think that a mountain is being made out of a mole hill in this case. The outsiders had better not meddle with the business. The gentlemen of the club are well able to settle their own affairs amicably and satisfactorily, and I am sure they will allow no difference of opinion on a mere question of policy to tend to the injury of the wheel, the club, and themselves.

THE Gormully & Jeffery team,—Whittaker, Knapp, and Eck,—have left Roseville for Lynn, where they will continue their training for the path races and the great contest from Boston to Chicago. I hope that the manufacturers will be able to agree on the conditions, and that the race will come off. If it does, it will be the greatest struggle in the cycling history of the world.

EVERYTHING points to the tournament of the Orange Wanderers at the Roseville track, next Saturday, being as great a success from every standpoint as that given by the club last year. The programme has been arranged with good judgment, so as to give all hands a fair opportunity to show their paces. It is as follows:—

One-mile novice, bicycle.
Half-mile amateur, bicycle handicap.
Two-mile amateur, bicycle handicap.
One-mile amateur, tandem handicap.
Brooklyn Bicycle Club one-mile championship.
Half-mile amateur, bicycle dash.
Two-mile amateur, bicycle, 5.50 limit.
One-mile Orange Wanderers' handicap.
One-mile amateur, bicycle lap.
Elizabeth Wheelmen, one-mile tandem.
One-mile amateur, bicycle, 2.45 limit, for handsome prize.
One-mile consolation.

THE Wanderers have been fortunate in securing the entries of the fastest amateurs among them: Crist, Rich, Stenken, Hall, Powers, and Wilhelm. The racing will begin at three o'clock.

EVEN here, in slow-going Jersey, the crusade for better roads is meeting with success. In Rahway, the common council has just resolved to lay macadam on the principal streets, and in Elizabeth the rotten wooden pavement on Madison Avenue is being replaced by Telford.

THE Hudson County Wheelmen were to have had, to-day, a century club run from Jersey City, through Orange, Morristown, Westfield, Springfield, and Newark, without traversing the same road twice. It is probable, however, that the rain necessitated a postponement.

I WAS disappointed at the meeting of the Road Racing Association on Saturday evening at there being no application for membership from either of those young and lively organizations, the Plainfield Cyclers and the Passaic County Wheelmen. Secretary Bridgman stated that he had had inquiries from them, but that they had made no formal application for membership.

NOW that they have well established team road racing associations in Philadelphia and Boston, why not let their four best men have a race with our champion quartette? As I suggested last spring, such a contest would be "the event of the year." Why not discuss the matter this winter, and make the arrangements for such a struggle after the associations have held their races next spring?

PERMIT me to make another suggestion, even at the risk of being accused of a desire to meddle with other people's affairs. Like every enthusiastic wheelman, however, I do not allow my interest in the cause to be pent up within the narrow boundaries of my own State. It seems to me that there should be some formal celebration of the passage of the Liberty Bill. Now is a good time to show our strength. Nothing appears so strongly to the public as numbers, and before next winter's fight begins in the New York legislature for better roads, it would be a great help to bring ourselves before the public by an event of some magnitude. Why not have a parade in Central Park of the wheelmen of New York, Brooklyn, Jersey, and those who will come from more distant points? The great parade of 1883 was an incalculable benefit to the cause in this vicinity. You may pooh-pooh parades all you like, but if they be of sufficient magnitude they never fail to make a beneficial impression. In the League parade of 1883 there were eight hundred in line. I am sure that all the clubs would gladly coöperate, and that even Philadelphia and Boston would lend a helping hand. New York, Brooklyn, and New Jersey could certainly turn out an aggregate of nine hundred, and the men in distant districts not far from three hundred more. Twelve hundred wheelmen in line would make a display that would not fail to produce a lasting and profound impression on the public. The newspaper advertising such an event would call forth would be a rousing big "boom" for the wheel.

CHIEF CONSUL BIDWELL'S placing of application blanks for L. A. W. membership in dealer's stores and places where wheelmen most do congregate is a very excellent idea and could be imitated with profit by other chief consuls. Many wheelmen will join if they have the paraphernalia therefor shoved under their noses, who would never take the trouble to make the application otherwise.

THE howl raised by the wheelmen in the Elizabeth papers at the disgraceful condition of the boulevard has stirred up the authorities, and in their primitive way they are repairing the road by filling the ruts with broken stones. Month in and month out I preach to them the gospel of Macadam, in the hope that constant thumping may soften the hardest heads. I shall persevere in my instructions as to the one and only way a macadam road can be built. More of our clubs should follow the excellent example set by the Orange Wanderers in endeavoring to teach road masters the truths they should already know.

I HAD a long chat with Whittaker the other day, and I find that the reputation he has gained in the West, of being not only an enthusiastic, but an entertaining talker is well deserved. He and Knapp are hard at work training at Riverside for the fall meet and road campaign. The main event on which "Whit" has his eye, is the proposed race from Boston to Chicago. He laughs at the idea of limiting the riding hours. "Let the best man get there first, and may the devil take the hindmost," is about his idea of the way the race should be run.

JER. C.

SEPT. 12, 1887.

NEW YORK ANNUAL MEET.

IT seems unfortunate, possibly, to many members of the New York State Division, that the 1887 Annual Meeting to be held at Cooperstown, N. Y., September 23 and 24th was not called earlier in the season, as many are debarred from attending on account of having already taken their vacations.

We trust that this will not interfere to any great extent with the attendance and we would advise members to borrow from next year's outing, and be on hand at Cooperstown. Everything at Cooperstown is conducive to comfort, enjoyment, and complete rest; the scenery, the lake, the roads, and the girls, all that tend to make a wheelman's life happy; and the only thought that will mar one's pleasure, is, that we have only two days to spend in such a delightful atmosphere. D.L.E.

The New York and Brooklyn party will leave via West Shore R. R., at 9.55 A. M. Sept. 22. The day will be spent *en route*, arriving at Cooperstown at 7 P. M., in time for one of those old-fashioned country suppers for which the Cooper House and Hotel Fenimore are famed.

We will not dwell on the fun and frolic in store for our members who take this train, but with the musical and story-telling material of which our party will consist, the time will not be allowed to drag. This feature alone is worth a reserved seat.

The dawn of the 23rd at Cooperstown will inaugurate the opening of the '87 Annual Meeting. We do not arise with the thought that at 8.30 A. M. we form a parade; 11 A. M. attend the race meeting; 2 30 P. M., a boat race; 3 P. M., a hill-climbing contest; 8 P. M., a banquet; (we have none of this not-time schedule to run on); but that we have the entire day to spend just as our fancy dictates. It might not be out of place, however, to imagine how the day will be utilized by many of our cycling enthusiasts. First, we will say that members who attend this meeting will have their wheels with them, and in that respect differ from other meetings. We do not expect to see here, those long-trousered gentry, who bask in the rays of the hotel clerk's diamond, and make slate. After breakfast we will mount our wheels, and in parties, explore the numerous roads about Cooperstown. We may ride all of that day and the next without duplicating. Around the lake to Richfield Springs, the "Vision Road," to Phœnix Mills, around the Beaver Meadow, to Moose Hill, to Cherry Valley and almost numberless runs, which our limited space will not permit us to describe. The scenery viewed as we wheel around the lake is equalled only by that of the Highlands of the Hudson, in fact, all the runs about Cooperstown cannot fail to awaken the enthusiasm of every wheelman, and we only hope all will be there who can, and enjoy the treat, but take your wheels, as you will be unable to beg, borrow, or steal, and a wheelmen at Cooperstown without a wheel will be an object of pity.

Our first work will commence when the business meeting convenes at the Hotel Fenimore at 3 P. M. It is the duty of every member to attend this meeting and lend a voice in shaping the policy of the Division, and we hope to see every member in his seat promptly at the appointed hour. We will not be detained long, not over two hours, and the balance of our stay in Cooperstown may be given up to pleasure, unless we drop in at the officers' meeting at 8 P. M. Every member of the Division is welcome; in fact, their attendance is solicited. Saturday the 24th will be given up to general enjoyment, when the touring may be interspersed by scrub bicycle races, open only to those who have never won a prize, or in fact raced at all, a hill-climbing contest, boat race, etc. A reception in the evening at the Cooper House will wind up the Meeting, and will not be the least of the attractions judging from the appearance of the feminine residents of Cooperstown from a bird's-eye view looking from the veranda of the Hotel Fenimore.

TRANSPORTATION.

Wheelmen from the Central and Western part of the State can reach Cooperstown, via West Shore R. R. connecting at Utica with the Delaware and Lackawana and Western to Richfield Springs; from there it is a delightful run to Cooperstown. Members from New York and Brooklyn should take the 9. 55 A. M. train, Sept. 22, via West Shore R. R. Those who cannot leave until evening of 23, take 5.50 P. M. train to Albany, remain there over night at hotel Kenmore, take 8.30 A. M. train via Delaware & Hudson R. R. to Cooperstown, arriving at 12 32 P. M. on the 23d; or, take People's Line steamer, pier 41, North River, leaving 6 P. M., connecting at Albany with 8.30 A. M. train, Delaware & Hudson, Sept. 23, to Cooperstown, arriving at 12.32 P. M.

The fare by boat or rail from New York to Cooperstown and return has been fixed at $7.00, sleeping car, parlor car or state room extra. Reduced rates will be granted to parties of three or more from any point on the West Shore R. R. by applying to Geo. R. Bidwell, 313 West 58th St., New York.

The hotel accommodations at Cooperstown are

OVERMAN WHEEL CO. LAMPS.

In view of the ordinances lately passed by a number of our large cities, requiring the carrying of lamps on all bicycles and tricycles after nightfall, we desire to present to the cycling public our claim to the best wheel lamps yet produced. Our lamps are all of the best and strongest construction, and are fitted with the most successful ventilating apparatus ever used. By its use, the air is brought up to a level with the flame before being admitted to the lamp chamber, thus preventing the strong upward draught which has made it so difficult to keep other lamps burning. Try them.

OVERMAN WHEEL CO.

Victor Bicycles, Tricycles and Accessories,

182-188 COLUMBUS AVE. - - - - - BOSTON, MASS.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

(YOST & McCUNE PATENTS),

19 PEARL STREET - - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.



L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1 00.

Members who may desire the old style of outfittings can be supplied at the following low prices: *Cap* or *Helmet*, $1.50 each; *Shirt*, $2.25; *Hose*, $1.10.

L. A. W. *Seersucker Norfolk Coats*, $3.00 each, reduced from $5.00. The lightest and best summer riding coat made.

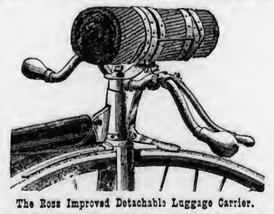
Ira Perego

128 & 130 Fulton Street and 87 Nassau Street,

NEW YORK.

Send 2-cent stamp for our new 52-page illustrated catalogue.

A BIG THING FOR WHEELMEN



The Ross Improved Detachable Luggage Carrier.

Don't buy any other. You certainly won't when you know what a convenience it is. We haven't space to fully describe it, but it is detachable and can be turned entirely out of the way in coasting, (as per cut.) Acknowledged by everybody to be the most convenient Luggage Carrier ever offered to wheelmen. Send for one and you will be delighted with it. For both crank and star bicycles. Nickelled; price only $1.00; by mail, $1.10. C. H. ROSS & CO., 46 Columbia Street, Albany, N. Y. P. S. In ordering, give name of wheel.

Patented 1881. L. A. W. BADGES.



For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle St., Portland, Me.

The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges**, $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.



Also for sale in New York at M. J. Taillard & Co.'s, 680 Broadway; G. R. Bidwell, 313 West 58th Street; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.

YANKEE ENAMEL,

The Latest and Best.

Put up and for sale by

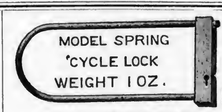
BENNETT & HALE,

112 ORANGE ST., NEW HAVEN, CT.

Price Per Bottle, with Brush, 50 cts.

A full line of cycling sundries always on hand. We have an extensive Repair Shop, and pay particular attention to difficult repairs on bicycles and tricycles.

MODEL SPRING 'CYCLE LOCK WEIGHT 1 OZ.



Price, 50 Cents.

By Mail.

SEND FOR ONE.

MANUFACTURED ONLY BY

W. C. BOAK - - LE ROY, N. Y.

NEW YORK ROAD BOOK.—Members of the New York Division who joined during the second quarter, viz., from April 1 to June 30, may receive a copy upon payment of seventeen cents, and members who joined since June 30, upon payment of fifty cents. A few surplus copies are for sale to League members of other States at $1.50 per copy. Address E. K. AUSTIN, secretary-treasurer, Box 157, Flatbush, N. Y., giving League number, name, and address *plainly written*. A. B. BARKMAN, *Bookmaster*.



For locking Bicycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neat, compact and cheap. Weighs only 2¼ ounces, and length only 4 inches.

Dr. W. D. Ball, of Boston, writes: "I bought one of your locks the first of the season, and can say it is really the only lock on the market good for anything. I leave my bicycle anywhere and have never had it tampered with, and yet two bicycles have been stolen within a stone's throw of my office."

Can be had of any dealer in bicycles, or sent post-paid on receipt of $1.00.

MARLIN FIRE ARMS CO., New Haven, Ct.

BEFORE YOU BUY A BICYCLE OR GUN



Send to **A. W. GUMP, Dayton, O.** for ILLUSTRATED NEW AND SECOND-HAND PRICE LIST. Bicycles repaired and nickeled. Second-hand **BICYCLES, GUNS and REVOLVERS taken in exchange.**

DAYTON BICYCLE STAND AND CAMP STOOL

Can be used as a stand or stool; used for cleaning; adjusted to different size wheels. Price **$2**, delivered free of express to any point east of Omaha. Patented by A. W. GUMP, Dayton, O.

first-class, and wheelmen, stopping at any of the hotels will be taken care of. The rates are as follow:

Cooper House, $3.00 per day, regular rate $4.00
Hotel Fenimore, 2 00 per day.
Ballard House, 2.00 per day, $1.50 where two in a room.
New Central, 2 00 per day, $1.50 two in a room.
Schooley House, 1.00 per day.

Every member of the New York State Division will receive a BULLETIN, publishing this article, and it is supposed that every member will read this account of the proposed meeting. In order to make proper arrangements and guarantee a good time to all who attend, it is absolutely necessary that the Chief Consul should know just who and how many are going; therefore, we trust that when you have finished reading this article, and you intend going, you will immediately address a postal card to Geo. R. Bidwell, 313 West 58th St., New York, and acquaint him with the fact.

BELMONT, MASS.

STILL no response from Middlesex. Well, if I have to go it alone I can at least have my own way, which, though it may be a slight comfort at times, is a satisfaction just in proportion to one's desire to posess a Kingdom of One. But, though not heard in the BULLETIN, there are very many probably who, in a quiet way, take mental notes of the efforts of home contributors, and no doubt exercise a wholesome restraint over their tendency to onesidedness, more especially perhaps where the experiences are general, as in clubs, than where memory and imagination, aided by slight opportunities for personal observations, are called upon to fill the space better accorded to records of actual experience. However, if perchance, the substance of the following should not find entire favor with the fraternity by reason of its general inadequateness it is to be hoped they will give the BULLETIN the benefit of their perhaps greater experience, and no doubt better knowledge of the subject.

IT is a matter of some surprise to me that there are so few contributors to the BULLETIN in comparison to the number of League members. It may be said that they are not generally interested to that extent. Very likely, but an occasional letter would be a small tax upon any one when it is considered what inspiration may be gathered from a spin through the country in the cool bracing air of the last few days, with nature arrayed in almost the freshness of spring so well has the summer kept its youth, thanks to an atmosphere which has exerted an equally depressing effect on human nature, rendering life miserable and work impossible, but Dr. Johnson says "a man may write at any time if he will but set himself about it"; and it has always seemed to me that for the official organ of an association comprising eleven thousand active members the BULLETIN was all too small. It is good every bit of it as can be, the very difficulty, it is so good there should be about five times as much of it.

I AM curious to see Karl Kron's book, which called forth such wholesale condemnation from the Boston *Herald*, even going so far as to call the author an idiot. I cannot believe that the book is what the *Herald* avers as the tone of the review, even to a totally disinterested person, must seem unreasonable, unjust, and even spiteful. The writer is evidently not a wheelman, or he would understand the fellow feeling among riders which alone, I think, aside from any real literary merit, would make the volume interesting to those for whom it was written. The reviewer calls Mr. Kron bumptious because, forsooth, he chooses to write his own book after his own fashion and idea. I have not the pleasure of Mr. Kron's acquaintance and therefore cannot be thought to have any motive in writing this article, aside from the feeling that the criticism was unwarrantably severe. No doubt such a book could be made one of the most interesting volumes ever written or not, much would depend upon the author's purpose whether a book for reference, or a narrative of adventure to interest the general reader, and it is barely possible that this was one of the many things which the *Herald* man misunderstood.

I AM one of the many who went to Cottage City in the spirit only. The inevitable circumstance over which one has no control materialized to the extent of preventing my attendance on an occasion which was looked forward to with some little anticipation, but it was not to be, and I was obliged to content myself with the record found in the BULLETINS of succeeding dates. Any one who has experienced the delights of asphalt wheeling can appreciate the advantages which Cottage City posesses for a League Meet and for riders in general as the combination of good roads and sea shore is very unusual. Bicyclists are also prone to sociability and Cottage City is preëminently sociable. Fine roads and the prospect of a thoroughly enjoyable time make it a place peculiarly suited for even the most *blasé* cyclers to spend a week's outing. Another year I shall go, if wheels be wheels and the Meet is held there.

WHEELMEN about here have a treat in prospect in Massachusetts Avenue, now in process of construction between Boston and Chestnut Hill reservoir, running east from the reservoir gate. All indications point to its being the finest riding ground in the State. The portion already finished has a surface almost as hard and smooth as marble, finely curved and graded with some splendid opportunities for coasting. The mile or two at present completed seems well nigh a perfect specimen of road-building.

THE *Boston Globe* of 6 Sept., gives an account of an aggravated assault on a party of cyclers, near Wellesley, on the 5th., by two men, driving in a wagon. The party consisted of members of the Roxbury club, having under escort, visiting wheelmen from Rhode Island. The visitors were being shown some of the advantages of the country for wheelmen, and they were peculiarly unfortunate in meeting with such an experience at such a time, more especially as there were a number of ladies with the party. The fellow driving had, by urging his horse, caught up with the riders and persisted in forcing a passage through them, although allowed ample room to pass on the left of the road; the consequence was that one of the party was upset and several narrowly escaped serious injury. But partial retribution was speedy; the scoundrel was overtaken and brought before a justice, who fined him some seventeen dollars, a mere trifle when it is considered what the consequences might have been, for this is not the road hog, it is the road ruffian and desperado, and should be dealt with as such. It is significant of their character that this one was brought to a standstill by the flash of a nickel pocket flask, which one of the party carried, his coward conscience magnifying it into a formidable six shooter; but it accomplished its purpose, and, had the punishment fitted the crime, the satisfaction would have been greater. But this is almost always the case in an offence of this kind, the judge is too apt to look only at the result, no matter how plainly the intention was towards something more serious. In nine cases out of ten, he deals simply with the offence, without considering the aggravated circumstances connected. Perhaps he should never suppose a case, but if he is to deal simply with a bare statement of facts, and apply the literal letter of the law, making no note of his knowledge of human nature, allowing no element of ordinary judgment, or reason to enter into his decisions, why is such an extended course of legal training necessary to fit him for his position; the law is there in black and white, and children may read. The possibility of a fine of ten, fifteen or twenty dollars is a small matter compared to the devilish satisfaction the road pirate finds in wrecking an expensive machine or maiming its owner.

QUADRANT.

A WONDERFUL BICYCLE.

A LONDON despatch to the New York *World* says. A number of gentlemen interested in the adaptation of cycles to military purposes, assembled at Hanwell, yesterday afternoon, Sept. 9, to witness some trials and experiments with a bicycle which has been constructed by Wilkins & Co., of Holburn Viaduct. The bicycle, which in its general outward appearance resembles the machine of the familiar safety type, was put through a series of most extraodinary tests, with results which greatly astonished and amused the onlookers.

Starting from the centre of the town, a man rode over half a mile or so of road to the bank of the river Brent, where, dismounting, he proceeded to blow into a couple of small bags attached to the handles. The inflation occupied about a minute, and then the rider, having thrown his bicycle into the water, dived after it, swam across, and landed on the other side. He then rode over three or four miles of very rough and varied country, including ploughed fields and swampy meadows, and having crossed the river, regained Hanwell by some very rough lanes, lifting his machine over closed gates. Altogether, he covered a distance of about five miles, and his time was little more than 41 minutes. Subsequently, a few well-known cyclers, who were among the visitors tried the machine, and rode over the most uneven ground, up and down short and sharp hills and over bricks and other obstructions, in a manner that greatly surprised the military men and others who were present.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

A WRENCH.

EDITOR BULLETIN:—How do you carry your wrench? My wife made me a morocco case just large enough for the wrench, and this I sling on my belt. I like it much better than a tool bag. My oiler is strapped to the backbone in a small leather bag, made to just hold it. I seldom carry a tool-bag. H. N. G.

A YEAR'S FEE.

EDITOR BULLETIN:—Let me second the motion of your correspondent who, in your last issue, suggested that a man's fee gives him a year's membership. This plan is pursued in every organization that I belong to, and it works well. It may take more writing, but it will add to our income. I am ready to pay $2 or $3 a year if the League wants the money. PENNSY.

WHISTLE CODE.

EDITOR BULLETIN:—A correspondent in BULLETIN of September 9th asks if the League has a whistle code. No, it has not. We have a bugle code which few use. Let me suggest the use of the following signals. Our club has adopted these and employs them to advantage.

HAND SIGNALS.

1. For extended order: Right hand held out.
2. For closing up again: Left hand held out.
3. For slackening pace, while maintaining same distance between riders: Right hand held up.
4. For sudden halt: Left hand, with cap, held up.

WHISTLE SIGNALS.

1. Prepare to mount — —
2. Mount —
3. Dismount and halt —
4. Form twos — —
5. Form fours — — — —
6. Form single file — —
7. Slacken pace — —
8. Increase speed — — — —
9. Dismount and walk — —

When the order to dismount is given, dismounting shall commence from the rear, each man passing the word forward as he dismounts, except in case of hand signal "4" and whistle signal "3," when dismounting must be done as quickly as possible.

A whistle code might be employed to advantage on the road. I break down on my wheel and need assistance, I see a party on another road and I sound a "help" signal. In the dark I am behind, and want to catch up, I call, "wait." The code could be extended indefinitely. L. I. W.

EDITOR BULLETIN:—Referring to the item of "Whistle Code" in last issue of the BULLETIN; I too say, why not have a Whistle Code. When road hogs knew there was a signal which other wheelmen would answer, they would be more careful, for fear of pursuit by a brother wheelmen. Can't the League adopt a code? L. A. W. No. 16,157.

SEPT. 10, 1887

UNIFORM.

EDITOR BULLETIN:—Members of the L. A. W. who may desire to order their League uniforms in person, of John Wanamaker, Philadelphia, or to call in reference thereto, should know that this business is now carried on at "Oak Hall," 6th Market, and not at "Grand Depot," 13th Market, as I for one, was led to believe on seeing his advertisement in BULLETIN. W. S. MACOMB.

L. A. W. No. 6,768.

THE FAMOUS CUSTOM-MADE

PLYMOUTH ROCK $3 PANTS.

(Full Suits and Overcoats.)



1. This Company is now doing the largest custom-made clothing business in the United States.

2. We have now upon our books over 110,000 customers, whom we have supplied direct, saving them

THREE FACTS.

the enormous profit and expensive rents of the jobber and retailer.

3. We never permit any one to be sorry he dealt with us, for we always have and always will refund money for ANY cause, even the buyer's fault.

Act now, and begin to save ONE-HALF the cost of clothing for the rest of your life; and if you have always worn *ready-made*, begin NOW to know the LUXURY of CUSTOM-MADE clothing. Do one of two things:—

(1.) Send 6 cents for package of samples and self-measurement blanks. Mention this paper, and we will send a good linen tape measure free.

(2.) Or, if you cannot wait for samples, tell us about what color you like, give us your waist, hip, and inside leg measures, together with $3 and 35 cents for postage (or prepaid express) and packing, and we will guarantee to please or refund your money.

To those who do not already know our reputation, the American Express Co. (capital $50,000,000) will cheerfully write, in answer to any inquiries sent to their Boston office.

PLYMOUTH ROCK PANTS CO.,
18 Summer Street, Boston, Mass.

THE NEW PATTERN

Butcher Cyclometer!

NOW READY.

The most Accurate, the Easiest to Read from the Saddle, and the BEST WORKMANSHIP ever put into a Cyclometer. Hub Cyclometer (Pat. Feb. 15, 1887), $10. Spoke Cyclometer (Pat. Nov. 30, 1886), $5. Either Cyclometer sent Post-Paid on receipt of Price.

BUTCHER CYCLOMETER CO.

6 and 8 Berkeley Street, BOSTON, MASS.

Kingston Knitting Co.

27 Kingston Street - - BOSTON, MASS.

MANUFACTURERS OF

Knit Worsted and Woollen

ATHLETIC GOODS

In all the popular styles of the season.

Bicycle Outfits in Jerseys, Jackets, Tights, Pants, Stockings and Caps to match.

Full Body Tights in Plain and Ribbed Jersey Cloth, with Plain and Fly Fronts, re-enforced, and pockets.

POLO and TENNIS OUTFITS,

With Caps to match.

L. A. W. JERSEY UNIFORMS,

Very stylish, with Knee Pants, Stockings and Caps. These garments we also make in English Navys, and Blacks, and Colors.

The **Cloth** for all of our suits we manufacture ourselves, and it is unsurpassed for quality and durability.

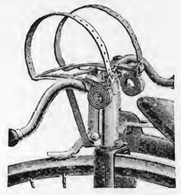
Many novelties in Toboggan and Sporting Goods, in Plain, Striped and Figured Guernseys. Toques and Sashes for ladies and gentlemen.

We are prepared to execute any orders from the trade or clubs at very reasonable prices. Correspondence solicited.

For Sale, Cheap!

BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. O. P. Drawer 64.

LAMSON'S LUGGAGE CARRIER.



DETACHABLE CARRIER, for any bundle, from a lunch box to an overcoat. The bundle may be attached to or removed from the bicycle without undoing, and it does not, like some other carriers, interfere with the nice adjustment of the head-nut. For sale by all dealers, or sent by mail by the maker for price, $1.00. Common form (undetachable), 75 cents, nickelled. (Special shape for the Victor.)

C. B. LAMSON, Portland, Me.

League Uniforms.

John Wanamaker, Philadelphia,

OFFICIAL CONTRACTOR.

These are the prices: Coat, $6.20; Knee Breeches, $4.34; Shirt, $1.95; Hose, 80 cts.; Cap, 84 cts.; Delivered without extra cost to any part of the U. S. where there is mail or express service.

Regulation League Cloth, Burlington Mills, $2.18 a yard; League Buttons, large, 5 cts. each; small, 2 1-2 cts., full set for suit, 55 cts. Uniform sent C. O. D., privilege of examining, and ONLY TO LEAGUE MEMBERS. We do not pay delivery charges on cloth.

All orders must be accompanied by League Number.

JOHN WANAMAKER,

PHILADELPHIA.

REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels.

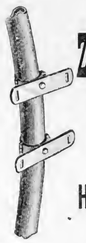
SEND FOR CATALOGUE OF OUR WHEELS.

MURRAY'S

100 Sudbury St., Boston, Mass.

THE

Z. & S. Luggage Carrier



Was the only one to stand the test of Thomas Stevens's trip around the world. It is the oldest and best, and always reliable.

PRICE - - - $1.50.

HOWARD A. SMITH & CO.

Oraton Hall, Newark, N. J.

Jersey-Fitting Underwear Company.

We Call Special Attention to our



BICYCLE, TENNIS, YACHTING and ROWING JERSEYS,

In Long or One-Quarter Sleeves, or Sleeveless, High or Low Neck, Lace Front, or Standing Collar, Plain or Fancy Colors.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders, Arm Holes and Neck**, as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.

OUR BICYCLE FULL TIGHTS

Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.



BICYCLE KNEE TIGHTS.

Made same as full tights, to three inches below the knee.



TRUNKS

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.



JERSEY FITTING KNEE PANTS,

Buttoned in Front, same as Pantaloons, without Certain Objections.



We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

LADIES' JERSEY FITTING TRICYCLE PANTS.

A NEW THING



These Pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.

HOLMES & CO., 17 Kingston St., Boston, Mass.

ST. LOUIS WHEEL CO.

Difficult Repairing a Specialty.

Enamelling, Nickelling, Etc. at Lowest Prices

LARGEST STOCK OF SECOND-HAND BICYCLES In the WEST. WRITE FOR LIST.

HIS NAME.

Editor Bulletin: — Last week's BULLETIN announced the arrival of a wheelman in Detroit from Havre de Grace, Md.; but was unable, it being the wheelman's omission, to give his name. As I am able to supply it, I will take the liberty of doing so, lest your readers might surmise his name to be Ten Pounds, and accept the theory that in as much as he has reported having lost that, it was his name.

The gentleman is no other than L. H. Asherfeld, League No. 13,219, a great indulger in the sport that makes us kin. He has left his pretty village for the West, to make his home, much to the regret of those members of the Centaur Cycle Club, Baltimore, who have learned to know him. C. C. G.

CYCLETS.

NEW YORK men look for barrels of fun and a staving time at Cooperstown.

HILLIER is making a continued story of his review of Karl Kron's book.

SANFORD LAWTON, of Springfield, will act as referee at the Providence races.

THE Illinois Cycling Club has sent nearly ninety applications since Aug. 1, 1886.

THE Star club, of Detroit, will entertain the Toledo Cycling Club on Sunday next.

THE ladies' trip to the North Shore is planned, and entries are already coming in.

THE Orange Wanderers hold a race meeting on the Roseville track September 17.

THE Brooklyn Bicycle Club has just had cause to appreciate a policy of insurance against fire.

"FOR sale" advertisements are inserted in the BULLETIN for fifty cents, or three times for a dollar.

NEW YORK Division members, who intend going to Cooperstown, should notify their Chief Consul at once.

THE Maryland Bicycle Club has recently put a new roof over its head, having taken a house in Eutaw Place.

THE young men of St. Louis who raced against a horse, have been suspended from the track by the Racing Board.

THOMAS ECK thinks Whittaker can give Rowe a good race, and when he makes the assertion he does n't smile.

THE Manhattan Bicycle Club is the last addition to the list of New York clubs. Like all New York clubs, it is a League club.

C. C. CANDY, of Fort Leavenworth, has been making a road record for Kansas, one hundred miles in twelve hours.

COL. ALBERT A. POPE, who has been visiting the Yellowstone National Park with a party of Eastern capitalists, arrived in Boston last Saturday.

HOWARD GREENMAN, of Brooklyn, has been elected secretary of the N. Y. & N. J. T. R. R. A. in place of C. H. Luscomb, resigned.

WOODSIDE is going to run a ten-mile lap race with Howell. We think this will be the first appearance of our favorite race on English soil.

HARRY GORDON, of St. Louis, denies that he raced with a horse for money. There was no stake at all, he says, and the race was only an exhibition one.

IT is safe to say that more horse car tracks have been laid on the good roads about Boston during the present year than in any previous year of the decade.

THE Philadelphia road race did not come off. The clubs would not give a bond to secure the pike authorities against suits for damages. No bond, no race.

WILLIAM GILLETTE, the well-known actor, while attempting to catch a train on his bicycle in Denver, took a severe header, which laid him up for a few days.

LIEUTENANT ROTHE has retired from cycling and the Boston Club. He was the number one road rider of the club for many years, a strong rider, and a thorough good fellow.

SEVENTY-NINE applications this week, and a total membership of 11,368. There are thirteen more weeks this year, and we must average 49 members per week to reach 12,000.

A CYCLING paper to be called the *Pacific Coast Wheelman and Athlete* will be issued bi-weekly in San Francisco and edited by Messrs. Egbert and Patrick, of the San Francisco Club.

RIDERS in the road race to Boston from Chicago will be allowed to ride to a hotel after the riding time has gone by, but they must take the overplus of time from the next day's quota.

ROWE is still champion. If any one else had won the championship at Hartford, he would hardly have been accorded the title. We like to give a title where it can be fairly and worthily worn

CROCKER is ambitious to meet Howell, and thinks he can beat him. Whittaker thinks he can beat Rowe, and Neilson is very certain that he can beat them all. Really, we must have a race to clear up these mysteries.

THERE is a bicycle boom reported in the far Northwest. A club with nineteen members and five lady riders, who are honorary members, has been organized in Portland, Ore. It is called the Northwest Cycle Club.

CHIEF CONSUL BIDWELL, of New York has had a number of boxes made just large enough to contain the League application blank. These he causes to be hung in club rooms, in hotels and other places where cyclers congregate.

GEORGE NASH, of the Cambridge Club, and a lady friend were riding a tandem last week when an unlucky upset occurred. The lady escaped uninjured, but Mr. Nash received cuts and bruises that confined him to the house for several days.

AT Coventry, Eng., Aug. 24, Jules Dubois rode 21 miles 498 yards within the hour, and broke every English professional record from two to twenty-five miles. The next day, on the same track, he rode two miles in 5.25, taking the record for that distance.

JOE PENNELL and Mrs. have been doing a pedestrian tour through Scotland, and they are thoroughly disgusted with themselves that they laid aside their tandem. Joe writes: "If ever I go on a walking tour again without some sort of cycle, write me down an ass."

IT has been decided to have the road race from Chicago to Boston, instead of from Boston to Chicago, as was originally planned. There were various reasons for the change, chiefly because the natural slope of the land is towards the coast and the prevailing winds of October are westerly.

THE Ottawa Wheelmen, of Canada, is the latest League club. The officers are as follows: President, W. C. Bradley; vice-president, H. D. Lockwood; secretary and treasurer, C. N. Brown; captain, Lee Patrick. The club is entered upon our books and given a number.

THE Vermont Wheel Club will hold a race meeting at Brattleboro, Sept. 2, on the occasion of the opening of the Valley Fair Association Park. There will be nine races, including one-half-mile and five-mile State championship. Entries to Leslie Scott, Brattleboro. Close Sept. 10.

RACES at Pittsburg, Penn., in connection with the Interstate Fair are announced for September 29. An advertisement in this week's issue gives list of races, entry fee, etc. Western Pennsylvania has given us a good many fast men, and there will be a large congregation of such at this meeting.

ROWE will not go to England nor will Howell come to America. We shall spend the winter discussing the merits of the two men. We feel very sure that Rowe could beat Howell, but then Hillier is just as sure that Howell can beat Rowe. And there you are.

THE last of a series of three road races took place at Montreal last Saturday. Distance, 15¾ miles. Mr. E. P. Baird was the scratch man and the winner, making the distance in 1h. 2m. E. W. Barlow made the best average in the series, and took first prize, and Baird took second.

ON the 21st instant the Albany Wheelmen hold their second annual race meeting at the Ridgefield grounds. Great preparations have been made for the event, and much exciting sport is promised. Numerous entries have already been received, and handsome and valuable prizes are offered for each event.

POUGHKEEPSIE, N. Y., is to be the centre of racing men's ideas on Saturday, Oct. 1. In our advertising columns will be found full particulars, list of races, entry fee, etc. A very attractive list of races and good prizes should call forth a large attendance and attract our best racing men.

THE fact that bicycles and tricycles have come so suddenly into everyday use without more acts relating to them on the statute books, or adjudicated cases in law reports, indicates that their use is not attended with much inconvenience to the public, or injury to life, or damage to property. — *Road and Roadside.*

MR. BUTCHER has made a new attachment for his hub cyclometer. In place of the weight which keeps the face up, he hangs an oiler. The oiler is made heavy enough to do the work of the weight, and when one wishes to oil up he has but to press a spring, and he has an oil can in his hand. A sleeve for the hub with the oiler attachment will be supplied to those who do not care for the cyclometer.

AFTER the passage of the Interstate Commerce Law, the Southern Pacific Railroad refused to carry bicycles free; but Chief Consul Welch has been laboring with the officers of the road, and has secured from them a return to the system. An official circular has been sent to agents and baggage masters of the road, instructing them to carry wheels free at owner's risk.

"HAL," who used to talk about "Men I have met,' who was our first bookmaster, and the compiler of the Pa.-N. J.-Md. road book, is going to locate in San Francisco, where he hopes to meet many more men, and form many acquaintances. 'Frisco wheelmen will do well to cultivate "Hal," for he is a good fellow, and a wheelman from t up to toe. He signs his name "H. S. Wood."

THE Brookline Cycle Club received Tuesday evening of last week at the clubhouse, the especial guests being the Waltham Cycle Club. The Waltham boys turned out twenty strong, and were met on their way to Brookline by Captain W. K. Corey, and escorted to the cycle club rooms, where music, feasting, and whist were factors in the passing of time.

THE Kansas City Wheelmen's club run, last Sunday, was to Independence. The cyclers spent the day at McCauley Park. An amusing feature of the day's enjoyment was the conveying of watermelons to the park by the boys on their wheels. The return was made to Kansas City in the cool of the evening. — *Kansas City Journal.*

THE Genesee Club of Rochester, N. Y., will omit the annual tournament this year. Previous tournaments have not given a financial return to compensate for the work done by members of the club, and so a "field day" will be held this week, Thursday, the 15th. A number of races will be run, and there will be sports; but there will be no admission fee, and no attempt on the part of the wheelmen to entertain anybody but themselves.

EAST HARTFORD tournament, Saturday, Sept. 17. Events: Half-mile, handicap, open in heats; one-mile, novice, open; three-mile, open 10 class; one-mile, open; one-mile, East Hartford Wheelmen, 3.20 class; two-mile, handicap, open; one-mile, lap, open; one-mile, open, 3.20 class; one-mile, handicap, open; three-mile, open; one-mile, consolation. Three prizes will be offered in each event. Entrance, fifty cents for each event; close Sept. 13, with H. E. Bidwell, P. O. Box 173, East Hartford, Conn.

A WELL-KNOWN rider across the bay, who is also a great tourist, becoming displeased with the condition of a certain piece of road, complained to the roadmaster and took him a copy of the LEAGUE BULLETIN containing an article on road construction and repairs. The roadmaster read the article with interest, and said he considered the suggestions very valuable, and would try to carry them out. This is the same officer who deferred putting fresh gravel on the San Leandro triangle until after the road race last Thanksgiving Day. — *San Francisco Chronicle.*

THE most interesting features of the Missouris' meeting last Tuesday, was the proposition to give the St. Louis Cycle Club, their new rival, a smoker, some time in the next week or two. Being convinced that

LEAGUE OFFICERS.

OFFICERS OF THE BOARD.

PRESIDENT. — T. J. Kirkpatrick, Springfield, Ohio.

VICE-PRESIDENT. — H. W. Hayes, Cambridge, Mass.

TREASURER. — W. M. Brewster, 309 Olive St., St. Louis, Mo.

SECRETARY-EDITOR. — Abbot Bassett, 22 School St., Boston, Mass.

EXECUTIVE COMMITTEE. — T. J. Kirkpatrick, H. W. Hayes, Geo. R. Bidwell.

STANDING COMMITTEES.

MEMBERSHIP. — James R. Dunn, Massillon, Ohio; Dr. G. Carlton Brown, 40 Orchard Street, Elizabeth, N. J.; Harry H. Hodgson, 13 Carondelet Street, New Orleans, La.

RIGHTS AND PRIVILEGES. — C. H. Luscomb, 280 Broadway, New York; Winfield S. Slocum, *Herald* Building, Boston, Mass.; A. C. Stewart, Equitable Building St. Louis, Mo.

RULES AND REGULATIONS. — C. S. Butler, 263 Main Street, Buffalo, N. Y.; W. W. Share, 346 Navy Street, Brooklyn, N. Y.; W. T. Williams, Norwich, Conn.

RACING BOARD. — Dr. J. H. Cooley, Plainfield N. J.; W. M. Brewster, 309 Olive Street, St. Louis, Mo; Chas. H. Potter, 99 Superior Street, Cleveland, Ohio; Gerry Jones, Binghamton, N. Y.; Sanford Lawton, Springfield, Mass.; Col Geo. H. Sanderson, Scranton, Pa.

TRANSPORTATION. — Burley B. Ayres, 152 S. Hoyne Avenue, Chicago, Ill.; Fred T. Sholes, Box 93, Cleveland, Ohio; Geo. R. Bidwell, 313 West 58th Street, New York; W. S. Bull, 310 Main Street, Buffalo, N. Y.

TOURMASTER. — W. S. Bomberger, Hagerstown, Md.

BUREAU OF INFORMATION. — A. B. Barkman, Chairman, No. 608 4th Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

TOURING DEPARTMENT.

W. S. Bomberger, tourmaster, Hagerstown, Md.; A. B. Barkman, Bookmaster, 608 Fourth Ave., Brooklyn, N. Y.; Geo. R. Bidwell, Chief Marshal, New York; Joseph Pennell, Marshal Foreign Division, London, England; H. D. Corey, General Agent, Boston, Mass.; Fred. Jenkins, Chief Quartermaster, New Rochelle, N. Y.; Edwin Oliver, Secretary, Chicago, Ill.

The following works are officially recommended by the L. A. W. Bureau of Information:

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, advertisements. Price, 15 cents. Address Pope Manufacturing Company, 79 Franklin Street, Boston, Mass.

L. A. W. ROAD AND HAND-BOOK OF CALIFORNIA (Official): — Officers, Consuls, hotels, and rates of California Division, California bicycle clubs and officers. Over 2,000 miles reported roads, 100 pages, tabulated form. Bound in flexible leather, $1.00. Ready Aug. 1, 1887. Address J. W. Gibson, No. 612 Hyde Street, San Francisco, Cal.

L. A. W. ROAD-BOOK OF CONNECTICUT (Official): — In progress. Address Charles G. Huntington, Hartford, Conn.

L. A. W. ROAD-BOOK OF LONG ISLAND, with the best riding within fifty miles of New York City — very thorough. Three fine maps on one sheet folded in the book, bound in flexible cloth. Price, $1.00. Address A. B. Barkman, 608 Fourth Ave., Brooklyn, N. Y.

L. A. W. HAND-BOOK OF MASSACHUSETTS (Official, 1884): — Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address S. Lawton, Springfield, Mass. New Road Book in preparation; will probably be issued early in 1888.

L. A. W. ROAD-BOOK OF MICHIGAN (Official); with best roads of Ontario and through route from Chicago to N. Y. City Sectional and general maps; lists of Consuls, hotels, repair shops, and points of interest. Flexible leather cover. Free to Division members joining before July 1; after that date, 25 cents extra. Price to L. A. W. members of other States, $1.00. Address J. H. Johnson, 397 Second Ave., Detroit, Mich. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

L. A. W. HAND AND ROAD BOOK OF NEW YORK (Official) — Two hundred pages, numerous maps, lists of Consuls, hotels, and repair shops, general information about the L. A. W. and N. Y. Division, etc., with complete indexes. Tabulated reports of 14,000 miles of roadway, extending east to Mt. Desert, Maine; west to Cleveland, Ohio; north to Quebec, P. Q., and south to the Natural Bridge, Virginia, and Washington, D. C. General description of local riding districts, and much other information of value to cyclers, bound in flexible leather. Free to Division members joining in the first quarter; 15 cents to those joining in the second quarter, ending June 30, 1887; after that date, 50 cents. Price to League members of other States, $1.50 per copy. Address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

L. A. W. ROAD AND HAND-BOOK OF PA., N. J., AND MD. (Official): — Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, bound in flexible leather. This work is now out of print. A revised edition will probably appear in 1888.

RECORD BOOK OF SHELL ROADS IN VICINITY OF NORFOLK. — A description of the shell roads around the city of Norfolk. Contains in addition several pages for records of rides. Bound in paper: 10 cents. By V. Paul Ellis, Norfolk, Va.

L. A. W. HAND-BOOK OF OHIO (Official): — Complete official lists of officers, Consuls, hotels, etc. General description of riding districts, fine large folding road-map of the State. Price, $1.00. Address F. C. Meyer, 37 N. Market Street, Canton, Ohio.

ROAD-MAP OF CENTRAL INDIANA (L. A. W. Official), covering 90 miles N. and S., and 133 miles E. and W., and showing the famous Crawfordsville record-breaking district. Contains list of Consuls and hotels, and shows towns, railroads, etc. Free to Division members joining in first quarter, 13 cents in second quarter, 25 cents in third quarter, and 38 cents in fourth quarter. Price to other League members, 75 cents. Scale of nine miles to one inch. Address Josh. Zimmerman, Secretary-Treasurer, 37 So. Alabama Street, Indianapolis, Ind.

ROAD-MAP OF NEW JERSEY (L. A. W. Official): — Three parts, Northern, Central, and Southern, folded in stiff covers. Price, 50 cents each, or $1.50 for the set. Address Dr. J. H. Cooley, Plainfield, N. J.

TEN THOUSAND MILES ON A BICYCLE; A Gazetteer of American Roads. — Cloth bound, gilt top, 41 chapters, 908 pages, elaborate indexes, no advertisements. Mailed on receipt of $2.00, by Karl Kron, University Building, Washington Square, New York City, D. — Analytical contents-table, descriptive circulars, and specimen pages sent free.

ROAD-MAP OF OHIO (L. A. W.). See *Ohio Hand-Book*.

ROAD MAP OF BOSTON AND VICINITY (Warren's).

MARTINET'S ROAD-MAP OF MARYLAND: — Splendid work. Price, $10.00. J. L. Smith, as below.

COLTON'S ROAD-MAP OF PENNSYLVANIA: — Three parts, Eastern, Central, Western. Price, $2.00 per section. J. L. Smith, Map Publisher, Sixth Street, above Chestnut, Phila., Pa.

ROAD-MAP (Wheeling Chart) OF SPRINGFIELD AND VICINITY. Address Henry E. Ducker, Springfield Mass.

IN AND AROUND CAPE ANN, bound in cloth; finely illustrated. The wheelmen's hand-book of Gloucester, Mass., and vicinity. Price, 75 cents. Address John S. Webber, Jr., Gloucester, Mass.

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS. — Sketches of cities towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. Address George Chinn. Beverly, Mass., price 20 cents.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$1.50,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club** name **in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public, or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, ruler, and ice skating."

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$1.50*** *for initiation fee and annual dues in the League of American Wheelmen. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *P. O. Address,*

City and State, ...

REFERENCES: .....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

it would be best to have the clubs get on a friendly footing. Capt. Brewster proposed the smoker scheme, which was at once adopted. It more of such courtesies were mutually extended by bicycle clubs everywhere, bicyclists would not probably be engaged in so much internecine strife. The bitterest feeling existed between the Missouris and the old Ramblers, and now that the latter are dead, it is seen that there was really no occasion for any animosity.—*Post-Dispatch.*

THE Dean of the engineering department of Vanderbilt University, Nashville, Tenn., has issued circulars announcing that a class in highway construction is to be opened free of charge to one principal or deputy highway commissioner or other official from each county, the beneficiary to be appointed by the county judge. The course of instruction will extend from Feb. 1 to April 1, and will consist of lectures and work on the economical location of highways to conform to conditions to topography and traffic, principles of construction of new and reconstruction of old roads, methods of drainage, simple highway structures, retaining walls, culverts, simple bridges; also practice in field sketching, planning, draughting, and computing estimates of cost. Tuition in manual technology at the Vanderbilt is free to all students; and now the opening of the class in road engineering to public officials charged with oversight of the highways is a step that is highly to be commended. The offer is not restricted to State lines, but limited only to the capacity of the institution.

JOHN J. JENNINGS, the well known journalist, who has just returned from Denver, Colo., where he spent the summer, says Denver is a paradise for riders. To him, it seemed as if everybody rides a wheel there. He says one can stand in a store front and see more wheels in half an hour than one could see in St. Louis in a week. It is a common mode of locomotion for all classes of people. Laboring men use it to a considerable extent. The safety is very common. He has seen a plumber come out of his shop, sling his kit of tools over his shou der, mount his wheel, and start out on a job. In front of nearly every store is a wheel ridden down by some employe. He attributes the general use to the numerous places where wheels are rented. He thought about every other house was a bicycle establishment. As he saw the long procession still rolling to and fro, he says he kicked himself severely for not learning in the long ago. *Post-Dispatch.*

THE LADY WINS.

HICKS of the *Post-Despatch* and Greenwood-of-the-hill, have been touring. Here is the way Hicks works up a little story for his paper.

"About that time the riders began to get hungry, and asked at a farm-house for something to eat. They were referred to another down further, which repeated the referring, and a seach for grub then commenced, which lasted two long hours. Everybody was out of everything, was too busy or too mean. Not even would the announcement that the travelers were from distant St. Louis move them. One of the party was about to hoodoo the country by starting a discussion on the flying start, when a pretty young lady, Miss Thurstan, appeared and invited the famished party to her home. The condition of the cyclists can be imagined when it is stated that Greenwood had so far forgotten his reputation as to draw the line at the foot of every hill, saying that he could not afford to maintain his reputation when he was liable never to see another sunrise. The Thurstan place is called View Farm and luckily the party had dismounted at one of the most beautiful places in Wisconsin.

After a sumptuous dinner, specially prepared and gratuitous, the bicyclists were about to go, when Miss Emma Thurstan donned her riding habit, mounted her horse and started out to escort the wheelman down the road. For four miles the road was practically unridable, and the gold medal was tucked away out of sight as the Star was trundled up hill after hill. Finally a good stretch of road was reached and the lady said: "Let's race. I've beaten everything around here, but I never raced such horses as yours. You say you can go fast. I would like to see you."

She was a fine rider, the best in that part of the State, and she laid the whip on Curly, who bravely struggled on against his strange competitors for a mile and then fell behind. When the town of East Troy was reached the lady rode ahead, the wheelmen forming an array behind. It was about sunset and the townspeople were nearly struck dumb as the Joan of Arc came galloping down the streets leading her gallant knights. One of the party had been escorted out of towns and cities by Mayors and other dignitaries, but to be piloted through a strange country by a beautiful lady nearly upset him and the rest.

But the brightest pathways have an end
And the loveliest visions flee.

The inevitable turning back came for her, but it was on the top of a lofty hill, and as the wheelmen rode away far down the other side and across the level valley, looking back they could see her sitting immovable on her horse, rider and beast catching a crimson glory from the skies. With this novel picture still glowing in their minds, the cyclists rode on into the darkness, and after fourteen miles of delightful road reached Geneva Lake for a late supper

HARTFORD TOURNAMENT.

THE most successful tournament of the season was held at Charter Oak Park on Wednesday, Sept. 7, under the auspices of the Hartford Wheel Club. The attendance was over 7,000 and the races were closely contested.

The following is a summary: —

One-mile novice. — H. C. Backus (1), 3.07 3-4; H. C. Stevens (2).

One-mile handicap, Hartford Wheel Club Championship. — L. Forster 75 yards (1), 2.55; F. L. Dommery 120 yards (2).

One-mile amateur State Championship. — H. S. Hart (1), 2.52 1-4; L. A. Miller (2), E. A. DeBlois (3).

One-mile professional handicap. — W. A. Rowe, scratch (1), 2.50; H. Crocker, 40 yards (2).

One-mile amateur. — W. E. Crist (1), 3.17 1-4; W. W. Windle (2).

One-mile three-minute class. — H. B. Arnold (1), 2.58; H. B. Stockder (2).

Five-mile amateur lap. — W. E. Crist (1), 19.07 1-4.

One-mile professional championship of America. — W. A. Rowe (1), 2.50; H. G. Crocker (2).

One-mile amateur handicap. — William Harding 70 yards (1), 2.48 1-2; L. Forster, 120 yards (2).

One-mile team race. — W. Harding, Hartford Wheel Club (1), 3.04; E. A. DeBlois, Hartford Wheel Club (2); G. C. Dresser, Hartford Wheel Club (3).

One-mile consolation. — W. M. Haradon (1), 3.06 1-4; J. F. Midgely (2).

BROOKLYN, N. Y., Sept 5. — Races under the auspices of the Nassau wheelmen and Prospect Park Harriers.

One-mile handicap. — E. C. Parker, 150 yards (1), 3.05 2-5; J. W. Bate, 160 yards (2).

One-mile handicap run and ride. — J. W. Shoefer, 150 yards (1), 3.58; H. J. Hall Jr., 10 yards (2).

One-mile handicap. — J. W. Schoefer, 120 yards (1), J. A. Constant, 120 yards (2).

Three-mile handicap. — H. L. Powers, 235 yard (1), E. C. Parker, 235 yards (2).

PARIS, ILL., Sept. 6, — Races under the auspices of Edgar County wheelmen.

One-mile. — Fred Dole (1), Orion Smith (2), Fred Cretors (3), Will Huston (4).

One-third mile for boys under fourteen. — Geo. Dole, Jr. (1), Jas. Eads, Jr. (2).

Two-miles. — Fred Dole (1), Fred Cretors (2), Frank Cook (3).

One-third mile ride and run. — Frank Cook (1), Will Huston (2), F. Cretors (3).

OFFICIAL ANNOUNCEMENTS.

SUSPENSION FROM THE TRACK.

HARRY GORDON, Richard Hurck, and Henry Oellin, all of St. Louis, Mo., have been suspended from the track, pending investigation of charges of professionalism, and all amateurs are warned against competing with them.

J. H. COOLEY, *Chairman Racing Board.*

SEPT. 9, 1887.

ANNUAL TOUR OF VIRGINIA DIVISION.

MEMBERS throughout the State are earnestly requested to attend the annual tour of the Virginia State Division, to take place during the State Meet at Norfolk, Sept. 29 and 30.

W. MCD. LEE, *Tour Master.*

MICHIGAN CHAMPIONSHIP.

THE three-mile Michigan State Championship (bicycle) has been located with the Bay City Bicycle Club of Bay City, Mich., and will be contested Oct. 5, 1887.

C. E. ALVORD,
Chairman State Racing Board, Detroit, Mich.

NEW YORK STATE DIVISION, L. A. W. HOTELS.

No.	*Place.*	*Name of Hotel.*	*L. A.W. Rate.*	*Regular Rate.*
163.	Potsdam.	Albion House.	$1 50	
164.	Saugerties.	Exchange Hotel.	1 50	$1 50
165.	Ghent.	Bartett House.	1 25	1 50
166.	Marathon.	Marathon House.	1 60	2 00
167.	Wilson.	Ontario.	1 60	2 50
168.	Union.	Union House.	1 35	
169.	Ithaca.	Clinton House.	1 50	2 50
170.	Oneida.	Evans House.	1 05	2 00
171.	Port Chester.	Windsor House.	2 00	3 00
172.	Deposit.	Oquaga House.	1 50	2 00
173.	Bellmore.	Bellmore Hotel.	1 50	

NEW YORK STATE DIVISION, L. A. W. CONSULS, APPOINTED TO MARCH 1, 1888.

No.	*Name.*	*Place.*	*Address.*
132.	Alton C. Bates.	Collins Centre.	Collins Centre.
133.	J. H. Decker.	Saugerties.	Saugerties.
134.	L. H. Carr.	Oneida.	Oneida.
135.	H. L. Law.	Deposit.	U. S. Navy.
136.	M. E. Gosong.	Port Chester.	Main St.
137.	Wm. S. Russell.	Cooperstown.	Main St.
138.	T. W. Gardner.	Ischua.	Care R. E. Gardiner & Son.
139.	W. B. Metzger.	Wilson.	782 Young St., Res. 18 Lake St.
140.	L. T. Wilcox.	Marathon.	Care Parsons & Co.
141.	E. T. Seymour.	Monetto.	M. S. C. Co.
1 2.	L. E. Hooker.	So. Edmiston.	So. Edmiston.
143.	J. W. Osgood.	Cincinnatus.	Cincinnatus.

GEO. R. BIDWELL, *C. C.*

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them.* After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 104 — Total 79.

BOSTON, Sept. 12, 1887.

CALIFORNIA DIVISION — 1.

Unattached.

16664 Grimes, T. E., 1278, 4th Ave., Oakland.

CONNECTICUT DIVISION — 1.

Waterbury Wheel Club.

16662 Cortiss, Howard, Waterbury.

ILLINOIS DIVISION. — 6.

Cairo Bi. Club.

16619 Halliday, Edwin C., Cairo.

Illinois Cycling Club.

16663 Bicknell, A. H., 852 Washington Boulevard, Chicago.
16664 Koch, Henry, 234 5th Ave., "
16665 Patch, Geo. M., 435 Washington Boulevard, "
16666 Potts, S. Jr., 435 Washington Boulevard, "
16667 Root, P. V., 701 Jackson St., "

INDIANA DIVISION — 1

Unattached.

16620 Burdge, Jesse, No. Manchester.

KANSAS DIVISION — 5.

Ottawa Wheelmen.

16647 Ellenger, B. K., 734 Locust St., Ottawa.
16648 Fitzer, Harry G., 527 Maple St., "
16649 Howard, H. G., 613 Cedar St., "
16650 Richards, Burt W., "
16651 Sherman, Geo. A., "

KENTUCKY DIVISION — 2.

Newport Bi. Club.

16621 Vandazen, Geo. W. 120 Ringgold St., Newport.

Unattached.

16666 Tileston, Dr. H. B., cor. 4th and Green Sts., Louisville

LOUISIANA DIVISION — 5.

New Orleans Bi. Club.

16668 Angell, S. M., Jr., 184 Julia St., New Orleans.
16669 Buhler, A. L., 382 Constance St., "

PITTSBURG RACES,

THURSDAY, SEPT. 29, 1887,

AT

GENTLEMEN'S DRIVING PARK,

IN CONNECTION WITH

THE INTER-STATE FAIR.

FIVE HUNDRED DOLLARS IN PRIZES.

LIST OF EVENTS.

1. ONE MILE, NOVICE.....Gold Medal; Silver Medal
2. HALF MILE, OPEN.....Ruby Scarf Pin; Lakin Cyclometer
3. ONE MILE, 3.10 CLASS.....Gold Medal; Victor Lantern
4. HALF MILE, BOYS.....Gold Medal; Silver Medal
5. TWO MILE, LAP RACE.....Gold Medal; Gold-head Umbrella
6. KEYSTONE CLUB CHAMPIONSHIP.....Gold Medal
7. ONE MILE, HANDICAP.....Silver Chronograph Watch; Gold-head Cane
8. ONE MILE, TANDEM TRICYCLES.....Imported Walking Sticks
9. ONE MILE, OPEN.....Diamond Gold Medal; Gold and Silver Medal
10. TWO MILE, 6.30 CLASS.....Alligator Travelling Bag; Victor Cyclometer
11. HALF MILE, HANDICAP.....Gold Medal; Gent's Toilet Set
12. ALLEGHENY CYCLERS' CHAMPIONSHIP.....Six L. A. W. Pins
13. FIVE-MILE L.A.W. (State Championship)..Diamond Gold Medal; Gold Sleeve Buttons
14. PITTSBURG WHEELMEN'S CLUB CHAMPIONSHIP.....Gold Medal
15. ONE MILE, 3 CLASS.....Gold Medal; Gold and Silver Medal
16. ONE MILE, CONSOLATION.....Gold Medal; Cyclometer

Held under Auspices of Pittsburg Clubs, Keystone, Allegheny Cyclers and Pittsburg Wheelmen.

Entries close Sept. 27, 1887. Cut this out, and use as entry blank, or send for blanks to W. D. BUNKER, Secretary-Treasurer, Old City Hall, Pittsburg, Pa. Entrance fee, fifty cents to each event. Wheelmen desiring to enter races at New Castle, Sept. 28, can make connection for Pittsburg, taking in both meetings.

C. F. SEIDELL - - - - - - - - - - - - President.

Poughkeepsie Bicycle Races, TO BE HELD AT THE Hudson River Driving Park,

POUGHKEEPSIE, N. Y. - - - OCTOBER 1, 1887.

LIST OF RACES AND PRIZES.

1. One Mile, Novice.—1st prize, Gold Medal; 2d, Silver Medal. *2. One Mile, open.*—1st prize, Diamond Scarf Pin; 2d, Gentlemen's Travelling Bag. *3. One Mile, 3.20 Class.*—1st prize, Gentleman's Travelling Case; 2d, Jointed Lancewood Fishing Rod. *4. Two Mile, Amateur Handicap.*—1st prize, Winchester Repeating Rifle; 2d, Silver-handled Silk Umbrella. *5. One Mile, Poughkeepsie Bicycle Club Championship.*—1st prize, Gold Medal; 2d, Silver Medal. *6. Half-Mile Dash, open.*—1st prize, Auburndale Timer; 2d, Colt's Revolver. *7. Two Miles, Dutchess County Championship.*—1st prize, Gold Medal; 2d, Bicycle Shoes. *8. Five-Mile Lap, open.*—1st prize, Elegant Gold Watch; 2d, Opera Glasses. *9. Two Miles, Team Race.*—Open to clubs from Yonkers, Newburgh, Fishkill, Matteawan, Kingston, Hudson and Poughkeepsie. Three men from each Club; points to count. Prize, Fine Engraving for Club-room. *10. One Mile, Consolation.*—1st prize, Gold Cuff Buttons; 2d, Silver-head Cane. Entrance fee, fifty cents, for each event.

Entries to close Sept. 26, 1887. L. A. W. Rules to govern. Races called at 2.30 P. M., sharp. Music by Twenty-first Regiment Band. Address,

FRANK J. SCHWARTZ - - - - - SECRETARY.

JOHN HARRIOTT.

MEDALS AND BADGES,

—ALSO—

Bicycle Club Pins of Every Description.

Designs on application.

3 Winter Street - - BOSTON, MASS.

SPADE HANDLES!

Handsomest, Strongest, and best Handles in the Market

Only $2.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.

C. W. SPINNEY - - Fitchburg, Mass.

IMPORTANT TO BICYCLERS!



INJURIES RECEIVED IN TRAVEL, WORK or SPORT ALL AROUND THE GLOBE

ARE INSURED AGAINST BY

OF HARTFORD, CONN.

THE TRAVELERS,

OF HARTFORD, CONN.

ACCIDENTS are always happening to those who "don't travel much," as well as to those who do. THE QUIETEST BUSINESS AND PROFESSIONAL MEN are as liable as any others to the thousand hazards of life, from morning till night, at home or abroad. To such, an Accident Policy costs but $5.00 per year for $1,000 Insurance, with $5.00 Weekly Indemnity, COVERING BICYCLE RIDERS AND RIDING.

ISSUES, ALSO, THE BEST AND CHEAPEST LIFE POLICY IN THE WORLD! INDEFEASABLE, NON-FORFEITABLE, WORLD-WIDE.

ASK AGENTS TO SHOW A COPY.

Assets, $9,464,000. Surplus, $2,227,000. Paid Policy-Holders, 13,500,000.

JAMES G. BATTERSON, *President.* RODNEY DENNIS, *Secretary.*

We make a specialty in

SECOND-HAND BI TRI CYCLES.

Have large stock, many as good as new. Enclose stamp for List.

PRICES LOW.

SOLE AGENTS

For New York for the celebrated New Rapids, Quadrant and Sparkbrook Cycles.

New York Bicycle Co,

NEW MANAGEMENT.

No. 38 Park Place.

SEND FOR CIRCULARS.

Second-Hand Machines

TAKEN IN EXCHANGE

For New Rapid, Quadrant, Sparkbrook, Victors, Star, New Mail, Facile, Rover, Humbers, or any other machines made.

CORRESPONDENCE SOLICITED.

Unattached.
16605 Churchill, C. Robert, 1168 St. Charles Ave., N. Orleans
16670 Dixon, M. E., Opelousas, "
16671 Riddell, H. G., 164 Gravier St., "

MARYLAND DIVISION — 3.

Unattached.
16622 Atkinson, A. S., 1037 N. Caroline St., Baltimore.
16623 Chambers, J. Wright, 15 Pleasant St., "
16624 Diggs, W. B., 203 S. Chester St., "

MASSACHUSETTS DIVISION — 4.

Chelsea Cycle Club.
16607 Gibson, Fred W. 217 Chestnut St, Chelsea.
Jamaica Cycle Club.
16608 Jordan, Wm. H., Salem St., Roslindale.
Unattached.
16652 Chaffee, Clark J., 176 Lexington St., E. Boston.
16625 Culver Chas. K., 61 Winthrop St., Springfield.

MISSOURI DIVISION — 4.

St. Louis Cycle Club.
16672 Fath, R. C., 2004 Lafayette Ave., St. Louis.
16673 Hill, E. G., care Hamilton, Brown Shoe Co., "
16674 Mordgens, G. A., 1318 Pine St., "
16675 Rosborough, C. M., 2224 Adams St., "

NEW JERSEY DIVISION — 2.

Unattached.
16676 Penfield, Thomas, 17 Halleck St., Newark.
16626 Way, Ed. S., 408 Stevens St., Camden.

NEW YORK DIVISION — 9.

Binghamton Wheel Club.
16653 Ash, B. T., care Vosburg & Co., Binghamton.
Genesee Bi. Club.
16627 Lombard, J. C., 186 W. Main St., Rochester.
16628 Tower, Clifford H., 237 Averill St., "
Long Island Wheelmen.
16629 Hicks, W. S., 4 Fulton St., New York.
16630 Thorp, Ernest, 234 Washington St., Brooklyn.
Newburgh Wheelmen.
16654 King, Robert 248 Montgomery St., Newburgh.
Unattached.
16655 Bawden, Wm. H., 244 8th Ave., New York.
16677 Brown, J. Burns, 74 5th Ave., "
16678 Williams, Coleman G., Mills Building, "

OHIO DIVISION — 11.

Toledo Cycling Club.
16631 Elliott, N. T., Auburndale.
16632 Ewing, Jas. F., 96 Jefferson St., Toledo.
16633 Marion, W. E., 307 Collingwood Ave., "
16634 Mockett, Jno W., 105 Summit St., "
16635 Nicholas, Fred C., 109 Summit St., "
16636 Nott, John H., care American District Tel. Co., "
16637 Scott, Edw. J., Auburndale.
16638 Warn, M. C., care Merchants' Nat. Bank, Toledo.
16639 Whysall, Geo., 96 Jefferson St., "
16640 Wynn, J. C., "
Unattached.
16641 Hall, Horace M., Wheelersburg Scioto Co.

PENNSYLVANIA DIVISION — 16.

Mountain Wheel Club.
16656 Gray, Walter, Philipsburg.
16657 Reilly, Joe., "
Unattached.
16609 Boyd, Henry W., Coatesville.
16610 Ettinger, Felix, "
16611 Harley, Payne P., "
16612 Mallalieu, Geo. W., "
16613 Speakman, Fred W., "
16614 Zerr, Geo. W., "
16615 Martin, W. Scott, Parkersburg.
16616 Parsons, Walter J., "
16679 Cleeland, D. L., Butler.
16658 Doddow, Mrs. H. L., St. Clair, Schuylkill Co.
16681 Draper, Jno. H., Bala.
16617 Galbraith, Bert, Milton.
16659 Phillips, Mrs. A. L. 608 West Market St., Pottsville.
16680 Remick, H. C., care Powers & Weightman, Philadelphia.

RHODE ISLAND DIVISION. — 3.

Crescent Cycling Club.
16661 Munroe, Clarence E., Box 183, Providence.
Ixion Bi. Club.
16618 Bassett, Isaac P., 102 Friendship St., "
Unattached.
16660 Hutchins, Geo. P., 122 So. Main St., "

VIRGINIA DIVISION — 6.

Old Dominion Wheelmen.
16642 Clemmitt, Thos., Jr., 427 W. Main St., Richmond.
16643 Hawes, R. B., 1016 Main St., "
16644 Hudnall, Chas. F., 106 So. 4th St., "
16645 Lloyd, Benj. F., 809 W. Main St., "
16646 Seldon, F. J., Box 126 "
Portsmouth Wheel Club.
16682 Grice, Joseph, 314 North St., Portsmouth.

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

ADVERTISEMENTS will be inserted in this column as follows: Fifty cents for four lines, first insertion; twenty-five cents for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FOR SALE.—A 53-inch Yale bicycle, newly nickelled and enamelled, and in excellent condition, $70. Address or call ARTHUR H. CHESTER, 32 Sears building, Boston, Mass.

FOR SALE.—A new Rudge bicyclette, ball bearings, hollow rims, black enamel; never unpacked; price $120. W. H. H., 135 W. 30th St., New York.

FOR SALE.—52-inch full nickelled American Champion; good as new; only been run two hundred miles; cost $115; will sell cheap. ALLEN & HANE, Marion, Ohio.

PRIVATE STABLE OF QUADRANT TRICYCLE, $130; Facile Safety bicycle, 44-inch, $85; Victor bicycle, 52-inch, $90; warranted perfect condition, and excellent bargains. Correspondence solicited. Address D. W. COLBATH, 5 School St., Boston, Mass.

BICYCLES, SECOND-HAND.—If you wish your wheel sold quickly, at a small commission; or if you wish a choice from the biggest list of big bargains in America, send to MANHATTAN WHEEL EXCHANGE, 19 Cortlandt St., N. Y.

$15 REWARD.—Stolen, 53-inch Columbia Light Roadster, nickel finish, No. 473; the above reward will be paid for information leading to its recovery. G. E. HANNAN, 1421 16th St., Denver, Col.

BARGAIN.—52-inch nickel Expert, ball bearings, cow-horn bars, spade handles, $80. C. A. THOMPSON, Brattleboro, Vt.

WANTED.—Wheelmen to solicit advertising business for the BULLETIN in every large city. It is a good field of work for smart men, and we pay liberal commissions. Address this office.

BARGAIN.—54-inch full nickel Expert Columbia, Kirkpatrick saddle, C. H. bars, ball pedals, ball; nearly good as new, $110; be quick, for it *must be sold*. Box 97, Waverly, N. Y.

$18 BUYS A 42-INCH HECLA BICYCLE, newly painted, with rubber tires, brake, tool-bag and tools; in A-1 order; cost $40. Address H. H. B., Lock Box 50, Wappingers Falls, N. Y.

TANDEM, BARGAIN.—A Beeston Humber Tandem tricycle, in good condition; will sell for $150. Any one wishing a bargain, address GEO. A. JESSUP, Scranton, Pa.

GREAT BARGAIN.—54-inch, full nickelled Expert, dropped bars, balls all round, Lillibridge saddle; condition, very good; nickel, first class; tires show some wear, $85. F. A. LITTLE, Meriden, Conn.

GENUINE HUMBER TANDEM, BEESTON & CO., good as new, for $175 cash, or one half cash and one bicycle, or two bicycles (standard makers) 46 and 50 inches. P. O. Box 1734, New York.

56-INCH NEW MAIL BICYCLE, PERFECTLY new; has not been run thirty miles; cost $140, will take $110 cash; guaranteed in perfect order. E. E. LINDEMUTH, Citizens' Bank, Wichita, Ka.

FOR SALE.—Tricycle, a Humber Cripper, 1886 pattern; cost $180; as good as new. Write or apply O. D. SMITH, Room 70, 115 Broadway, New York City.

51-INCH NEW MODEL STAR, LOW HEAD, silent ratchets, hallow coned levers, cones to front wheel, full nickel and nickel in good condition; new Corson saddle; machine perfect in every respect; best offer over $85 takes it. LOCK-BOX 773, Great Falls, N. H.

$25 REWARD FOR 50-INCH VICTOR LIGHT Roadster, stolen here Aug. 13. J. K. ANDREWS, 509 Olive St., St. Louis, Mo.

40-INCH ENAMELLED FACILE SPECIAL, reach of 50 to 52-inch ordinary; run about one season, good running order; best offer, $50 upwards, takes it. 45 Saunders' Avenue, W. Philadelphia, Pa.

50-INCH STANDARD COLUMBIA, IN GOOD condition; will exchange for a canoe. For particulars, address ECHO, Avoca, Luzerne Co., Pa.

FOR SALE.—54 inch Rudge Light Roadster, 1887 pattern, good condition, $30 worth extras, $100. A. D. HUGHES, 220 South 15th Street, Omaha, Neb.

46-INCH FACILE.—All the improvements, bought from importer; no marks of wear; a bargain; it must be sold. REV. JOHN B. FOCHT, Selinsgrove, Penn.

LARGE STOCK OF SECOND-HAND BICYCLES, all sizes, always on hand, at extraordinary bargains; sole Brooklyn agents for Columbia cycles; wheels sold on instalments. BROOKLYN BICYCLE COMPANY, 161 Clymer Street, Brooklyn, N. Y.

BARGAINS IN BICYCLES AND TRICYCLES, HART CYCLE CO., No. 811 Arch St., Philadelphia. Send for our price lists of second-hand machines for comparison.

JUST RECEIVED—A superb line of Beeston Humber Crippers, everywhere acknowledged to be the finest tricycle manufactured. Send for catalogue and prices to the sole importer, L. H. JOHNSON, 401 Main St., Orange, N. J. A few good agents wanted in districts not represented.

AGENTS.—1,000 nicely printed Dodgers free; sent with each Eureka Home Trainer, ordered C. O. D. or cash before Oct. 1887. They are the cheapest and most effective local cycle ads. extant. Sample Dodgers, etc., on application. M. A. WOODBURY, Bradford, Pa.

CHEAPEST AND BEST Second-hand Wheels in the market. Send for list. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

FOR SALE.—54-inch Expert Columbia, 1887 pattern; ridden less than 150 miles; price, $100. 53-inch Light Roadster Columbia, fall of 1886 pattern, spade handles; price, $70. 52-inch Singer, new, tires unworn; price, $40. F. H. McKEE, North Adams, Mass.

WANTED.—A first-class second-hand 46-inch bicycle, all improvements, at the lowest cash price. GEORGE W. CRAM, Lock-Box 25, Norwalk, Conn.

SECOND ANNUAL

RACE MEETING

OF THE

Rhode Island Div., L. A. W.

AT NARRAGANSETT PARK, CRANSTON, R. I.

Tuesday, September 20.

(OPENING DAY OF STATE FAIR.)

$350.00 IN PRIZES!!

THE EVENTS.

1. 1-4 Mile Dash (Prof.), 1st heat.
2. 1-Mile, Novice.
3. 1-Mile, Tandem.
4. 1-Mile Open, Amateur.
5. 1-4 Mile Dash (Prof.), 2d heat.
6. -Mile, R. I. Division Championship.
7. 1-Mile, Professional.
8. 2-Mile Open, Amateur.
9. 1-4 Mile Dash (Prof.), final heat.
10. 1-Mile, Star.
11. 3-Mile Lap (Professional.)

RACES CALLED AT 1.30 O'CLOCK P. M.

Two prizes in each event, with exception of third and sixth. A third prize will be given where there are six or more entries, and a second prize in Tandem Race for three or more entries.

The Narragansett Park track is a renowned mile trotting course, and, with exception of those specially laid, is the best bicycle track in the country. Division races precede all horse events, and track will be in prime condition. Park is four miles from Providence, by macadam road, and is also accessible by frequently running steam and horse cars.

Entries close, Wednesday, September 14. Entrance Fee for each event, $1.00. Address entries and all communications to

GEORGE R. McAUSLAN,

Chairman Racing Board, R. I. Division,

No. 8 Elmwood Avenue, Providence, R. I.

FIFTH ANNUAL

Race Meet and Tournament

Of the BINGHAMTON BICYCLE CLUB,

Thursday, September 22, at Riverside Park,

BINGHAMTON, N. Y.

LIST OF EVENTS:

1-mile, Novice.
1-2-mile Dash, open.
1-2 " Boys under 16.
2 " New York State Championship.
2 " 6.45 class.
1 " Lap Race, Open.
1 " Binghamton Wheel Club.
3 " Handicap, open.
1 " Consolation.

Parade of the visiting wheelmen at 11 o'clock. Races at 3 o'clock. An elegant piece of statuary will be given the largest and best appearing visiting club in parade. Entries close Sept. 20. **Entrance Fee, 50 cts. for each event,** and should be sent to

F. J. BAYLESS,
Binghamton, N. Y.

THIS IS REALLY VERY FUNNY.

READ * IT * AND * YOU * WILL * SMILE!

The writer is a popular young Clergyman at Bay City, Mich.

Bay City, Michigan, Aug. 15, 1887.

Gormully & Jeffery Mfg. Co., Chicago, Illinois.

Gentlemen,—Now, I want to stand up and "speak my piece" about the Light Champion. A certain firm, who turn out better advertisements than wheels, have been groaning much of late over the popularity of the Champion Cycles, and telling a credulous public that a good wheel cannot be sold under their prices; that a ball head has not been proven (!) better than a globe head, and other such stuff, always winding up with the phrase, "Let others try the experiment." Now I want to tell you that I have tried the experiment. I have tested it severely and I am more than satisfied. I emphatically echo the words and urge all who want a good wheel to "try the experiment." The Light Champion has now ceased to be an experiment with me, and is a settled fact. I had occasion to test its hill-climbing powers against a wheel sent out by the firm referred to above, and tho' I am not a strong rider, and the other man was, I ran right away from him. For ease of adjustment and for running qualities the Light Champion is unsurpassed and unequalled. Every man I have mounted on my 53-inch wheel has envied me the rams-horn handle-bars and the Cobblestone saddle, and has wondered at the marvellous lightness of the running qualities. As I wrote you once before, I used to ride an —— ——, but I have followed their advice and "tried the experiment," and am so well satisfied that I propose to keep on "trying the experiment." Tell Mr. Jeffery to stop inventing improvements, or he'll have a damage suit some day for inventing and selling a wheel that runs away with the rider.

Yours most sincerely,

BURT E. HOWARD.

CATALOG ON APPLICATION.

GORMULLY & JEFFERY MFG. CO. . . CHICAGO, ILL.

Largest Manufacturers of Cycles and Sundries in America.

THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED WEEKLY.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, SEPTEMBER 23, 1887. | VOL. V. No. 12. WHOLE NUMBER, 117.

OFFICE OF

THE BOSTON HERALD,

Boston, Mass., June 24 1887.

Miss Pope Mfg Co

Gentlemen. The record of my Expert Columbia is so good that I feel that you will be interested to learn about it I bought it in the spring of 1883, so that it is now in its fourth season. I took it to the City of Mexico and brought it back with me. I used it there over a year and have ridden it regularly ever since returning It has not yet cost me even a single cent for repairs and is still a staunch machine in first class running order.

Yours sincerely

Sylvester Baxter.

RUDGE RACERS.

As we have decided to discontinue the use of racing wheels as an advertisement, we wish to call your attention to the following novel and special sale of racing machines.

Below we give you the size and full description of racing wheels in stock, numbered in such a way that they can be easily ordered. We have made this list, showing the present selling price of the Racers, also the special price at which we offer them to close. In addition to this we propose to accept bids on any machine in the list, up to September 15th, which bids will be carefully recorded, and any wheels that have not been sold at the regular price, at that date, will be forwarded to the highest bidder.

To insure the genuineness of the bids, each bid must be accompanied by a check for $5.00, for which a receipt will be given, showing the number of the machine for which the bid has been made, and in case the machine has been sold, or has had a higher bidder, the money will be refunded Oct. 1, 1887.

The reputation of the Rudge Racer for strength, durability and speed, has earned for it the name of "King of the Path," and parties wishing a racing wheel, cannot do better than provide themselves by this sale. They are all in good order, fitted with racing saddle, spade handles, and racing rat-trap ball pedals.

						List Price.	Present Price
No. 117.	One	53-inch	Rudge	Racer,	new, - - -	$140	$85
" 118.	"	53	"	"	shopworn - -	140	70
" 119.	"	54	"	"	new - - -	140	85
" 120.	"	54	"	"	shopworn - -	140	70
" 121.	"	55	"	"	new - - -	140	85
" 122.	"	55	"	"	shopworn - -	140	70
" 123.	"	56	"	"	new - - -	140	85
" 124.	"	56	"	"	shopworn - -	140	70
" 125.	"	56	"	"	Semi-Racer, shopworn	140	70
" 126.	"	57	"	"	Racer, new - - -	140	85
" 127.	"	57	"	"	" shopworn - -	140	70
" 128.	"	58	"	"	" " - -	140	70
" 129.	"	58	"	"	Semi-Racer, shopworn	140	70

MISCELLANEOUS.

No. 130. One 56-in. Rudge Humber Racer, (A DAISY) Ridden by Webber, shopworn, $80
" 131. " Rudge Racing Humber Tandem - - - $125 net.

IF YOU ARE THINKING OF GOING INTO RACING, LET US HEAR FROM YOU.

STODDARD, LOVERING & CO.

125 to 158 CONGRESS ST. - - - BOSTON, MASS.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,
SECRETARY-EDITOR,
For the League of American Wheelmen,
AT THE L. A. W. OFFICE.
22 SCHOOL STREET, BOSTON, MASS.
P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

SINGLE COPIES - - - - - - - 3 CENTS
SUBSCRIPTION PRICE TO OTHER THAN LEAGUE MEMBERS, $1.00 A YEAR.
CLUBS OF FIVE - - - - - - $4.00 "

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

Subscribers should be careful to notify the EDITOR promptly of any change in their address. Great care is taken with the mailing list. Failure to receive THE BULLETIN may usually be traced to carelessness on the part of the subscriber.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith. As the Executive Committee has decided that it is best to discourage the use of assumed names by writers for THE BULLETIN, the EDITOR will publish the author's name unless particularly requested not to do so.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

SYRACUSE (N. Y.) wheelmen have discovered a cyclophobist of the rankest kind in the person of John O'Sullivan, an ex-priest. "Ex" because he was removed from the priesthood for criminal proceedings which carried him into court. A party of Syracusians was assaulted by this fellow a short time since, and Mr. Ex-priest may once more appear in court.

CLEVELAND has had its race meeting, but it fails to find dollars to count as a result. One more case of hard work, and the privilege of paying for it.

THE amateur question is being discussed only by those papers that wish to do away with the rule. The supporters of the rule, recognizing that wheelmen are weary of such discussions, and, being sure that the rule is safe, they are letting it severely alone. The rule will stand a deal more hammering than it has received, and yet it will remain.

THE New York Bi. Club has given $100 to the special fund which New York wheelmen are raising to pay the expenses incurred in pushing the "Liberty Bill" through the legislature. The total amount raised is $281.50, and subscriptions are coming in so freely that there is little doubt the whole amount will soon be raised.

THE question of improved roads is being agitated with good effect in Missouri. The Crawford township has made a proposition to the Board of Trade of St. Joseph, offering to contribute $2,500, if St. Joseph will do the same, and this subscription will entitle them to draw $5,000 from the county court. This will grade the roads to the Crawford line, and that township agrees to take care of its own roads without assistance. A memorial to the Board of Trade sets forth the advantage of good roads in moving farm products and merchandise, and the two townships will undoubtedly carry out the project.

THE following paragraph is from the *Sewing Machine News* of London. We suggest that our readers turn it about a bit, and, making it refer to the bicycle, substitute "England" and "Englishmen" for "America" and "Americans," and put "Americans" in place of "Europeans": —

"Let me ask what chance have the inferior makes of machines in face of such excellence as is now so common in the sewing-machine? Better that their makers should call them in and remelt them. We Europeans are much obliged to the Americans for their fine devices in machine tools, by the aid of which alone such products are possible. Since the sincerest flattery is in imitation, we are following their excellent example in this country, and turning out machines in no way inferior in construction to those of America."

PROXY blanks have been sent to every member of the Board of Officers for use in connection with the meeting at New York. Members of the Board should remember that they must write in the name of principal and alternate, when making out this proxy, and that only such as are made in this way can be used.

IT is amusing to read the remarks of leading New York dailies on the new Labor day and Saturday half-holidays, which were recently legalized in that State by a bill that was generally looked upon as a sop to the laboring element. Some of the papers like the *Times* and *Evening Post*, are so rabid on the labor movement that they are devoting a good deal of space to denouncing the new holidays, as well as to praise of those business men who have refused to observe either; apparently out of what looks suspiciously like a spiteful feeling on account of their supposed origin. The truth is that these holidays, like all others, affect the real workingman very much less than they do the strictly mercantile classes.

WHEELMEN are a fair type of the people who gain most from holidays; the younger professional and business men or clerks. Of all their class, wheelmen get the most enjoyment perhaps, from a holiday, for they are never at a loss how to spend one when the weather is fine. Labor Day was quite a boon to those of our members who were so fortunate as to profit by it, and filled one of the gaps "between drinks" just where it was needed; falling, as it does, nearly half way between Independence and Election Days. Another wise appointment would be that of a holiday about the middle of April, to relieve the long stretch between Washington's Birthday and Decoration Day. But the best point of the new law was the half-holiday enactment, which resulted, by the way, in none of the saturnalia of drunkenness that was so freely predicted.

THE fact is, that with the growing intensity of civilization, we constantly need more and more holidays to relieve the strain; and nowhere to a greater extent than on Manhattan Island. Even workshops can often afford to shut down or to work shorter hours, for the sake of the increased vigor with which the producers return to their tasks. But the commercial classes do not make goods; they only exchange them. Whether they keep open their offices for a greater or less length of time makes no difference in the amount of goods to be exchanged; and no one can actually lose business by closing early when every one does the same. One of the deepest impressions on a stranger in New York, is the thoroughness with which New Yorkers have already learned this lesson, and the remarkable system by which they contrive to do three times the amount of work that is accomplished by a merchant in a smaller town in twice the time. The fact is one of which New Yorkers have always been proud; and now to see a metropolitan newspaper influenced by an absurd prejudice so far as to discuss the matter from the standpoint of a cross-roads journal, is positively melancholy, and at the same time ridiculous.

FROM A FEMININE POINT OF VIEW.

THEY, the preliminary circulars, are on the wing. We, the expectant tourists, are up to the eyes in preparatory arrangements. It, the North Shore, awaits us and reminds us that it is time for the annual visit. The busy needle plies its way through material that will be shapen into costumes, and the unpoetic oiled rag is giving a holiday appearance to the machines. Nay, even muscles are being schooled and hardened for the effort, and more than one fireside is deserted by the Johns and Julias, who are riding to get in condition. The annual tour of the ladies to the North Shore impends.

DID you read the preliminary announcement in the BULLETIN of last week, my young lady friend? And will you not go with us to scenes that will delight you, over roads that do not call for great exertion? We want all the ladies to go this year, and the welcome we will give them will be in proportion to the distance which they come.

I AM talking to the ladies, be it understood, for this is a ladies' tour. The gentlemen are wanted too, but they must come as escorts. The company will be very large, and we must draw the line somewhere or endanger our satisfactory entertainment at the hotels. The committee will not object to the company of solitary gentlemen for short stages of the journey, nor will they object to the escorts and receptions that have been talked of by local clubs, but they believe that they cannot leave the question open and escape being overrun.

"IF I call a run of my club and ride down to meet you on Sunday will there be any objection?" said the Captain of a suburban club to me, the other day. "Certainly not," said I, "we shall look upon it as a great compliment."

NOW I am well aware that my topic this week will have little interest for the readers at a distance from the Hub, and I beg that they will excuse me if I talk of nothing else. I consider this annual ladies' tour to be one of the grand institutions of American cycling. I believe these are the initial tours of a widely extended system of mixed runs, which will undoubtedly prevail in America at no distant day. I believe that cycling will do incalculable good for American women, and I do not question that the efforts we are now making to enlist the sympathies of our ladies in the grand sport, will have their reward in the results of the future. And so I am going to beg that you will be patient with me while I tell the ladies what we propose to do.

THE first day we shall meet at Malden. It is expected that those who live in Boston and those who come from a distance, will get their wheels to this place the day before. The ride of the first day is quite long, we must get away early, and we hope to begin the trip with fresh riders.

THOSE who get to the rendezvous early will be able to enjoy a half hour at the Converse Library and Art Gallery, where are many beautiful works of art, and many objects of interest.

WE start at 9.30 sharp. The tourmaster says he shall wait for no one. There will be pacemakers whom no one will be allowed to pass, and a rear guard who will look after the laggards. I believe we are to have a bugler, too, and a system of calls and signals.

WE are off now and we ride through Maplewood, Linden, Cliftondale, Saugus, Lynn, past High Rock,

celebrated as the residence of Moll Pitcher, the witch of Lynn, through Swampscott, to Salem. At Salem we shall dine. In the afternoon comes our longest half-day ride, which ends at Gloucester. A pleasanter route one will rarely find than that which runs through Beverly, Beverly Farms, Manchester-by-the-Sea, and Gloucester. The autumn foliage will show forth its brightest colors at this time, and rainbow hues will glow from every rock-ribbed hill. There will be occasional glimpses of the ocean, the rocky shore, and the always-interesting lighthouses that stand sentinel on the coast. Mr. Davis, of the Pavilion, knows full well that we have good appetites, for he has catered for us before, and we can be sure of a well-supplied and well-served table.

AMERICA can boast no finer run than that around Cape Ann. It is hilly, and withal a difficult road to get over; but the surface is good, and one does not mind an occasional push up hill if the eye is continually engaged with scenes of delight, and the mind is filled with wonder at the entrancing sights and scenes. For this trip of seventeen miles, we shall take the entire day. Last year the party did not start till two o'clock, and they were back at the hotel at five. It was a run where the main object seemed to be to get it over with. And yet it was altogether delightful. How much better shall we enjoy it when we have time to visit the great granite quarries, the rocks at Pigeon Cove, and the many places of interest at Folly Cove, Lanesville, Annisquam, etc. One enthusiastic lady, last year, was so tired that she went supperless to bed. "I 'm all used up," she said; "and I must get to bed at once; but I don't regret the journey, and I 'm going to take a long night's rest, so I can have strength to go over the same route to-morrow. Oh, it was grand."

WE are going to lunch on the rocks. The ambulance will carry a hamper filled with good things, and there will be no trouble in finding a granite table and granite seats at Pigeon Cove. My word for it, we shall have a red-letter day in our lives.

BIDDING adieu to Cape Ann, we will, on the third day, run over to Magnolia and visit Rafe's Chasm, and look out upon Norman's Woe, where once: —

> " . . . was the wreck of the 'Hesperus,'
> In the midnight and the snow!
> Christ save us all from a death like this,
> On the reef of Norman's Woe."

STANDING on the rocks at Rafe's Chasm, we see the record of another tragedy in the iron cross erected to the memory of poor Martha Marvin, who was swept from these rocks by the cruel waves in the summer of 1879. Willow Cottage will open its hospitable doors and give us to eat. From Magnolia we go to Salem for the night. Let us hope that our dreams will be pleasant in this town of the witches. Our witches do not ride the broomstick. They prefer the wheel.

THE fourth day, we visit two of the most interesting and lovely places of the many such on the North Shore, — Marblehead and Nahant. I need only mention these names, I know, in order to convince my readers that much pleasure is in store for them. At Cape Ann we have nature in its grandest and its wildest aspect. At Marblehead and Nahant we see natural grandeur indeed, but art has come in to touch it here and there with beautiful gardens and rare specimens of architecture, in the midst of which Boston's merchant princes seek cooling breezes during the heated term. Who has not heard of Marblehead, where

> "Old Floyd Ireson, for his hard heart,
> Was tarred and feathered, and carried in a cart,
> By the women of Marblehead."

AND then we shall separate and ride to our respective homes. The Merrimac party will go northward, and the Providence people will hurry to Boston to catch a train; the Duke of Wellington will have had every lady in the party on his wheel, and we shall all be well acquainted with the oddities and idiosyncrasies that affect the individuals of the party, and we shall have gossiped about each other to our heart's content.

A PARTY of cyclers, such as this will be, forms a rare subject for those who like to study humanity. It brings together men and women of marked individuality. We find queer people in every degree of queerness. Their strong individuality makes them fit subjects for comment and for discussion. And yet there is no vinegar in such gossip, and while we talk about each other we do not forget that our subjects are worthy of our highest esteem. I wish that all gossip was as harmless and good-natured as that which will come out on such excursions as this.

WE are going to have a cart, — no, it is an ambulance. The ladies will not take their children along as I suggested; but if any unfortunate wrecks a wheel, she can take her place in the quadricycle. If foolish virgins are among the number, they may draw oil for their lamps from the vehicle, and if a nut needs tightening, a man will be there to do it. "Our Gideon" is going with us, but he will not be a rover this year, for Mrs. will claim very much of his attention. We need a wifeless man for the best attention.

Do you like the picture? Come with us, then, and drink in the delight. I have said nothing about the financial requirements. We have put all the business in the hands of the gentlemen. The ladies are not so good at this thing as the men are; they like to do it for us, and, bless them, they shall be gratified. If you are going with us, be sure and send your name to the committee, or to me at this office, and you will be made acquainted with all the details.

DAISIE.

QUAKERTOWN QUILLINGS.

THIS village of a million and a half has been so worked up over constitutional and other ratifications during the past week that cycling news is almost out of the question. To visitors from the South it may be announced, however, that the P. W. B. R. R., in competition with the Baltimore and Ohio, has made transportation of wheels free. It may be that this is but the entering wedge for free transportation over the entire Pennsylvania system.

THE Tryon race being off, the disgusted racing men who have trained for the same are anxious to get up a little scrub race between representatives of the teams, or, if possible, of whole teams, two clubs at a time. The whole trouble with the Pike authorities was their fear that so many men starting would cause some accidents, and if the teams had been limited to two or three from each club there would have been no indemnity clause in the permission. The boys, therefore, think that they may as well find out which is the best club for road racers by doing it in heats, as it were. The Pennsylvanians, particularly, seem anxious to have a bout with the Tiogas, but the latter cannot now turn out a full team, as the club surgeon — who, by the way, is about and all right again — was too much shaken up to get into form in any short time again, and one of his companions on the last disastrous trial run, has shown up as a bad case of flunk, and affirms a determination to ride the wily ordinary no more while safeties abound.

THE races at the State Fair on Wednesday were under the direction of Mr. H. B. Hart, and were successfully run off despite the fact that a large mudhole would have been better riding, if previously undisturbed, than was the track. Van Deusen, the Tioga Club's scorcher, made his first attempt at track work, and although by getting to work entirely too soon in the Novices' race, and by not picking his path, he allowed himself to be beaten by Fuller, of Vineland, in the mile open he showed up to much better advantage, easily defeating Pearson and Howell, of Millville, in the final spurt. Following is a summary of the races: —

One Third Mile Dash. — W. I. Wilhelm, Reading, 1; J. B. Pearson, Vineland, N. J., 2; H. D. Harding, Jr., Philadelphia, 3. Time, 1.19.

Two Third Mile Dash, for Novices. — A. L. Fuller, Vineland, N. J., 1; Isaac Van Deusen, Tioga Cycling Club, 2; W. I. Grubb, Pottstown, Pa., 3. Time, 2.54.

One Mile Dash Open. — Isaac Van Deusen, Tioga Club, 1; J. B. Pearson, Vineland, N. J., 2; Louis A. Howell, Millville, N. J., 3. Time, 2.51 1-2.

Between the heats there were a number of pony races. Wilhelm broke a strap of his Star in the mile open. Track soft and muddy, not assisted at all by the pony events.

THERE is considerable talk of a new cycling and athletic track at Wayne, Pa., on the line of the Lancaster Pike, of which I hope to give you full particulars next week.

PHACTO.

THE OWL.

REMOVED from contact of active club life for the past two months, I have to present to my readers this week nothing but the results of some cycling retrospection indulged during my absence. In comparing the racing men of the present, for instance, with those of former years, it has been a question with me whether there are any faster men to-day than there were four or five years ago, when the cycle racing of this country was in its infancy. Taking, for instance, such men as Pitman, Johnson, Stall, Frye, Corey, Claflin, and Midgley, who were all champions in their day, but who have long since retired, and compare them with the best men of to-day, such as Rowe, Hendee, Rhodes, DeBlois, Ives, Crocker, and Neilson; and from my point of view I think that the men of four or five years ago were as good, if not a better, set of athletes than those of to-day; and the racing men of 1887 are simply working under more favorable conditions, as regards better tracks, lighter wheels, and a more perfect knowledge of training. As one of the early wheelmen in this country, I remember a remark that Jack Prince make when he saw Stall and Fry do some good work in the Mechanics Fair Building in Boston. Said he: "You can hunt from one end of England to the other, or in this country if need be, and you won't find two riders who would develop into faster men than either Stall or Fry"; and no matter how much faith I may have in the present "shining light" of the American racing world, I believe that either Stall or Fry, when made to do their level best, would be his equal, if not his superior. Although a great many will speak lightly of the old "vet" (Will Pitman), I remember the day when he was "King of the Path," in fact, as well as title, and he could give the best of them a beating with ease; but, almost like every one else, he chased fortune too far until he lost it, and, as a result, he had to come from a first to a second-class man.

The same fickle fortune also defeated Llewelyn Johnson, who, under the name of Ixion, rode a 54-inch Harvard to victory time and time again. I can also remember when Johnson, Fry, and Stall were looked upon as three wonders, and a number verily believed them to be invincible.

Claflin, of the Massachusetts Club, was one of the best men of his day for anything under ten miles, and had a phenomenal spurt for the last quarter of a mile, a trick possessed by Rich, though for a much less distance. Honest Tom Midgley won the hearts of the spectators at Springfield by his genuine pluck in riding twenty miles against Hendee when he knew he would be beaten. They don't race that way nowadays. Of all the men who have been upon the track, Corey was probably the most sensible, in stopping after he had finished his record-breaking performances in Springfield in September, 1883. He dismounted from his machine at the finish of the ten-mile race, when he had smashed almost every record from one-mile to ten, and declared: "This is the last time I will ever get on a racing machine on a track," and he has faithfully kept his word, more 's the pity. I am not a pessimist, and yet I cannot help thinking that the like of long ago will not again be repeated in American wheeling. With these thoughts of long ago in my mind, I got to wondering what had become of all these old racing men, the Nestors of the American path, and after some inquiry, I have placed them as follows:

Pitman is engaged in the carpet business here in New York.

Johnson runs an extensive cycling agency in Orange, N. J., thus in a manner, remaining true to his first love.

Fry is a shoe manufacturer in Marlboro', Mass.

Stall is the New England agent for the Smith Machine Company, and handles the Star in Boston, thereby somewhat following Johnson's example of cycling constancy.

Midgley is the superintendent of a big wire mill in Bradford, Pa.

Corey, as everybody knows, is at the head of Messrs. Stoddard, Lovering, & Co's cycle department, who control the Rudge for the United States.

Claflin is interested in the electric lighting business, with his headquarters in Boston.

From what I know, prosperity seems to have smiled on them all, and I do not believe that any one of them regrets the experience they had in cycle racing, for although it may not have been very profitable, still a good pair of legs does not always win a race, but like everything else, the man with the coolest head and clearest brain, generally finds himself at the top of the heap.

THE OWL.

CHICAGO.

PERHAPS the longest ride ever made within a day, other than racing, was that made by W. A. Davis and Frank Riggs, of the Illinois Club, on Sunday last. They left the club room at 3.10 A. M., to made the circuit of Elgin, Aurora, Plainfield, Joliet, Blue Island, Pullman, and back to the starting point in as short order as possible. The first twenty miles were made by moonlight in one hour and fifty minutes. The rain of Saturday afternoon left the road in bad condition between Chicago and Elgin, with only a slight improvement for the rest of the route. They got as far as Pullman by nightfall, and were feeling a little blue for fear they would have to walk the two miles at the lower end of Stony Island Avenue. Surprising to say, they made the trip from Pullman to the club room with only one dismount, and that at the usual place (Sand Hill). They cyclometered one hundred and fifty-six miles, and were on the road nineteen hours and forty minutes. Actual riding time fourteen hours and forty-eight minutes. Davis rode a 51-inch Star, and Riggs a 51-inch Columbia Light Roadster. Both men and wheels went through without an accident of any kind.

AN informal road race was run by the members of the Illinois Club, yesterday afternoon. It was for the purpose of selecting a team to represent the club in a team race to be contested at the C. A. A. A. grounds, on Oct. 1. So far it is not known who are the lucky three, but it is supposed that Riggs, Maas, and Bowbeer will comprise the team.

C. B. PIERCE has returned from his Eastern trip, and has accepted Maas's challenge for a ten-mile road race. Maas has shown his superiority over Pierce on more than one occasion, so we think there is no doubt of his winning this race. It will be run over the Owl Club course, Saturday afternoon, at five o'clock.

THE following item was clipped from a Madison (Wis.) daily paper: "Harry E. Loveday and Frank V. Newell, of Chicago, members of the Illinois Cycling Club, arrived in the city on their wheels yesterday, and will depart to-day for St. Paul, via Kilbourn City, the Dells, and La Crosse. Their machines attracted considerable attention at the Park yesterday, being made different and much stronger than the ordinary bicycles, and designed specially for long-distance riding. A novel attachment to one of the wheels shows exactly the number of miles travelled in a day."

The boys were mounted on ordinary Experts, and the novel attachment was a Lakin cyclometer. It has been a puzzle to us to know what kind of wheels are used in Madison; also, if these were the first Experts ever seen there.

COL. POPE was in the city one day last week. He looks much improved since his return from Yellowstone Park.

SPECTATOR.

JERSEY.

A SUNNY autumn afternoon, a breeze hardly more than gentle, a track in perfect condition, a well-arranged programme, fair fields of starters, the struggles of crack flyers, and the making of fast time, contributed to the success of the Orange Wanderers' race meeting at Roseville last Saturday. The attendance was the only feature that fell short of what was to be desired; yet some four or five hundred wheel enthusiasts were on the grand stand, and skirted the fence on the home stretch. The rival attractions of the athletic championship meeting at New York drew many of the regular bicycle tournament goers. Barring one or two delays caused by some necessary changes in the order of the programme, the races were run off with gratifying promptitude, and, greatly to the credit of the management, the track was kept clear of all but those who had duties to perform thereon, and the swarm of intruders so often seen at bicycle meetings was happily missed.

THE racing began with the one-mile novice race. As all of the ten entries responded, they were sent off in two heats.

First heat: Charles E. Van Vleck, Montclair; W. J. Mead, Brooklyn; T. L. Wilson, Brooklyn; E. P. Baggot, Jersey City; H. W. Fuller, Dennisville, N. J. The racers rode together until the back stretch of the last lap, when Baggot ran away from the rest, and won by ten yards; Wilson second. Time, 3.08 4-5.

Second heat: Harry Lamson, Nyack; Albert Doetschman, Nyack; T. D. Heyniger, Plainfield; W. D. Anderson, Jr., East Orange; J. T. Hall, Orange. Hall took a long lead in the second lap, but in the last Lamson went for him in earnest, and beat him at the tape by two yards in 3.11 2-5.

Third heat: Baggot, Wilson, Hall, Lamson. The men finished in the order named after a pretty race, Baggot beating Wilson by three yards. Time, 2.59.

A. C. JENKINS, W. H. Caldwell, J. C. Wetmore, and W. W. Chester, of the Elizabeth Wheelmen, had a mile race on roadster tandems just for the fun and glory of the thing. The teams raced together for two laps, when Caldwell and mate went to the front, and scooped the "glory," leaving Chester and partner twenty yards behind to enjoy the fun. Time, 3.30 3-5.

THE half-mile handicap brought out a big field of sprinters: C. E. Van Vleck, Montclair, (150 yards); J. T. Hall, Orange, (125 yards); T. L. Wilson, Brooklyn, (75 yards); W. E. Young, Dennisville, (75 yards); E. I. Halsted, New York, (50 yards); E. P. Baggot, Jersey City, (50 yards); H. J. Hall, Jr., Brooklyn, (40 yards); C. A. Stenken, Jersey City, (25 yards); W. E. Crist, Washington, D. C., (scratch). The race was a gift for Van Vleck, the limit man, as he won way off in 1.12 2-5, with Baggot second and Stenken third. Hall and Crist closed up on the neck in great shape, but failed to get through. Outside watches made Crist 1.16.

A 5.50 limit was set on the two mile races: H. J. Hall, Jr., Brooklyn; T. W. Roberts, Poughkeepsie; H. C. Burdick, Albany; W. E. Crist, Washington, D. C.

This was a splendid struggle, and resulted in a surprise to every one, most of all to Mr. Crist. Roberts took the lead, and made pace for a mile, which was done in 3.05. Things were going too slowly to get within the limit, so Crist rushed to the front at top speed. Hall and Burdick would not be left, and chased him like good fellows. On the last turn Burdick closed up rapidly, and entering the homestretch was even with Crist, with Hall at his little wheel. Down the stretch they flew, the Albany lad getting the verdict by two feet, from Crist, with Harry Hall close up, time, 5.51 2-5. Burdick is a good man, and can make the best of them show their paces. Handicappers will do well to keep their eyes on him in future.

Too liberal handicapping robbed the Orange Wanderers' mile race of its interest. W. L. Booth (100 yards) beat H. W. Smith (150 yards), easily and C. S. French (scratch) belonged with the limit men. Time, 3.05 3-5.

A 2.45 limit was set on the open mile race by way of discouragement to loafing. Crist, Halsted, Stenken, and Roberts were the starters. The Washington flyer was nettled at the surprise Burdick had given him, and tried the scratch, with blood in his eye. With the incentive of a special medal he was very ready to have a try at the best amateur race record of 2 30

Though the wind had gone down considerably there was far from a calm. In a private trial on Thursday under perfect conditions, he had made 2.35, so that there was a fine chance of his accomplishing his feat. Harry Hill held himself in readiness to make pace on the last laps. Crist dashed away as though he meant business from the start, turning the quarter pole in 40 4-5. Faster yet he raced the second quarter, in 38 2-5, making 1.19 1-5 for the half. The third quarter was done in 40 3-5 in 2. 2-5 for the three-quarters. With a grand final burst of speed that brought the audience to their feet he reeled off the last quarter in 37 4-5. The spectators watched the time board and had but a few minutes to wait before 2.38 1-5 was hung out, and they knew Sandy Sellers 2.39 was beaten. The Washingtonian received a hearty ovation as he rode down the stretch and dismounted. Nor were the other racers without glory, for outside watches credited Stenken with 2.41, and Halsted with 2.44 4-5. Such performances as these were a great tribute to a track which many claim to be the fastest in the world.

CRIST, HALL, and W. E. Young of Dennisville, N. J., started in the one-mile lap race. Crist allowed his friend Harry to take the first lap and then collared the other two and the prize in 3.1 3-5. Young was not in the limit.

THE half-mile dash brought out Young and Stenken, the latter winning as he pleased in 1.27.

THE two-mile handicap resulted in a close and well fought race. It had for starters: F. B. Hawkins, Brooklyn (300 yards); W. H. Caldwell, Elizabeth (300 yards); S. B. Bowman, Elizabeth (300 yards); E. C. Parker, New York (150 yards); T. W. Roberts, Poughkeepsie (825 yards); H. L. Burdick, Albany (125 yards; H. J. Hall, Brooklyn (125 yards); W. E. Crist, Washington (scratch). Hawkins gave up the fight after one lap, and Hall and Crist, though they rode finely and closed up the gaps rapidly, after a mile, decided the chase hopeless and dropped out. At two-thirds the distance the remaining five became bunched until the final spurt, when Burdick won, with Roberts second, Parker third, Caldwell fourth, and Bowman fifth, all well up. Time, 5.35. The Elizabeth wheelmen did very well, considering the fact that they were mounted on roadsters.

THE one-mile tandem handicap resulted in a fine, long, and successful chase by the scratch team. Wetmore and Chester were on the three hundred yard mark, Wilson and Stenken at one hundred and fifty yards, and Crist and Hall at scratch. The scratch men had a big task set on them, and they went at it in a way that drew forth rounds of applause. The limit men dug away for all they were worth, but the flying Humber pair overhauled them rapidly and caught them at the beginning of the homestretch. It was very easy riding for them after that, and they won by three seconds in 2.52, beating the best record for the track by six seconds. Wilson and Stenken were on a strange roadster, which they failed to master, and gave up after a lap's struggle.

HALSTEAD won the consolation as he pleased, with Parker second and Anderson third.

THE intentions of the handicapper were good, and if he erred in giving the start men too much, he certainly erred on the right side. So many handicap races have been won by the back-mark men, that the lesser lights of the path were beginning to stay out.

I LEARNED a great many things at the meeting. Burdick is no longer a coming man, for he has got there already. Baggot's perseverance has at last taken him out of the ranks of the novices. Harry Hall and Charley Stenken are both in perfect shape, and going faster than ever. Look out for the Irvington-Milburn record to be beaten at the race on Election Day. Crist is the champion amateur, and the Roseville track has no superior. Halstead has proved to his scoffing friend that he can beat 2.52. Caldwell had better look out for his clubmate, Bowman, or he will hold the bronze Mercury statue no longer. Both of them should have racers to give them a fair show in the contests.

CAPTAIN MARTIN, of the Elizabeth Wheelmen, found it impossible to withdraw his resignation as captain, and a successor was reluctantly elected. S. J. Berry, Jr., won the place by his well-deserved popularity.

JER. C.

SEPT. 19, 1887.

MICHIGAN.

COLDWATER. — Representative C. A. Conover and Mr. H. W. Parker, two of Coldwater's most active wheelmen, have left the ranks of the singly blessed. The wily agent will now be seen exhibiting the beauties of the tandem.

DETROIT. — The question has been decided as to whether the entry list to the one-mile State championship should be opened again or not. The list is now open, and besides the original entries those wishing to enter are at liberty to do so. This race will take place on second day of the meet, Saturday, Oct. 1, at 4 P. M.

THE Detroit Club boys are outdoing themselves in the way of medals for the races on Sept. 30 and Oct. 1, three of the first-prize medals are to be studded with small but genuine diamonds.

HAVE just received a circular of the East Saginaw Club's races, which take place to-morrow. A special feature is a team race between the East Saginaw Bicycle Club and Detroit Bicycle Club. The East Saginaws are at present champions of the State; the Detroits, however, think it should belong here, and to prove it their team will be present. The Detroit team consists of Messrs. Peck Spranger, and Lane.

THIS team race is becoming quite interesting. I is a three-cornered fight, there being three teams,

THE NEW MAIL!

Nashville, Tenn., July 28, 1887.

Messrs. WILLIAM READ & SONS, Boston, Mass.:

Gentlemen,—I mailed you an afternoon paper, to-day, announcing our return from the Canada tour. Thinking you would be interested in our trip prompts me to write this letter. We left here July 4th, and I wheeled the entire distance from here to Niagara Falls and into Canada. Went by Louisville, Frankfort, Georgetown, Ky., Cincinnati, Hamilton, Dayton, Marion, Cleveland, O., Erie, Pa., Buffalo, N. Y. to Falls. Entire distance by Butcher Cyclometer, 862 1-4 miles. Also rode 183 miles on the New Mail before, making 1,045 miles. You must know we had some terribly rough roads on our trip; over 100 miles rough dirt road in northern Ohio, rough, old worn-out pikes in Kentucky, plank roads, sand roads, tow paths, water-washed side paths, rutty hard, dried clay roads; in fact, every kind of road you could call for.

The New Mail cost me exactly five cents for one quart of benzine for cleaning. We had a little over twelve riding days, making over 70 miles average. Entire time to Falls, nineteen and one half days; stopping in all large cities. The Ball Head worked perfectly, and I consider it the greatest improvement.

Yours truly, ED. D. FISHER.

SPECIAL OFFER.

Our NEW MAIL, though its first year, has been a PERFECT SUCCESS, and has had an EXTRAORDINARY DEMAND. We have been behind orders since the opening of the season till hot weather set in. Now, as the most active bicycle season is past, though the best riding weather is in the autumn, we have decided to offer for a short time only a few of these SUPERB NEW MAILS in exchange for others. This we have persistently refused to do heretofore, as the demand was so great. Wheelmen desiring to exchange their present old mounts for a

NEW MAIL, WITH TRIGWELL BALL HEAD AND PERFECTION BACKBONE,

will please give us a description of the old wheel and their estimate of value. This offer is for no length of time, as we do not care to place many in this way. Address

WM. READ & SONS,

107 Washington St., Boston.

East Saginaw, Adrian, Detroit, who claim the championship. The Detroit team have been vanquished by East Saginaw, and in turn have vanquished Adrian. Whatever the result is at East Saginaw, the three teams will meet at Detroit on first day of races, and the championship decided for this season. Why do we not hear from Grand Rapids with a representative team?

GRAND RAPIDS.—The Grand Rapids Club received a call from the Newaygo Bicycle Club, Sept. 4. The Stevens Bicycle Club of Grand Rapids, though composed of the younger wheelmen of the city, are growing rapidly. The Grand Rapids Bicycle Club will entertain Thomas Stevens on his lecturing there for the Y. M. C. A. star course, this winter. They are now providing themselves with elegant club rooms for the non-riding season.

IONIA.—The bicycle fever has broken out in this town. A club of ten members has been formed, and a light gray uniform adopted. Hal. Montgomery intends making a trip to Detroit, next week.

ST. JOHNS.—The St. Johns Club will attend the fair at Ithaca on Sept. 29, and their band will furnish the music for the occasion. Many skeptics think that this band is a myth, and does not exist in reality; but Bob Steel emphatically declares that this is not so, and that it is a live, Fourth-of-July brass band.

WILLIAMSTON.—Rev. Jno. Claflin and E. W. Andrews, editor of the *Enterprise*, are the enthusiasts at this place. Rev. Mr. Claflin is at present on a trip in New York State. MICH.

ARIEL WHEEL CLUB ROAD RECORDS.

AT a meeting of the Ariel Wheel Club of Poughkeepsie, N. Y., held the first part of this year, it was decided to establish 12 and 24 hours club road records, the conditions being that at least 75 miles must be ridden in the 12 hours, and 125 in the 24 hours, and over a straightaway course at least 10 miles long.

Elegant gold medals were made to be competed for, and given to the man beating the best previous record until the first of January, 1888, when they shall become the property of the ones then holding them For several months, even when good riding offered an opportunity for the making of records, no one attempted them, one member apparently afraid of another; but at last, on August 10, Messrs. T. W. Roberts and F. St. John started, the former for the 24 hours record, and the latter for the 12 hours.

They started at 6.15 A. M., and, having a strong headwind, they only rode enough miles to take the badges, Roberts making 126 3-4 miles, and St. John, 76 1-2 miles. Roberts' actual riding time was 12 1-2 hours, and St John's, 6 hours and 55 minutes.

The ball having been started rolling, it was no trouble to keep it going, and on August 12 Mr. G. L. Sterling started for both records, leaving this city at 4 P. M., making 110 3-4 miles for the 12 hours record, 10 hours and 50 minutes actual riding time; and 160 3-4 miles for the 24 hours record; actual riding time, 15 hours and ten minutes. The badges were then allowed to rest there until last Friday, when, at twelve o'clock midnight, Mr. H. Von der Linden started for the 12 hours record, and Mr. F. St. John for the 24 hours. It was raining quite hard at the time, but having made all preparations, they would not let that bother them, and after about three hours it stopped raining. They continued riding, Mr. Von der Linden making 128 9-16 miles for the 12 hours record in 11 1-4 hours, and St. John making 193 1-4 miles for the 24 hours record in 18 1-2 hours.

How long these will stand as our club records is hard to say, for some member will undoubtedly go for them before long.

L. A. W. No. 2,112.

A NOVEL suit and cross-suit have begun in Millville, which will interest all the bicycle riders in the State. Last week S. B. Steelman, a contractor residing in Millville, was at Pitman Grove riding his bicycle, when he met the Glassboro stage. The horses became frightened at the bicycle and ran away, upsetting the stage and wrecking the innocent cause of their fright. The owner entered suit for damages and Steelman has begun a cross-suit, calling on the League of American Wheelmen to sustain him.—*Plainfield News.*

AN ILDERAN TOUR.

MESSRS. SHEFFIELD and Bradley, of the Ilderans, Brooklyn, N. Y., have just returned from a delightful two weeks' tour of over 375 miles. Barring one accident, which shortened the trip two days, everything ran smoothly.

Starting from Newark, they wheeled across the mountains of Northern New Jersey. From Morristown they wheeled, or rather walked, amidst beautiful scenery to the Delaware Water Gap. Between those two points it was impossible to travel more than four and a half miles per hour on account of heavy grades and poor surfaces.

After visiting all the principal points at the Gap, the most suggestive although not most prominent being "Lover's Retreat," they wheeled along the famous Delaware river road to Milford, where our genial host Crossman took us in charge.

Frank rides a wheel himself. We were shown some records made here by Halstead of the Harlems, one being from Milford to Point Jervis (seven and a half miles) in twenty five minutes and forty seconds. From Milford, fine wheeling was found through Orange County by way of Middleton and Montgomery to Newburgh.

Crossing the Hudson to Fishkill, Poughkeepsie was soon reached over sand-papered roads. Here we were most hospitably entertained by the Poughkeepsie Bi. Club for a whole day.

Thanks are especially due to Messrs. Ostrander and Sterling, as well as several others, who escorted us for a ways up the road.

Mr. Stewart kindly introduced us to his uncle's watermelon patch. The boys are all working hard in the interest of the race meet to be held October 1. Judging from the elegant and costly prizes offered, they should have a large and prominent field of entries. We wish them success.

From Poughkeepsie to Blue Stores, Post Road was followed, where, instead of turning left, the following was found good, and recommend it, as it avoids the clay in vicinity of Hudson. Keep on Post Road, through Johnstown, to Cloverack, where in village take road to right of that which has sign reading, "Hudson, four miles." Hold same to brick Tavern, a large, red brick building, where turn left into Post Road, seven miles from Kinderhook.

At Albany we were taken in hand by W. Honig, secretary of the Albany Bi. Club, and were shown many courtesies. They have an elegant and roomy clubhouse.

Leaving Albany for Saratoga we encountered our hardest afternoon's ride, the roads being very heavy and rain falling every few minutes. Although being compelled to do Saratoga on foot, we enjoyed ourselves immensely. The roads were vile, it having rained heavily all night. From here we trained to Caldwell, sailed up the indescribably beautiful Lake George, and crossing into Vermont by way of Ticonderoga, our last lap was begun for Troy.

Starting at a scorching pace, in order to get warm, we gradually wheel South. When Granville, N. Y., was being approached, the first unfortunate accident occurred. While coasting a long hill into the town Sheffield took a bad header, spraining his ankle. From here, eighty miles from Troy, we were compelled to train it, and take the night boat for New York.

We also desire to extend our thanks to the Troy Bi. Club for courtesies shown us.

H. L. B.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

CALLIOPE WHISTLES.

EDITOR BULLETIN.—Unusually I regard your answers to questions as embodiments of sound judgment and common sense. Your reply to question No. 88, Sept. 9, 1887, might, it seems to me, have also included some cautionary suggestions. I refer to the use by wheelmen of the calliope whistles adopted by the police in many cities. Aside from the inconvenience of discussing legal propositions with policemen acting under orders, the necessities of the case absolutely require that no one else should use what is liable to be at any time a life and death signal.

A patrolman on his beat, the officer surrounded and outnumbered, a fire, explosion, or accident of any kind, secures the speediest possible relief by the aid of that whistle, which I have long regretted to see in the hands of many persons who might thoughtlessly inflict serious damage, or get themselves into trouble by its use.

It may be that no penalty might be enforcible for the *possession* of a calliope whistle, but I should very much dislike to take the consequences of sounding a police call on that or any other kind of whistle.

The advantages to be gained by the use of the aforesaid musical instrument do not in any way compensate for the harm it is capable of doing, and I believe that a police regulation forbidding its use would be quite constitutional.

For these reasons I have opposed the use of the police whistle, or calliope, from the beginning, and do still, and think that the fewer such nuisances wheelmen adopt the less antipathy they will raise amongst an otherwise friendly branch of government.

No. 13,743.

CELEBRATE THE LIBERTY BILL.

EDITOR BULLETIN:—I think the scheme of your Jersey correspondent in last week's BULLETIN is one that deserves consideration, viz: The holding of a parade in Central Park to celebrate the "Liberty Bill," to be participated in by the wheelmen of New York, Brooklyn, Jersey City, etc., etc. I think that this ought to be carried out, and the proper persons stirred up to make the thing a success. It ought to be an easy matter to get from twelve to fifteen hundred wheelmen in line, and I feel sure that if this is brought before the riders they will all approve it. I heard several approve of it yesterday, when I was in the Park. No. 13,080.

CHICAGO RECORDS.

EDITOR BULLETIN:—In the BULLETIN of Sept. 9, "Spectator" says, by implication, that Messrs. Hosford, Randall, Diedrich, and Greenleaf, who rode from Chicago to Elgin and back, did not make a hundred miles. Perhaps "Spectator" never thought of their completing a century on the boulevards, as these gentlemen undoubtedly did.

Since "Spectator" is so exact, why does he not mention that Riggs, who won the mile race at the Chicago A. A. A. grounds, had one hundred yards start from Winship, who came in second?

KAY BEE.

CYCLETS.

COLD winds,

A COOL atmosphere,

AND well packed roads,

MAKE cycling at this time a source of delight alternating with hard labor.

WE go out into the country with the wind, and it is grand. We push home against it, and only our disgust is grand.

THE autumn foliage is now taking on its brightest colors. Now we get delight for the eye, and come home with a dry shirt.

The Owl is back upon his perch once more.

THE ladies are getting in condition for the North Shore trip.

THE wheelmen of Milwaukee held a lantern parade Tuesday evening last.

R. M. LOCKWOOD, secretary-treasurer of Maryland Division, is touring in Scotland.

THE Hartford Wheel Club put $627 into its treasury as a result of its late race meeting.

NEW YORK wheelmen are at Cooperstown this week. There will be jolly times no doubt.

THE ladies' tour is booming. There is good prospect of the largest attendance ever known.

G. P. MILLS, has taken the English twenty-four hour road record for a tricycle, 266 3-4 miles.

MORGAN and Ace have run two races for the Welsh championship, and each has won once.

THE Cambridge Club will run to Belmont for a corn roast, September 29. What's a corn roast?

OVERMAN WHEEL CO. LAMPS.

In view of the ordinances lately passed by a number of our large cities, requiring the carrying of lamps on all bicycles and tricycles after nightfall, we desire to present to the cycling public our claim to the best wheel lamps yet produced. Our lamps are all of the best and strongest construction, and are fitted with the most successful ventilating apparatus ever used. By its use, the air is brought up to a level with the flame before being admitted to the lamp chamber, thus preventing the strong upward draught which has made it so difficult to keep other lamps burning. Try them.

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Regulation League Cloth, Burlington Mills, $2.18 a yard; League Buttons, large, 5 cts. each; small, 2 1-2 cts., full set for suit, 55 cts. Uniform sent C. O. D., privilege of examining, and ONLY TO LEAGUE MEMBERS. We do not pay delivery charges on cloth.

All orders must be accompanied by League Number.

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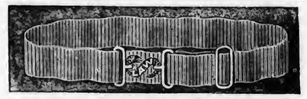
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OUR article on "Macadam Roads" is being copied extensively in local papers throughout the country.

THE ordinary bicycles were beaten by both tricycles and safeties in the North Road twenty-four hour race.

ST. LOUIS will have a handicap road race to Manchester, Oct. 1. All the hard riders and toughs will enter.

FRED T. SHOLES, of Cleveland, Ex-Secretary of the L. A. W. is touring about New York State on his wheel.

DR. WILLIAM H. EMERY, of Boston, has gone to St. Louis to renew some of the acquaintances made at the Meet.

CAPT. WOODMAN, of the Chelsea Cycle Club, has a record of three thousand two hundred miles to date in 1887.

SAM HOLLINGSWORTH has surprised himself and his friends by riding a mile on the Lynn track in 2.33 1-5. He was paced by Rowe.

THE contestants in the Chicago-Boston road race will start from Boston and finish at Chicago. Good for Chicago, but bad for Boston.

LIEUT. ROTHE writes that he has not retired from cycling, but has had to give up club duties. So long as he can ride, will his wheel be retained.

A SMALL list this week, — 44. It gives us a total membership of 11,412. On October 1 the new rate of $1.25 comes on, and for this many are waiting.

THE Ivel tricycle on which Mills broke the record weighs thirty-three pounds, and had a 63-inch gear. Waterhouse's safety weighed and was geared the same.

MESSRS. HUNTINGTON and Collister, the tandem team of Cleveland, are now getting in trim for an attempt on the twenty-four hour Safety bicycle record.

WM. WOOD, of North Shields, defeated Richard Howell in a race for the twenty-mile professional championship at North Shields, Sept. 3. Time, 1.4.57.

PHYSICIANS say that drinking large quantities of water will produce fat. All right; we'll stick to water. Let some one else try beer, and see if they'll get thin.

BERLO went down to Attleboro and won the following prizes: A watch, cane, umbrella, shaving set, and opera glasses. Berlo is now fully equipped for dudeship.

THE Dryden (N. Y.,) Agricultural Society offers gold and silver medals for a one mile amateur bicycle race, to be run the last day of its annual fair, September 29.

IF Hicks had been at the Attleboro races he would have seen the flying start in all its glory. The wheelmen saw the horse-racing, and there were few converts to the gospel of Hicks.

THE third quarter begins October 1. On and after that day the League dues will be twenty-five cents to January 1, and applicants will be called upon for but $1.25.

NEXT week come the yacht races. If the clerk of the weather will send all his spare wind to New York, and keep it off the roads, both yachtsmen and cyclers will be well satisfied.

THE popularity among wheelmen of the Anchor inn at Ripley, Eng., is evidenced by the visitor's book. C. W. Nairn reports that he signed the 5,638th entry since Jan. 1, on Sept. 1, last.

THE experiences of Attleboro teach us that it does n't pay to put cycle races on to a track that has been in use for horse racing and polo playing for three days. But we knew that before.

THE Pittsburg cyclers bestow upon their city the title of the "City of Natural Gas." The hardihood displayed is wonderful. Just think of the opportunity they give to a man who wants to be funny.

THE Springfield Roadster is acquiring a good reputation as a hill climber. Those who ride it say that they climb hills they never climbed before, and those who always climbed now climb the more.

THE K. C. W., of Brooklyn, have introduced a new idea. They now wear service stripes, — a silver stripe on sleeve, running from seam to seam, for three years' service, and a gold stripe for five years.

MR. T. H. LAMBERT, of Humber & Co., arrived in New York, from London, Thursday of last week. Mr. Lambert is well known among American bicyclists, having accompanied Furnival on his visit to America in 1885.

TEMPLE and Maltby, the champion trick riders, who are now in England, will contest to see which one shall wear the title alone. Let's see! Canary won that title once, and the man who wears it should take it from him.

HILLIER calls Kron's book "the autobiography of a singularly self-sufficient mediocrity." And now Karl should write a spicy review of Hillier's book on "Cycling." We do not doubt he could give us an interesting chapter.

F. R. OSMOND, one of England's crack riders, has announced his intention of trying to cut the records held by W. A. Rowe. That 's right, Rowe wants something to do, and would like to put the figures a notch or two higher.

THE Lynn Club bids fair to have ' all the colors of the rainbow." A set won by them July 4 is on exhibition in a Lynn shop window, and they captured still another set at Attleboro. Hunter, Whitten, and Barnett make a strong team.

THE race for the Missouri Club's season mileage prize is getting hot. Capt. Brewster is ahead so far, with about three thousand miles to his credit, E. A. Smith is next, three or four hundred miles behind, and Alex Lewis behind him.

OUR correspondent "Jer. C." suggested a celebration in honor of the "Liberty Bill," and the idea has been taken up and discussed with a good deal of fervor in New York. The boys want to carry out the idea in a creditable way.

THE Pittsburg, Pa., races are down for next Thursday, the 29th. They are to be run on the first day of the Inter State Fair. The wheelmen of the associated clubs have the arrangements in hand, and will make matters pleasant for visitors.

COTTAGE CITY would like to have the annual meet next year. We are to get an invitation from the islanders, for they have seen Massachusetts cyclers, and now they want the whole country. Baltimore will not the only place that wants us after all.

PUT pure olive oil into a clear glass bottle with strips of sheet lead and expose it to the sun for two or three weeks, then pour off the clear oil and the result is a lubricant which will neither gum nor corrode. It is used for watches and fine machinery of all kinds.

AT the semi-annual meeting of the Norwalk (Conn.) Wheel Club, held Thursday evening, Sept. 15, the following officers were elected: President, E. M. Jackson; vice-president, C. E. Miller; secretary, J. A. Ambler; treasurer, O. B. Jackson; captain, R. G. Hanford.

WE have lost "Phœnix." Pressure of business has forced him to abandon all his cycling correspondence. We regret the loss, for we always felt sure of something good from his pen, and St. Louis has had an able representative. His successor will get to work at once.

THE New York *Wheel* publishes a picture of the club house which will be built for the New York Bicycle Club. It adds one more to the array of fine club houses that New York wheelmen are building. In this particular, as in several others, the Empire State is at the head.

THE fastest times to date, for the gold and silver medals offered for the best bicycling records on the Queen's, Long Island, bicycle track are one mile. G. E. Todd, Brooklyn Bicycle Club, 3.19 1-2; and quarter mile, Newton F. Waters, same club, 47s. The final trials take place on Saturday.

THEY are trying to get up a race meeting on a rather novel plan down in New Jersey. The Roseville Track Association proposes to issue shares in the enterprise at one dollar each, to the amount of $800, each holder to receive four admission tickets for each share held, and a proportion of the profits.

THE Ottawa (Kan.) Wheelmen will hold a race meeting Sept. 29 and 30. The mile and half-mile State Championships will be run, together with other interesting events. On the evening of the 29th a ball and banquet will be given in honor of visiting wheelmen. Entries, to W. C. Bradley, close September 28.

ELMER E. SUMMEY is using his wheel to good effect in his business. A solicitor for a horticultural firm, he has occasion to call on the farmers and fruit growers, and his wheel allows him to do this easily and inexpensively. He came last week from New York to Boston by way of Connecticut, and will go north through New Hampshire and Vermont to New York State, pursuing his business *en route*.

THE Welshmen are receiving the American team with widely open arms. At Swansea, the Mayor and leading citizens met them at the depot and escorted them to their hotel with a brass band. A large crowd gathered about the hotel in the evening, and Morgan had to go out and make a speech to them from the hotel balcony.

THE Prince of Wales is sorely exercised about his increasing weight, and would sign a big check if, by doing so, he could regain the waist he was so proud of twenty years ago. Perhaps this may account for the fact that his royal highness was, morning and evening, to be seen on the roads of Homburg, laboriously propelling himself about on a tricycle. — *London Paper.*

AMERICANS are decidedly a go-a-head people. Quite recently two called upon us to get information about the Killarney route, and they informed us that they and two others had taken a fancy to tour in Great Britain, and that they had purchased four Apollo Safeties, learned to ride them, and started forthwith. They were loud in their praises of cycling. — *Irish Cyclist.*

THE hoodlum element on wheels is increasing to an alarming extent in and about Boston, if we can judge by some of the exhibitions of rowdyism at the Reservoir on Sundays. League officials would do the cause good service if they would call the attention of the police to the abuses out there, and ask for a suppression of them.

IN order to do away with rusty spots upon nickelled parts, rub them well in with some greasy matter, and clean them well after a couple days with some ammoniac. If this has not the desired effect, put then upon the spot, but upon the spot only, a drop of muriatic acid, and clean it well immediately after. Next wash the articles well in clean water, dry and polish with tripoli or some such substance.

THE stockholders of the Lynn Cycle Track Association held a meeting last week for the purpose of taking into consideration the matter of the failure of that association. The situation was discussed at a considerable length, and it was the sentiment of all that the association should pay the creditors dollar for dollar, instead of so much per cent, providing they could ever make it, and the creditors were willing to give them time.

AN English justice of the peace was recently fined for assaulting a bicycler. Commenting on the affair, a local paper states: "We trust that this decision, with others of recent date, will become widely known, in order that the bullies of the highway, whether justices of the peace or carters, may realize that a man who mounts a bicycle does not thereby forfeit the rights of citizenship, and become an Ishmael, against whom every man's hand may be turned.

THE *Edinburgh Evening News* says: "The latest notion for steam tricycles is a silver boiler heated by petroleum, or rather a cylinder of aluminium bronze, on account of its enormous tensile strength, with conducting plates of silver — the heat-conducting power of the latter metal being very high." A new vista of delight is here opened up before the gaze of the "respectably dressed young man," and the shekels which will accrue to him through the judicious "melting" of the silver boiler and plates will be many — provided he does n't get blown up."

THE annual 24-hour road race of the North Road Club of England was contested September 3. G. P. Mills added another record to his remarkable list on this occasion, making 266 3-4 miles on an Ivel tricycle, and taking the record. Tinsley Waterhouse rode 270 miles on an Ivel safety, and D. Belding made the best record on an ordinary, 247 3-4 miles.

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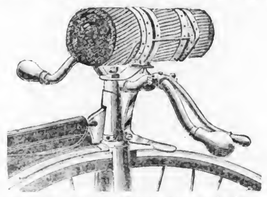
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PITTSBURG RACES,
THURSDAY, SEPT. 29, 1887,
AT
GENTLEMEN'S DRIVING PARK,
IN CONNECTION WITH
THE INTER-STATE FAIR.
FIVE HUNDRED DOLLARS IN PRIZES.

LIST OF EVENTS.

1. ONE MILE, NOVICE.....Gold Medal; Silver Medal
2. HALF MILE, OPEN.....Ruby Scarf Pin; Lakio Cyclometer
3. ONE MILE, 3.10 CLASS.....Gold Medal; Victor Lantern
4. HALF MILE, BOYS.....Gold Medal; Silver Medal
5. TWO MILE, LAP RACE.....Gold Medal; Gold-head Umbrella
6. KEYSTONE CLUB CHAMPIONSHIP.....Gold Medal
7. ONE MILE, HANDICAP.....Silver Chronograph Watch; Gold-head Cane
8. ONE MILE, TANDEM TRICYCLES.....Imported Walking Sticks
9. ONE MILE, OPEN.....Diamond Gold Medal; Gold and Silver Medal
10. TWO MILE, 6.30 CLASS.....Alligator Travelling Bag; Victor Cyclometer
11. HALF MILE, HANDICAP.....Gold Medal; Gent's Toilet Set
12. ALLEGHENY CYCLERS' CHAMPIONSHIP.....Six L. A. W. Pins
13. FIVE-MILE L.A.W. (State Championship)..Diamond Gold Medal; Gold Sleeve Buttons
14. PITTSBURG WHEELMEN'S CLUB CHAMPIONSHIP.....Gold Medal
15. ONE MILE, 3 CLASS.....Gold Medal; Gold and Silver Medal
16. ONE MILE, CONSOLATION.....Gold Medal; Cyclometer

Held under Auspices of Pittsburg Clubs, Keystone, Allegheny Cyclers and Pittsburg Wheelmen.

Entries close Sept. 27, 1887. Cut this out, and use as entry blank, or send for blanks to W. D. BANKER, Secretary-Treasurer, Old City Hall, Pittsburg, Pa. Entrance fee, fifty cents to each event. Wheelmen desiring to enter races at New Castle, Sept. 28, can make connection for Pittsburg, taking in both meetings. Reduced rates on all Railroads on account of Inter-State Fair.

C. F. SEIDELL - - - - - - - - - - President.

A LEATHER button, bearing on its front the figures "1679," has been made and distributed among the members of the party from Providence and the Boston escort who arrested the man at Wellesley, and put him through court at an expense to him of $16.79. The inscription is all right, but why didn't they have it on a flask? Every member of the order is proud of his button, and every member will have an excuse to tell the story when he is asked, "What does that mean?"

THE Omaha wheelmen, reinforced by the Council Bluffs Ramblers and a delegation from Plattsmouth, gave an illuminated parade at Omaha, September 7. One hundred gayly illuminated wheels were in line, including a tandem, ridden by Messrs. Coombe and Joliffe, that was very skilfully decorated. After the parade, on invitation of Messrs. Clarke and Moulton, chief and local consuls respectively of the L. A. W., the wheelmen partook of refreshments at the St. Cloud.

W. E. DENSLOW, of Quincy, Mass., met with a serious accident on Carroll's Hill, Middle Street, East Weymouth, Sunday afternoon. In some way not yet ascertained, he took a header on the hill. He was discovered by the people living in the vicinity, and removed to the residence of John Nolan. Dr. G. W. Fay was called and made every effort to restore consciousness. In this he was not successful till near midnight, and then the patient was unable to give an account of himself.

ON Sunday, September 11, a man giving his name as H. Short rented a Rudge Safety of C. A. Ward, Lockport, N. Y., and up to date he has not returned it. The police are looking for him. He was 5 ft. 8 in. tall, had reddish hair, curling close to his head, and was much freckled. He wore a brown checked suit. Mr. Ward thinks he is the same man who victimized the Troy Club, for he left a pair of cuff buttons marked "T," which are thought to belong to Captain Thiessen. Here is a man to be looked out for.

A VERY pretty programme comes to us of the race meeting at Bay City, Mich., on Oct. 5. The whole week will be given by the citizens of Bay City to the soldier's and sailor's encampment, and the bicycle races are down on the programme. Eleven races will be run including the three-mile State Championship; there will be a parade, banquet, concert, and lantern parade. W. P. Walter is secretary and will receive entries.

LAST Sunday, Sept. 13, a party of twenty members of the Lynn Wheel Club rode to Brookline to see Shurman "do" Corey Hill, and this is the way he did it. Mounted on Mr. McCune's ordinary Springfield Roadster, he rode straight up the hill, coasted down the back side, turned around, rode up to the top; turning here again he coasted down once more on the back side of the hill. This was somewhat of a feat, and the men who went to see it came away with large ideas of the hill-climbing qualities of the Springfield Roadster and the pluck of Mr. Shurman. The machine used was the ordinary roadster, geared to the standard power.—*Bicycling World.*

THE American Bicycle team has for the past three months raced against British riders at least twice each week, and has won over thirty first prizes, seventeen seconds, two dead heats, and unplaced only three times (in handicaps). Some people of refractory memory have been uncharitable enough to charge us with not being representative American riders during a spell of sickness by which Woodside lost several races, but we wonder what they will say now, when little Temple, of Chicago, offers any man in Great Britain, but Howell, ten yards in a mile, and offers to take in Howell on even terms, for $250, Woodside at the same time offering to take in any English rider a ten-mile lap race.—*W. J. Morgan, in Lynn Bee.*

TESTIMONY is being taken at Providence in the case of the Pope Manufacturing Company, of Boston, against the Gormully & Jeffery Manufacturing Company, of Chicago. Attorney Coburn, of Chicago, appears for the complainant, and Attorney Offield, of Chicago, for the defendants. The case is in regard to the making of the anti-friction ball bearings. The defendants claim that they purchased the patent from John Smith, a police officer of Fall River, who obtained letters patent for it. The complainants claim that the axles are being made according to their own patent. A large number of witnesses have been examined from St. Louis, Chicago, Providence, Boston, and other places.

AN elderly gentleman of violent—well, let us say excitability, and a certain idea of carrying military rule into the bosom of his family, has foresworn his customary cycling exercise during the late terrible condition of the roads. The other day, one of his undutiful daughters was heard to express herself with joy. "Just fancy! papa has taken to riding again! he told me to get out his tricycle this morning, and started off for a ride on it. Isn't it a blessing? Now his temper will be bearable again once more; he's quite nice when he has plenty of cycling.—*News.*

Readers are warned not to show this to their wives if they have such luxuries. It may be that they will draw forth the remark, "Why don't you ride more, my dear?"

A CORRESPONDENT of the C. T. C. *Gazette* writes as follows: "To those of your readers who find their saddles uncomfortable, especially for long rides, let me recommend the following plan, which I have found very successful: "Procure from a saddler (price 1s. 2d.) a square foot of the thickest felt, such as is used for making 'humnahs' for placing under saddles for horses (I would suggest the darkest shade). Place this, just as it is, on the saddle, and secure it by a short strap passing over it, and under or through the saddle springs. I am over thirteen stone, and forty-six years of age, yet rode, a few days ago, with perfect ease and comfort, on a tricycle with my saddle so covered, sixty-four miles in a day, against a strong wind and under a hot sun. It improves with use."

THE attempt to introduce tricycles into the Austrian postal service has been but short lived, as, according to the *Sewing Machine and Cycle News*, the experiment has been a complete failure. It seems that machines were obtained from two Vienna firms on trial. The tricycle supplied by the first were designed apparently by an artillerist, who, in a matter of wheels, could not divest his mind of those of a gun-carriage; consequently, the unfortunate postman mounted thereon was wont to find himself used up before his journey was half over. The other machines erred in the other extreme, being of such a light and fragile character that they were constantly in need of repair. Under these circumstances the postal authorities have decided to discontinue the experiment. It may be remarked, by the way, that the postmen engaged on these machines were about to urge their claims to higher wages, on the ground that the unusual exercise rendered them incessantly hungry!

IN the last road championship, we saw demonstrated the superiority of the safety over the ordinary bicycle, and in England, too, the superiority of the smaller mount has been frequently shown in road races, and especially in long-distance races. We may thus take it that the same pace at least may be got out of a safety as out of an ordinary, and with less risk. The appearance is in favor of the ordinary, distinctly, and, without going into a long dissertation on their relative merits, there is one point on which purchasers, when choosing between the two, do not much trouble themselves about,—that is the probable life of each type of machine. It is my firm conviction that the ordinary will stand incomparably more riding than the safety. We seldom hear of a tricycle on which ten thousand miles have been ridden, and the machine still in good order. Yet this distance has been often doubled, and even trebled, by bicycles, which still seems fit for a few more thousands of miles. It seems to me that the complications of machinery in a tricycle brings it, figuratively speaking, to an early grave; while the simplicity of the bicycle prolongs its life. As with the tricycle, so with the safety. The additional strain on the wheels owing to their smallness, and the continual wearing caused by the chain, is bound to tell, and this leads me to the conclusion that an ordinary will outlast a safety.—*Scottish Athletic Journal.*

LETTER FROM BROOKLYN.

ACCOMPANIED by Messrs. Fuller, Demarest, and Ackerson, of the Brooklyn B. Club, I have just returned from a week's outing among the hills and valleys of Penna., New York, and New Jersey, starting from the Delaware Water Gap, and proceeding by a circuitous route of about three hundred miles to New York City. Train was taken to the Water Gap, from whence the start awheel was made at 3 P. M., September 10, from the Kittittinny House, and the following days of the tour were a succession of enjoyment of wild and most picturesque scenery, good roads, and most satisfactory hotel accommodations. This latter feature was a pleasant surprise. We had started with the intention of testing the League's hotel system, and in every case stopped at the recognized headquarters, and the result was beyond our expectations. In only one single instance did we receive poor accommodation, and this was at a place not regularly appointed, and where we were compelled to stop from necessity. As the trip was in a measure experimental, to convince those who regard touring as an expensive luxury, to be indulged in only by the wealthy, I will briefly summarize the trip and the necessary expenses, as defrayed by the treasurer.

The first twelve miles from the Water Gap to Bushkill, generally regarded as very poor riding, were found to be good, no dismounts being necessary on account of surface, and but few for hills, which are plentiful, and oftentimes of very steep grade. After climbing the steep ascent out from Bushkill the roads to Dingmans are as near perfection as it is possible to have them, the grades moderate, and the ever-changing panorama of the valley and river below, and the mountains beyond, bathed in the many colored rays of the setting sun and soft light of the afterglow, presenting a picture indescribably beautiful.

We arrived at the Bellevue Hotel, Dingmans just as the last faint rays of light were fading on the hill tops. The building is a small unpretentious structure, and the landlord still more unpretentious if possible. In fact, first appearances were very disappointing, but the good cheer that awaited us within soon dispelled all doubts for our comfort, and we heartily recommend all fellow tourists to tarry here. Here we met a wheelman from Philadelphia, one of those unsalted individuals who know everything, and who, in their own estimation are phenomenal riders. This one, according to his report, had covered twenty-five miles on the road in eighty minutes, and had frequently made the trip from Dingmans to Port Jervis, a good sixteen miles over the hills, in less than one hour. We did not tell him he was a prevaricator, but we thought so all the same. The visitor at Dingmans should not fail to climb back into the mountains and view the Silver Thread and High Falls, two beautiful cataracts falling over the solid rock of the mountain side about two hundred feet, and winding through a gorge as beautiful as the famous Watkins Glen. From Dingmans the roads continued as good to Port Jervis, and on up the valley to Cuddebackville nine miles above, where a turn to the right was made, the valley crossed, and a two and a half mile climb up the mountain followed. At the summit a cool mountain spring refreshed us for a sharp coast down the mountain to Otisville, and thence over hill and dale via Mt. Hope to Middletown, a busy little city where first-class accommodations were had at the Russell House. To Mr. H. C. Ogden, of this place, we are indebted for his courtesy and attention. The following day, heavy rain compelled training to Poughkeepsie in order to keep up to our schedule, thus the delightful ride up the Wallkill Valley was necessarily omitted, much to the regret of all.

At Poughkeepsie, the Morgan House was found most satisfactory in every particular, and the following morning, the rain having ceased, a start was made for Newburg and Highland Mills, thirty odd miles away over roads which, although usually A 1, were now a sea of sticky mud, making riding both difficult and dangerous. Highland Mills was reached at 6 P. M., and at the Highland Mills Hotel we were well taken care of. The next morning was spent in removing several pounds of hardened mud from the wheels, and a start was not made until after dinner, that the roads might receive the benefit of the morning sun. At two o'clock, we were in the saddle, and the good roads and beautiful scenery down the Ramapo Valley to Sloatsburgh was a delightful change from the toil of the previous day. At Sloatsburgh, we turned right and struck straight across the mountains via Ringwood and Hewitt to Greenwood Lake, expecting to find the toughest kind of roads and hills. To the contrary, however, the roads were, as a whole, good, in many places excellent, and the hills not over difficult. Greenwood Lake was disappointing. The scenery was tame in comparison to what we had seen or expected, and

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The following works are officially recommended by the L. A. W. Bureau of Information:

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, advertisements. Price, 15 cents. Address Pope Manufacturing Company, 79 Franklin Street, Boston, Mass.

L. A. W. ROAD AND HAND-BOOK OF CALIFORNIA (Official): — Officers, Consuls, hotels, and rates of California Division. California bicycle clubs and officers. Over 2,000 miles reported roads, 100 pages, tabulated form. Bound in flexible leather, $1.00. Ready Aug. 1, 1887. Address J. W. Gibson, No. 612 Hyde Street, San Francisco, Cal.

L. A. W. ROAD-BOOK OF CONNECTICUT (Official): — In progress. Address Charles G. Huntington, Hartford, Conn.

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L. A. W. ROAD-BOOK OF MICHIGAN (Official); with best roads of Ontario and through route from Chicago to N. Y. City. Sectional and general maps; lists of Consuls, hotels, repair shops, and points of interest. Flexible leather cover. Free to Division members joining before July 1; after that date, 25 cents extra. Price to L. A. W. members of other States, $1.00. Address J. H. Johnson, 197 Second Ave., Detroit, Mich. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

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How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$1.25,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"*(a)* Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"*(b)* Competing with, or pace-making for, or having the pace made by a professional in public, or for a prize.

"*(c)* Selling, realizing upon, or otherwise turning into cash, prize won by him.

"*(d)* Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"*(e)* This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, ruler, and ice skating."

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$1.25*** *for initiation fee and dues in the League of American Wheelmen to Dec. 31, 1887. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *P. O. Address,* .....

City and State, ...

REFERENCES: .....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

here at Brown's, now Cooper's, Hotel, we found the poorest accommodations met with on the trip. Next morning was spent in viewing the lake, and a pretty ride of nine miles brought us to Newfoundland, where we were served with an excellent dinner, and tourists are advised to run down here in preference to stopping over night at the lake. After dinner, the route lay down the Berkshire or Longwood Valley to Rockaway and Morristown. In this valley, scarce two hours from New York by rail, we saw some of the wildest and most beautiful scenery of the trip. The roads are from fair to good, the hill work not severe, and we wonder that the touring cycler does not more often stray this way.

From Morristown the route lay south over excellent shade roads *via* Bernardsville, Bedminster and Pluckamin to Somerville, where we put up at the County House, so well known to Philadelphia and New York Tourists. The riding hence, in all directions, is fine, and the afternoon was spent in taking in the famous river circuit. The following day saw us on the home stretch, passing New Brunswick and Metuchen to Perth Amboy, where friend Tiet, of the Hotel Central, did his best for us at dinner, after which we crossed Staten Island, and took the ferry to New York City. We were away eight days; wheeled two hundred and fifty odd miles, and trained about one hundred and fifty. The total necessary expenses per man, including railroad fares, ferriages, hotel bills, one night at theatre, and photograph of the party was $21.03. We saved on League discounts at hotels *en route*, $3.05 per man, and received the best of treatment, rooms and food, and we believe the League is some good, if only for a weeks' touring in the year. We also believe that touring a-wheel is the only way we could have covered so much territory, seen so much, and had so much enjoyment for so little expenditure. If you want to be convinced, try it.

The one-quarter mile, and one-mile time record medals, offered by the proprietors of the track at Queens, were both won by G. E. D. Todd, of the Brooklyn Club. The competition finally got down to a duel between Valentine, the flyer of the K. C. W., and Todd, whose best record was 3.19, with Valentine 3.20 for the mile. Todd then suggested that Valentine and he start from scratch, and race for the medal, the winner to hold same, regardless of time. The result was that Todd beat Valentine handsomely, and captured both medals.

September 20, 1887. BON.

THE PATH.

ATTLEBORO, MASS., Sept. 16. — Races at the Agricultural Fair, managed by the Columbia Bicycle Club, of North Attleboro: —

One-mile Novice. — J. E. Doran (1), 3.23 1-5; W. H. Lyons (2); James Monohan (3). E. C. Himeon finished first in 3.23, but his starter ran over the line and he was disqualified.

Half-mile. — P. J. Berlo (1), 1.33 1-4; D. E. Hunter (2), 1.33 1-2; J. F. Midgley (3); H. L. Caldwell (4).

Two-mile Handicap. — H. L. Caldwell, 140 yds. (1), 6.28 1-2; P. J. Berlo, 120 yds. (2); J. F. Midgley, 140 yds. (3).

One-mile Club Handicap. — F. B. Brigham, scratch (1), 3.20; J. E. Tweedy, 60 yds. (2), 3.20 1-4; J. E. Doran, 75 yds. (3).

One-mile Boy's Handicap. — A. W. Porter, scratch (1), 3.21 1-4; C. G. King, 100 yds. (2), 3.21 1-2; W. A. Richardson, 25 yds. (3).

One-mile Professional Handicap. — L. D. Munger, 110 yds. (1), 3.03; H. S. Crocker, 40 yds. (2); W. A. Rowe, scratch (3); S. P. Hollingsworth, 135 yds. (4); A. A. McCurdy, 90 yds. (5); H. W. Tufts, 160 yds. (6).

Half-mile Handicap. — P. J. Berlo, 30 yds. (1), 1.25 1-4; E. C. Himeon, 75 yds. (2); J. F. Midgley, 35 yds. (3).

One-mile, 3.10 class. — J. F. Midgley (1), 3.25; H. L. Caldwell (2); J. E. Tweedy (3). Midgley was protested as ineligible for this class, and the prize was withheld pending an inquiry.

Quarter-mile. — P. J. Berlo (1), 40 1-4; Charles E. Whitten (2), 41; H. R. Caldwell (3).

One-mile Handicap. — P. J. Berlo, 50 yds. (1), 3.10 1-4; E. C. Himeon, 120 yds. (2); F. B. Brigham, 90 yds. (3); J. F. Midgley, 60 yds. (4).

One-mile Team. — Lynn Club, Hunter, Whitten, and Barnett (1), 13 points; Columbia Club, Brigham, Tweedy, and Doran (2).

PROVIDENCE, R. I., September 20. — Races under the auspices of Rhode Island Division L. A. W. at Narragansett Park.

One mile novice. — G. P. Hutchins, (1), 3.12.

Quarter mile professional. — W. A. Rowe, (1), 0.36; S. G. Whittaker, (2).

One mile amateur division championship. — F. A. Bliss, (1), 3.18.

One mile for Star machines. — T. Lakey, (1).

One mile professional. — W. A. Rowe (1), 2.52; Whittaker, (2)

Two mile amateur open. — H. L. Caldwell, (1), 7.41 1-4.

Three mile professional lap. — W. A. Rowe, (1), 11.04 3-4; Whittaker, (2).

One mile amateur open. — P. J. Berlo, (1), 3.25.

The track was in good condition and the races attracted thousands of spectators.

HARTFORD, CONN, September 17. — Races under the auspices of the East Hartford Wheel Club.

One Mile Open.—H. B. Arnold, (1) 3.05; W. Haradon, (2).

One Mile Lap.— H, B. Arnold, (1); G. C. Dresser, (2). In this race, Haradon, who was in advance, took a bad header, and the others, who were immediately behind, were thrown in a heap. Arnold mounted his machine and, followed by Dresser, took first and second prize respectively. No time taken.

Half Mile Handicap. — F. E. King, 55 yards, (1) 1.25.

One Mile Novice.—F. E. King, (1) 3.23 1-5.

Three Mile to minute Class.— L. Foster, (1) 9.54; E. B. Smith, (2).

One Mile 3.20 Class. — C. Snow, (1) 3.29.

Two Mile Handicap. — E. B. Smith, (1) 6.4 1-2; W. M. Haradon, (2).

One Mile 3.20 Class. — F. S. King, (1) 3.16 1-5.

One Mile Handicap. — E. N. Way, 125 yards, (1) 2.57; G. J. Whitehead, (2).

Three Mile Open. — W. Harding, (1) 9.51; W. Haradon, (2).

MEMPHIS, TENN., September 13. — Races under the auspices of Tennessee Division, L. A. W.

Half Mile Novice. — Ferd Trep, (1) 1.38; D. Williams, (2).

One Mile Dash. — Robert Slusser, (1) 3.30; C. Maydwell, (2).

Half Mile Dash. — R. Slusser, (1) 1.37; E. M. Wilcox, (2).

One Mile Novice. — D Williams, (1) 3.50 1-2; Trep, (2).

One Mile L. A. W. Championship. — E. H. Wilcox, (1) 3.39; Maydwell, (2).

Two Mile Lap. — Slusser, (1) 4.27.

One Mile Handicap. — Wilcox, scratch, (1) 3.27; D. Williams (2).

Five Mile L. A. W. Championship. — Robert Slusser, (1) 19.42 1-2; C. Maydwell, (2).

One Mile Consolation. — T. W. Watkins, (1) 4.00 C. J. Dunn, (2).

The races were followed by a banquet at the Turf Exchange, where the prizes were distributed, and toasts were responded to by S. W. Hampton, Jr., R. W. Slusser, E. H. Wilcox, W. L. Surprise, and A. B. Pickett.

AT the annual championships of the N. A. A. A. A., held last Saturday in New York, a new bicycle championship for 1 1-2 miles was instituted. It resulted as follows: L. J. Kolb (1), 4.35 2-5; J. W. Powers (2); P. M. Harris (3).

THE Nonantum Cycle Club will hold open house on the day of the Eastern Road Club's race. All wheelmen are cordially invited to visit the house, and to make the rooms their headquarters during the race. The club has new rooms in Claflin's block, and they are now better than ever in a position to entertain friends.

FRACTURES III.

Clavicle. — This bone is more often broken than any other, from the fact that it is the only bony connection between the upper extremity and the trunk, and through it all shocks which are received upon the shoulder or arm in an extended position are transmitted to the trunk. Such fractures are always oblique, and usually occur near the middle of the bone. When due to direct violence, the fracture is usually transverse and often comminuted and compound.

In oblique fracture, the outer fragment is displaced downward, inward, and backward behind the inner, which projects beneath the skin.

The shoulder falls forward, downward, and inward; and the patient sits with his head bent towards the injured side and supports the limb with the other hand.

Bring the elbow of the injured limb forward on the chest, and place the fingers on the opposite shoulder. Make a few turns with a bandage around the arm and carry it across the back and around the chest so as to press the lower part of the shoulder blade firmly against the back.

Then run a bandage from the uninjured shoulder along the forearm and bring it up over the back, so as to support the elbow and retain the forearm in position.

The arm. — The humerus may be broken in any part, and when the injury is near a joint its nature is often very obscure. When the fracture is near the middle of the bone, the signs are well marked. Reduce and flex the forearm at right angles across the chest. Place on the outer side a long right angular splint which shall extend from the shoulder to the elbow and wrist, and on the inner side a short splint extending from the armpit to the elbow. Support the forearm by a sling from the neck, and fasten the elbow to the side by a bandage around the body.

This will also answer for fracture near the shoulder joint.

Fracture of the lower end of the humerus may extend completely around the bone, or only a part be broken off.

When the entire lower end is broken, the bones of the forearm are displaced either forward or backward, depending on the direction of the fracture. Backward displacement closely resembles backward dislocation, and is distinguished from it by the fact that the displacement disappears upon straightening the forearm by the shortening of the arm, displacement and crepitus.

If only half of the lower end is broken off, the bones of the forearm may not be displaced, and crepitus is obtained, if the fracture is on the outer side by rotating the arm, and if on the inner by flexing it.

Reduce and bend the forearm at right angles to the arm, with the palm against the chest. Place an angular splint on the inner side of the arm and forearm, and support by a sling from the neck.

Forearm. — That portion of the ulna which forms the back part of the elbow is often broken by falls upon it, and, the upper fragment being drawn upward by the muscle at the back of the arm, causing wide displacement and loss of power to extend the forearm. Union takes place by means of fibrous tissue, as the fragments cannot be kept near enough together for bony union. Press the upper fragment down as far as possible, and bandage so as to retain it there; and keep the forearm straight by a splint on its anterior surface.

Fracture of both the bones is usually due to direct violence, and the displacement and other signs are well marked; but if only one is injured, the displacement is not marked, and care is often required to ascertain the nature of the injury. Bring the fragments into place, and apply broad, flat splints, which shall be long enough to reach to the fingers over the front and back of the forearm.

Fracture of the lower end of the radius is common, and occurs from falls on the palm of the hand. It is often impacted, the upper fragment being driven into the lower. The deformity is very marked, the lower fragment being driven upward and inward, carrying the wrist with it. Over the back and inner side of the wrist, the lower fragment projects, while in front a depression exists over the wrist, above which the upper fragment projects in a marked manner. The lower end of the ulna forms a prominence on the inner side of the wrist. When viewed from the side, the wrist has the shape of a fork similarly seen.

Bend the hand backward as far as you can, and try to press the lower fragment into place. This is often difficult, and sometimes impossible without an anesthetic. Then place two broad, flat splints over the back and front of the forearm, long enough to immobilize the fingers.

Fractures of the humerus and those near the elbow joint may be followed by paralysis of some of the muscles of the forearm, from injury to nerves which lie near the bones.

SURGEON,
Brooklyn Bicycle Club.

FOR SALE.—51-inch Special Star, hollow felloes, nickel handle bar and steering rod, the rest enamelled; in good condition; price $65. H. VON DER LINDEN, Poughkeepsie, N. Y.

53-INCH COLUMBIA LIGHT ROADSTER, 1886 pattern, spade handles, Lakin standard cyclometer, "K. of R." lamp,—all improvements, excellent condition; cost $167; will sell for $95. Address W. B. PERLEY, Columbus, O.

54-INCH RUDGE LIGHT ROADSTER, NEW, at a bargain; can be seen at 11 Muncey St., New York City. L. DUSENBURY.

FOR SALE.—One 54-inch (1887) Expert Columbia, D finish, with Butcher cyclometer; run four hundred miles; prime condition; owner going West; best offer over $100. "E.," Box 123, Williamsburg, Pa.

52-INCH FULL NICKELLED EXPERT COLUMBIA bicycle, Victor ball pedals, Kirkpatrick saddle, lantern, bell; a bargain; good reasons for selling. Address BICYCLE, 20 Main St., Bradford, Pa.

WANTED.—A Traveller or Columbia Tandem, in exchange for a three-track Columbia and a two-track Apollo tricycle; both machines in fine condition; correspondence solicited, 1909 L. A. W., 1817 Ridge Ave., Philadelphia, Pa.

50-INCH EXPERT COLUMBIA, FULL NICKEL, in A-1 condition, with Kirkpatrick saddle, C. H. handle bars, D. G. ball pedals, Church cyclometer, Z. and S. lantern holder, and M. I. P. bag; for $116.50. A. L. BIERY, 631 Hamilton St., Allentown, Pa.

BARGAINS IN BICYCLES AND TRICYCLES, HART CYCLE CO., No. 811 Arch St., Philadelphia. Send for our price lists of second-hand machines for comparison.

JUST RECEIVED—A superb line of Beeston Humber Crippers, everywhere acknowledged to be the finest tricycle manufactured. Send for catalogue and prices to the sole importer, L. H. JOHNSON, 401 Main St., Orange, N. J. A few good agents wanted in districts not represented.

AGENTS.—1,000 nicely printed Dodgers free; sent with each Eureka Home Trainer, ordered C. O. D. or cash before Oct, 1887. They are the cheapest and most effective local cycle ads. extant. Sample Dodgers, etc., on application. M. A. WOODBURY, Bradford, Pa.

CHEAPEST AND BEST Second-hand Wheels in the market. Send for list. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

FOR SALE.—54-inch Expert Columbia, 1887 pattern; ridden less than 150 miles; price, $100. 53-inch Light Roadster Columbia, fall of 1886 pattern, spade handles; price, $90. 52-inch Singer, new, tires unworn; price, $40. F. H. McKEE, North Adams, Mass.

FOR SALE.—52-inch full nickelled American Champion; good as new; only been run two hundred miles; cost $115; will sell cheap. ALLEN & HANE, Marion, Ohio.

PRIVATE STABLE OF QUADRANT TRICYCLE, $130; Facile Safety bicycle, 44-inch, $85; Victor bicycle, 52-inch, $70; warranted perfect condition, and excellent bargains. Correspondence solicited. Address D. W. COLBATH, 5 School St., Boston, Mass.

BICYCLES, SECOND-HAND.—If you wish your wheel sold quickly, at a small commission; or if you wish a choice from the biggest list of bic bargains in America, send to MANHATTAN WHEEL EXCHANGE, 49 Cortland St., N. Y.

$15 REWARD.—Stolen, 53-inch Columbia Light Roadster, nickel finish, No. 473; the above reward will be paid for information leading to its recovery. G. E. HANNAN, 1421 16th St., Denver, Col.

BARGAIN.—52-inch nickel Expert, ball bearings, cow-horn bars, spade handles, $80. C. A. THOMPSON, Brattleboro, Vt.

WANTED.—Wheelmen to solicit advertising business for the BULLETIN in every large city. It is a good field of work for smart men, and we pay liberal commissions. Address this office.

$18 BUYS A 42-INCH HECLA BICYCLE, newly painted, with rubber tires, brake, tool-bag and tools; in A-1 order; cost $40. Address H. H. B., Lock Box 50, Wappingers Falls, N. Y.

TANDEM, BARGAIN.—A Beeston Humber Tandem tricycle, in good condition; will sell for $150. Any one wishing a bargain, address GEO. A. JESSUP, Scranton, Pa.

$25 REWARD FOR 50-INCH VICTOR LIGHT Roadster, stolen here Aug. 13. J. K. ANDREWS, 509 Olive St., St. Louis, Mo. No. 5333.

LARGE STOCK OF SECOND-HAND BICYCLES, all sizes, always on hand, at extraordinary bargains; sole Brooklyn agents for Columbia cycles; wheels sold on instalments. BROOKLYN BICYCLE COMPANY, 161 Clymer Street, Brooklyn, N. Y.

50-INCH STANDARD COLUMBIA, IN GOOD condition; will exchange for a canoe. For particulars, address ECHO, Avoca, Luzerne Co., Pa.

FOR SALE.—54 inch Rudge Light Roadster, 1887 pattern, good condition, $30 worth extras, $100. A. D. HUGHES, 220 South 15th Street, Omaha, Neb.



EUREKA HOME TRAINER
AND
BICYCLE STAND.

A well-made practical machine that no rider can afford to be without. Develop your muscles and keep in condition. For sale by cycle manufacturers and agents generally, price $7.50.

Patents applied for. M. A. WOODBURY, Manufacturer, Bradford, Pa.

Poughkeepsie Bicycle Races

TO BE HELD AT THE

HUDSON RIVER DRIVING PARK,

POUGHKEEPSIE, N. Y.,

October 1, 1887.

LIST OF RACES AND PRIZES.

1. One Mile, Novice.—1st prize, Gold Medal; 2d, Silver Medal. *2. One Mile, open.*—1st prize, Diamond Scarf Pin; 2d, Gentlemen's Travelling Bag. *3. One Mile, 3:00 Class.*—1st prize, Gentleman's Travelling Case; 2d, Jointed Lancewood Fishing Rod. *4. Two Mile, Amateur Handicap.*—1st prize, Winchester Repeating Rifle; 2d, Silver-handled Silk Umbrella. *5. One Mile, Poughkeepsie Bicycle Club Championship.*—1st prize, Gold Medal; 2d, Silver Medal. *6. Half-Mile Dash, open.*—1st prize, Auburndale Timer; 2d, Colt's Revolver. *7. Two Miles, Dutchess County Championship.*—1st prize, Gold Medal; 2d, Bicycle Shoes. *8. Five-Mile Lap, open.*—1st prize, Elegant Gold Watch; 2d, Opera Glasses. *9. Two Miles, Team Race.*—Open to clubs from Yonkers, Newburgh, Fishkill, Matteawan, Kingston, Hudson and Poughkeepsie. Three men from each Club; points to count. Prize: Fine Engraving for Club-room. *10. One Mile, Consolation.*—1st prize, Gold Cuff Buttons; 2d, Silver-head Cane.

Entrance Fee, 50c. for Each Event.

Entries to close Sept. 26, 1887. L. A. W. Rules to govern. Races called at 2:30 P. M., sharp. Music by Twenty-first Regiment Band. Address,

FRANK J. SCHWARTZ, Secretary.

IMPORTANT TO WHEELMEN.—For twenty-five cents in postage stamps I will mail to you a harmless preparation that will prevent all saddle chafing and soreness. Try it and be convinced.

MARTIN RUDY, CYCLE DEALER, Lancaster, Pa.





E. R. STOCKWELL,
19 John St., N. Y.
Manufacturer of
RECORD PRIZES.
Bicycle and
Athletic Medals.
CLUB PINS and BADGES.



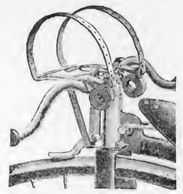
THE
Z. & S. Luggage Carrier

Was the only one to stand the test of Thomas Stevens's trip around the world. It is the oldest and best, and always reliable.

PRICE - - - $1.50.

HOWARD A. SMITH & CO.
Oraton Hall, Newark, N. J.

LAMSON'S LUGGAGE CARRIER.



DETACHABLE CARRIER, for any bundle, from a lunch box to an overcoat. The bundle may be attached to or removed from the bicycle without undoing, and it does not, like some other carriers, interfere with the nice adjustment of the head-nut. For sale by all dealers, or sent by mail by the maker for price, **$1.00.** Common form (undetachable), **75 cents,** nickelled. (Special shape for the Victor.)

C. B. LAMSON, Portland, Me.

THE NEW PATTERN
Butcher Cyclometer!
NOW READY.

The most Accurate, the Easiest to Read from the Saddle, and the BEST WORKMANSHIP ever put into a Cyclometer. Hub Cyclometer (Pat. Feb. 15, 1887), $10. Spoke Cyclometer (Pat. Nov. 30, 1886), $5. Either Cyclometer sent Post-Paid on receipt of Price.

BUTCHER CYCLOMETER CO.
6 and 8 Berkeley Street, BOSTON, MASS.

Kingston Knitting Co.
27 Kingston Street - - BOSTON, MASS.

MANUFACTURERS OF
Knit Worsted and Woollen
ATHLETIC GOODS
In all the popular styles of the season.

Bicycle Outfits in Jerseys, Jackets, Tights, Pants, Stockings and Caps to match.

Full Body Tights in Plain and Ribbed Jersey Cloths, with Plain and Fly Fronts, reenforced, and pockets.

POLO and TENNIS OUTFITS,
With Caps to match.

L. A. W. JERSEY UNIFORMS,

Very stylish, with Knee Pants, Stockings and Caps. These garments we also make in English Navys, and Blacks, and Colors.

The **Cloth** for all of our suits we manufacture ourselves, and it is unsurpassed for quality and durability.

Many novelties in Tobeggan and Sporting Goods, in Plain, Striped and Figured Guernseys. Toques and Sashes for ladies and gentlemen.

We are prepared to execute any orders from the trade or clubs at very reasonable prices. Correspondence solicited.

ST. LOUIS WHEEL CO.
Difficult Repairing a Specialty.

Enamelling, Nickelling, Etc. at Lowest Prices

LARGEST STOCK OF SECOND-HAND BICYCLES In the WEST. WRITE FOR LIST.

For Sale, Cheap!

BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. O. P. Drawer 64.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:—

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 105—Total 44.

BOSTON, Sept. 23, 1887.

CONNECTICUT DIVISION—6.

Meriden Wheel Club. Meriden.
16698 Grant, F. T., "
16699 Parker, F. S., "
16700 Slick, P. F., "
16701 Stevens, H. A., "
16702 Tucker, E. A., "
16703 Wright, F. W., "

ILLINOIS DIVISION.—3.

Champaign Cycling Club.
16708 Slauson, H. B., Champaign.
Unattached.
16704 Morris, Robert C., Greenville, Bond Co.
16709 Young, Elmer F., Winchester.

KANSAS DIVISION—1.

Leavenworth Co. Wheelmen.
16710 Shepherd, C. E., Leavenworth.

MARYLAND DIVISION—1.

Hagerstown Bi. Club.
16718 Suter, Samuel A., Hagerstown.

MASSACHUSETTS DIVISION—3.

Northampton Wheel Club.
16719 Barnard, W. E., Box 164 Northampton.
Unattached.
16720 Bates, Edgar W., 1 Elm St., Lynn.
16721 White, Miss M. Louise, Melrose.

NEBRASKA DIVISION—2.

Plum Creek Wheel Club.
16722 Filer, E. V., Plum Creek.
Unattached.
16705 Francisco, G. O., Frt. Auditor's Office, U. P. R. R., Omaha.

NEW JERSEY DIVISION—1.

Rutherford Wheelmen.
16692 Kirkby, W. H., Box 228, Rutherford.

NEW YORK DIVISION—6.

Albany Bi. Club.
16711 Slingerland, Harry R., 2 Clinton Sq., Albany.
Buffalo Ramblers.
16706 Mitchell, Geo. H., 189 13th St., Buffalo.
Unattached.
16693 Gibson, Robert A., 120 Front Ave., Buffalo.
16723 Houseman, A. E., Valatie.
16724 Nourse, Miss Lilla A., 40 Rowley St., Rochester.
16683 Quortrup, Harald T., Richmond Hill.

OHIO DIVISION—13.

Central Wheelmen.
16712 Greenwood, W. Morris, 59 E. 4th St., Cincinnati.
Unattached.
16691 Green, W. D., M. D., Sta. G., " "
16707 Grever, Edward, 411 W. 9th St., Ottawa.
16713 Denston, Ben. F., "
16714 Eastman, E. R., "
16684 Kelly, Will A., "
16715 Matthews, N. E., "
16716 Matthias, Dr. A. C., "
16717 Sauders, Jas. S., "
16694 Crook, A. R., Mount Carmel.
16695 Hunt, J. Wright, Martinsville.
16685 Sloan, A. O., Athens.
16696 Smith, J. Willard, Bloomcentre, Logan Co.

PENNSYLVANIA DIVISION—4.

Philadelphia Bi. Club.
16697 Watt, Wm. C., 2038 Green St., Philadelphia.
Williamsport Wheel Club.
16686 Eyer, H. J., Williamsport.
Unattached.
16687 Ludwig, J. G., Hellam, York Co.
16688 Painter, Harry L., 2100 Tioga St., Philadelphia.

TENNESSEE DIVISION—1.

Unattached.
16689 Rothe, Chas. G., Knoxville.

VIRGINIA DIVISION—2.

Old Dominion Wheelmen.
16725 Gill, Dandridge P., 530 E. Broad St., Richmond.
Portsmouth Bi. Club.
16690 Morris, John A., 105 South St., Portsmouth.

WISCONSIN DIVISION—1.

Unattached.
16726 Sercombe, P. H., 184 Pleasant St., Milwaukee.

OFFICIAL ANNOUNCEMENTS.

KANSAS MEMBERS ATTENTION.

THE following State L. A. W. Championship races for 1887 have been allotted to the "Ottawa Wheelmen," and will be run at Ottawa, Kansas, Sept. 29 and 30, 1887. Half-mile bicycle, one-mile bicycle.

Yours fraternally,
Signed, W. C. BRADLEY,
Chairman Racing Board.

Approved Sept. 10, 1887.
Signed, J. H. EYEREST, *Chief Consul.*
Fort Leavenworth, Sept. 17, 1887.

NEW YORK REPRESENTATIVE.

I HAVE this day appointed Mr. Harry L. Dudland, of Buffalo, N. Y., as representative for the Sixth District, N. Y. State Division, L. A. W.

G. R. BIDWELL, *C. C.*

NEW YORK, Sept. 20, 1887.

PRESIDENTIAL APPOINTMENTS.

P. H. BRENAYS, of Little Rock, is hereby appointed chief consul for the State of Arkansas.

A. T. Lane, of Montreal, is also hereby appointed chief consul for Canada.

T. J. KIRKPATRICK, *President.*

NOMINATIONS WANTED.

THE constitution provides that there shall be a chief consul for each State in which there are League members. Below is given a list of States, which at present have no chief consuls, and appended are placed the numbers of members in these States. In the last election James P. Bruce was elected chief consul of the last election James P. Bruce was elected chief consul of Mississippi, but was not at that time, nor is he now, a resident of that State. I deem it but fair, therefore, to declare the office vacant.

Alabama, 7; Georgia, 26; Idaho, 3; Mississippi, 3; Montana, 5; New Mexico, 1; Oregon, 2; South Carolina, 13; Utah, 14; Arizona, 2.

I desire that the members in these States at once advise me of their choice for chief consul, that I may appoint him to that office. Please address me at once at Springfield, Ohio.

T. J. KIRKPATRICK, *President.*

NEW YORK REPRESENTATIVES.

I HAVE this day appointed the following representatives, New York State Division, L. A. W.: First district—Ansburn M. Dickinson, clerk of Surrogate Court, New York City; second district—W. J. Gilsillan, Main and York Streets, Brooklyn; third district—Geo. A. Spicer, 11 Genesee Street, West Troy, N. Y.; third district—Jacob C. Chute, Schenectady, N. Y.

GEO. R. BIDWELL, *C. C.*

NEW YORK, Sept. 14, 1887.

MISSOURI STATE DIVISION.

EDITOR BULLETIN,—The following appointments have been made, viz.: J. B. Merkel, local consul for Hannibal, Mo.; R. N. Bowden, local consul for Brookfield, Mo.

W. M. BREWSTER, *C. C.*

ST. LOUIS, Sept. 15, 1887.

MISSOURI CONSULS.

I HAVE made the following appointments, viz.: E. A. Clifford, local consul at Clarksville, Mo.; Jno. C. Pigott, local consul at Looneville, Mo.; E. M. Forgey, local consul at Paynesville, Mo.

LEAGUE HOTELS.

Hannibal, Mo., Park Hotel; Clarksville, Mo., Carroll House; Louisiana, Mo., Palmer House.

W. M. BREWSTER, *C. C.*

ST. LOUIS, Sept. 16, 1887.

MASSACHUSETTS REPRESENTATIVE.

EDITOR BULLETIN,—I have appointed A. W. Robinson, of Charlestown, an additional representative from Massachusetts, in the board of officers.

H. W. HAYES, *C. C.*

THE Los Angeles (Cal.) Wheelmen have recently moved into new quarters, and have also held their regular election of officers, with result as follows: President, H. C. E. Smith; vice-president, Dr. W. B. Percival; secretary-treasurer, A. E. Little; captain, F. E. Olds; first lieutenant, W. W. Downing; second lieutenant, D. L. Burke. Early next month they give an entertainment, which will include an elaborate programme of trick and fancy riding, with a phantom drill. Los Angeles is a very lively wheeling town.

A MUSICAL entertainment at Gloucester by members of the party will be a feature of the ladies' tour. There are several notable musicians who engage in these tours, and they will be able to make music.

"BEN" the cat of Bicycle Corner was run over last week by a buggy, and now he is an invalid. Ben does n't object to being run over by a cycle, but he is disgusted that a buggy should use him so.

APPLICANTS should send but $1.25 after this week.

THE New York *Mercury* is shocked to hear that our friend Shrivel is talking "Henry George" ideas to his cycling friends, and it fears that he will make converts. Let him alone, Mr. *Mercury*, till he makes an impression. Wheelmen are too busy just now for politics.

E. R. STOCKWELL, of 19 John Street, New York, is a maker of medals for clubs, and for racing events. He has a large stock of samples and photos of his original designs which are on view for those who are looking for goods of this kind.

HENRY C. HASKELL, 18 John Street, New York, issues a beautiful catalogue of original designs in medals and trophies, made by himself, and furnished clubs and societies for competitions and insignia of office. It is a good thing to have for those who have such things to procure for clubs and race meetings, for in originality and beauty of design, as well as in quality of workmanship, the goods are desirable and the cost is moderate. Designs free upon request.

IMPORTANT.

The ***Grand Union Hotel***, opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

ADVERTISEMENTS will be inserted in this column as follows: Fifty cents for four lines, first insertion; twenty-five cents for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FOR SALE.—Bargain 52-inch Victor, 1887 pattern, new in May, run only ten times; cost $132.50; sell if taken at once for $85.00. Address Box 221, Pawtucket, R. I.

GENUINE HUMBER TANDEM, BEESTON & CO., good as new, for $175 cash or half cash and one bicycle, of two bicycles 56 and 50 inches, standard makers. Address H. O., Box 3417, New York. Parties who have previously written in response to the above will kindly repeat, as letters were lost.

FOR SALE.—Facile 46-inch, regular pattern, 1886-7; as good as new; ridden about 60 miles; $35. JAMES W. HILLMAN, Cape Vincent, N. Y.

FOR SALE.—One 52 Rudge Roadster, ball bearings, almost new, $90. 56-inch Standard Columbia, $75, fine condition. 36-inch Rudge safety, fine condition, $75. 50 fitted with balls, never been used, $55. Address CHAS. E. DAVIS, Wapakoneta, O.

WANTED.—A Home Trainer. Must be in good condition. H. T., 1838 Taylor St., Philadelphia, Pa.

SECOND-HAND BICYCLES.—Fine assortment. Prices $10 and upwards. Wheels bought, sold, and exchanged. Old mounts received in part payment for new. Sole New York agents for New Rapid and Quadrant tricycles. Send for list of bargains. NEW YORK BICYCLE CO., No. 38 Park Place, New York.

(See For Sale advertisements, page 190.)

THIS IS REALLY VERY FUNNY.

READ * IT * AND * YOU * WILL * SMILE!

The writer is a popular young Clergyman at Bay City, Mich.

Bay City, Michigan, Aug. 15, 1887.

Gormully & Jeffery Mfg. Co., Chicago, Illinois.

Gentlemen,—Now, I want to stand up and "speak my piece" about the Light Champion. A certain firm, who turn out better advertisements than wheels, have been groaning much of late over the popularity of the Champion Cycles, and telling a credulous public that a good wheel cannot be sold under their prices; that a ball head has not been proven (!) better than a globe head, and other such stuff, always winding up with the phrase, "Let others try the experiment." Now I want to tell you that I have tried the experiment. I have tested it severely and I am more than satisfied. I emphatically echo the words and urge all who want a good wheel to "try the experiment." The Light Champion has now ceased to be an experiment with me, and is a settled fact. I had occasion to test its hill-climbing powers against a wheel sent out by the firm referred to above, and tho' I am not a strong rider, and the other man was, I ran right away from him. For ease of adjustment and for running qualities the Light Champion is unsurpassed and unequalled. Every man I have mounted on my 53-inch wheel has envied me the rams-horn handle-bars and the Cobblestone saddle, and has wondered at the marvellous lightness of the running qualities. As I wrote you once before, I used to ride an —— ——, but I have followed their advice and "tried the experiment," and am so well satisfied that I propose to keep on "trying the experiment." Tell Mr. Jeffery to stop inventing improvements, or he'll have a damage suit some day for inventing and selling a wheel that runs away with the rider.

Yours most sincerely,

BURT E. HOWARD.

CATALOG ON APPLICATION.

GORMULLY & JEFFERY MFG. CO. . . CHICAGO, ILL.

Largest Manufacturers of Cycles and Sundries in America.

THE BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN: PUBLISHED WEEKLY: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, SEPTEMBER 30, 1887. | VOL. V. No. 13. WHOLE NUMBER, 118.

OFFICE OF

THE BOSTON HERALD.

Boston, Mass., June 24 1887.

Miss Pope Mfg Co
Gentlemen. The record of my
Expert Columbia is so good that I
feel that you will be interested to
learn about it I bought it in the
spring of 1883, so that it is now
in its fourth season. I took it to
the City of Mexico and brought it
back with me. I used it there over
a year and have ridden it regularly
ever since returning It has not yet
cost me even a single cent for re-
pairs and is still a staunch machine
in first class running order.
Yours sincerely
Sylvester Baxter.

RUDGE RACERS.

As we have decided to discontinue the use of racing wheels as an advertisement, we wish to call your attention to the following novel and special sale of racing machines.

Below we give you the size and full description of racing wheels in stock, numbered in such a way that they can be easily ordered. We have made this list, showing the present selling price of the Racers, also the special price at which we offer them to close. In addition to this we propose to accept bids on any machine in the list, up to September 15th, which bids will be carefully recorded, and any wheels that have not been sold at the regular price, at that date, will be forwarded to the highest bidder.

To insure the genuineness of the bids, each bid must be accompanied by a check for $5.00, for which a receipt will be given, showing the number of the machine for which the bid has been made, and in case the machine has been sold, or has had a higher bidder, the money will be refunded Oct. 1, 1887.

The reputation of the Rudge Racer for strength, durability and speed, has earned for it the name of "King of the Path," and parties wishing a racing wheel, cannot do better than provide themselves by this sale. They are all in good order, fitted with racing saddle, spade handles, and racing rat-trap ball pedals.

					List Price.	Present Price
No. 117.	One	53-inch	Rudge	Racer, new, - - -	$140	$85
" 118.	"	53	"	" " shopworn - -	140	70
" 119.	"	54	"	" " new - - -	140	85
" 120.	"	54	"	" " shopworn - -	140	70
" 121.	"	55	"	" " new - - -	140	85
" 122.	"	55	"	" " shopworn - -	140	70
" 123.	"	56	"	" " new - - -	140	85
" 124.	"	56	"	" " shopworn - -	140	70
" 125.	"	56	"	" Semi-Racer, shopworn	140	70
" 126.	"	57	"	" Racer, new - - -	140	85
" 127.	"	57	"	" " shopworn - -	140	70
" 128.	"	58	"	" " " - -	140	70
" 129.	"	58	"	" Semi-Racer, shopworn	140	70

MISCELLANEOUS.

No. 130. One 56-in. Rudge Humber Racer, (A DAISY) Ridden by Webber, shopworn, $80
" 131. " Rudge Racing Humber Tandem - - - $125 net.

IF YOU ARE THINKING OF GOING INTO RACING, LET US HEAR FROM YOU.

STODDARD, LOVERING & CO.

125 to 158 CONGRESS ST. - - - BOSTON, MASS.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

SINGLE COPIES - - - - - - - 3 CENTS

SUBSCRIPTION PRICE TO OTHER THAN LEAGUE MEMBERS, $1.00 A YEAR.

CLUBS OF FIVE - - - - - - $4.00 "

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith.

Members should be careful to notify the EDITOR promptly of any change in their residence, giving their old as well as new address. Great care is taken with the mailing list. All changes received after Tuesday night can not be attended to until the following week, as at that time the list goes to printer for revision. Members who write for back numbers will have them forwarded on Friday, our regular mailing day.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

THE Owl wants to celebrate the close of the first decade of wheeling. The suggestion is a good one, and the veterans had better get to work. It will be a small company but all the merrier, and the more notable for that.

IF that bull and bicycle story comes up again we shall want an affidavit of its genuineness. It has been used in some ten or a dozen forms. They are all interesting, but it is about time to get a new basis.

LONG editorials are being penned on the question of the League's predicted attitude on the road racing question. The editors are telling what the League is going to do and then condemning the action. Setting up a man of straw and knocking it down. Wouldn't it be as well to wait?

A LADY and gentleman riding a tandem along the roadway at Chestnut Hill Reservoir were shouted after and jeered at by the hoodlum wheelmen at the rendezvous, on a recent Sunday. This thing is getting beyond endurance. When riders of the wheel cannot escape insult from wheelman it is time for the police to be called in.

APPLICANTS published this week will become members of the League October 14 and will go upon the quota of the States in reckoning the number of Representatives each State is entitled to in the Board of Officers, at the meeting to be held in New York, October 17. Chief Consuls will be duly notified and they are requested to send in appointments very early.

A RAPIDLY growing abuse is the custom of giving credit for entrance fees. Racing men very often forget to pay these little bills if they are left till the meeting is over. Cash down is the best policy.

THE idea of having a club tailor in every large city is finding favor with League members. It is claimed that club tailors should be appointed just as hotels are. Then the League can supply the cloth, pocket the profit, and let the member deal thereafter with his tailor.

THERE will be very few importers of wheels next year. America is going to make bicycles herself. There will always be a demand for English wheels but the great majority sold next year will be home made. The next step will be to use home material altogether. We can't do that yet.

THE annual run of the ladies to the North Shore takes place next week. This has become a cherished institution of New England cycling. The participants are men and women of mature years, they are strong riders, and the tours are always carried out to the satisfaction of all participants. It is a League tour, authorized by the Tourmaster. No pleasanter town is conducted under League auspices.

HERE is a wrinkle from the other side. The Midland Railway Company will allow cyclists to leave their machines in the cloak rooms for the moderate sum of *7s. 6d.* per quarter, providing the rider travels daily on their line, or is a season ticket holder. This will allow wheelmen to ride to the train daily, or it will give city riders the opportunity to make a town five or ten miles out the starting place of a ride.

THE OWL.

DR. EMERY, of the Dorchester Club, has gone on a trip to St. Louis. Well, after the genial Doctor has partaken of the St. Louis wheelmen's well-known hospitality, and indulged in that romantic ride to the brewery, he will follow the example of his fellow-townsman, Kennedy Child, and return home a sadder Budweiser man.

[The Doctor did n't go, but we will let the Owl have his joke. — ED.]

IT seems like the approach of the millennium to read of prizes for a *bicycle* race being awarded at a *turf* exchange, as in the recent case of Memphis and Providence. This is carrying the war into Africa with a vengeance, when prizes for wheel races are distributed in the very home of the road-hog.

"VOLUNTEER checkers wanted" is the heading of an article in the *Bicycling World* last week. That's just what every Englishman wants just now, anything that will *checker* and let the "Thistle" win will suit them exactly. Speaking of the forthcoming contest between the "Volunteer" and the "Thistle," reminds me of the appropriation of the latter's name for a new racing wheel recently brought out by an English firm. They expect that *thistle-down* anything going, provided, of course, they can get a good man to *volunteer* to ride it for them.

FROM the West will no doubt arise a yell of delight when they learn of the dissension over the amateur law now being waged in our sister association, the N. A. A. A. A., and the affair will be used by these anti-amateurites to predict the beginning of the end, when there shall be nothing in our laws dividing the amateur from the professional. To such of us, however, as are accustomed to look below the surface of cycling for the causes of any of the ripples that occasionally pass across its placid face, it remains to us still a patent fact, that cycling owes its present greatness to the stringency of its amateur laws, and the vast majority of the members of the L. A. W. will not consent to any abrogation of so wise and beneficial an ordinance as this has proven itself.

THE sign on an old English inn reads as follows: —

"Good entertainment for all that passes —
Horses, mares, men, and asses."

The last word is supposed to be a direct bid for the patronage of the old, original road-hog.

EVER increasing is the cry of misfits in regard to the new League uniform. The only way to remedy this, in my exalted opinion, is to abolish the position of "League outfitter," and supply members with the cloth and specifications for uniform, allowing each individual to get the suit made for him by his own tailor, then any errors are simply personal matters between the purchaser and the maker, and not, as at present, a cause for fault finding with one of the most efficient committees that the League has ever had.

MY retrospective article in last issue has brought to my mind an affair that has for some time been thought over, and which will, I know, meet with commendation and hearty support from every wheelman who cherishes a proper reverence for the glorious sport of which he is a disciple. The idea is this. I should like to see a reunion on the part of those eligible to the honor, in celebration of the decennial of American wheeling. The affair should most appropriately be held in Boston, the cradle of the sport in this country in its infancy, and the head of it in its prime. To such fathers of the sport as Messrs. Dalton, Pitman, Pope, Weston, Dean, Pratt, Hodges, and other veterans of like ilk, to whose energy, ability, and liberality is, beyond question, due the peerless prestige and *prominence* of cycling, outranking, as it does in these and numbers anything of the kind this country has ever seen. To the kind consideration and competent management of these gentlemen, do I entrust the proper management of the affair. While the time limit of ten years riding would cut me off from any active participation in the affair, yet would it afford me much pleasure to, in some way, testify my admiration and gratitude to those brave spirits to whom I, like fifty thousand other wheelmen in America, am indebted for the many happy moments spent in wheeling. I would like to suggest to those having the affair in charge, that it take the form of a reunion and banquet, to be held, as before stated, in Boston, at which should be organized an association of cycling veterans or alumni, to which in after years any rider should become eligible, providing he had ridden for not less than ten years. The mere existence of such an association in cycling would be of incalculable benefit to the sport. From the accumulative experience of such an organized body of cycling "graybeards" only wisdom could come, and the continued prosperity of the sport be preserved. This crude idea of mine, I therefore commend to the indulgent consideration of all who are proud of the greatness of wheeling, and who would, in consequence thereof, do honor to those whom they have to thank for our present greatness. To those eligible to the high honor of being one of the founders of American wheeling, I would most earnestly urge the justness of their in some way affording to the wheelmen of this country a chance of seeing them assemble and properly review the result of the seed they sowed, which to-day has blossomed in a harvest of wheelmen stretching from Maine to far-off California. I sincerely trust that my brethren of the pen will not let this subject fall into oblivion, but will, in their very able way, see that the desired result is arrived at. Knowing that the affair will be safe in their hands in this respect, I there leave it.

THE OWL.

WE always believed that a double and a single tricycle was a man's best cycling outfit, for when he or his wife want to go 'alone they can take the single, and they can mount the double in company. But now comes Singer & Company to offer us an Apollo Safety and a Straight Steerer tricycle with a little attachment thrown in. The single machines offer a good range of choice for solitary riding, and with the attachment a tandem can be rigged up with the tricycle and the safety minus the front wheel, coupled together.

CHICAGO.

THE north side club is now fully organized with Ned Oliver at its head. They have finally accepted "Lincoln Bicycle Club" for the name of the organization. I am informed that there is an article in their by-laws which reads about as follows: — "Any wheelman in good standing, whether amateur or professional, shall be eligible to membership in this club." So far, I know of no applications for membership from the professional ranks has been received, but should one come before the club, and same be accepted, what will become of their championship races? Certainly they cannot prohibit a member from entering a club race; so the only way out would be to tell the party in question that he is not expected to enter for the race.

SATURDAY afternoon about forty wheelmen met at Forty-third Street and Drexel Boulevard to witness the race between C. B. Pierce of the Owls, and W. J. Maas of the Illinois. The race was started a few minutes past five o'clock over the Owl Club's ten-mile course. The men kept together until they came back to the entrance of Drexel Boulevard, just one mile from the finishing point, where Pierce made a tremendous spurt, but was unable to hold it. Maas followed him, gaining inch by inch until about three hundred yards from the tape, at which point he spurted past Pierce and won easily by several lengths. This seems to be a bad season for the older racing men and especially those of the Owl Club, who have met defeat at the hands (or rather legs) of the Illinois boys for four successive times.

ONLY three of the city clubs have entered for the team race to be contested at the C. A. A. A. grounds on October 1. These three are the Illinois, Owls and Æolus. The Owls seem to be confident of winning the cup. I have been loafing at the track, and happen to know what each man is doing for his five miles. Now, brother Owl, if you want to win this trophy your team will have to do better work than it has ever done before. The Æolus is one of our new clubs, and I am informed that they have a surprise in store in the form of a dark horse. The prize for this race is a handsome silver cup, twenty-four inches in height, and ten inches in diameter. Quite an ornament to any club-room.

THE majority of Chicago wheelmen usually foot it through the business portion of the city on account of the granite paving which is constantly kept soaking wet by the wheelman's enemy, the street sprinkler. The mayor has finally tumbled to the fact that the granite should not be sprinkled, but swept daily, and has issued such orders. It has met with the approval of every wheelman in Chicago.

SPECTATOR.

FROM A FEMININE POINT OF VIEW.

IN Harper's *Bazar* for October 1, Mrs. Elizabeth Robins Pennell, for whose opinion we all have a great respect, has an article on "Cycling Dress for Women," which is very readable, though it contains little that is new for old riders. Here is her preface: —

"LET me, however, say, by way of preface, that the dress best adapted to cycling is the most suitable for all out-of-door amusement and healthy exercise. Therefore, I am not addressing myself to cyclers only, but to every sensible woman who believes in rational dress; that is, using the term in its real sense, and not merely in its narrowest acceptation, when it means a divided skirt or other like abominations."

AMERICAN women have never taken to the divided skirt, and I doubt if a single one is worn in our country, in spite of the fact that so many are worn in England, and that in things cycling the mother country still leads the way to a great extent.

WHEN I read Mrs. Pennell's condemnation of the "divided skirt or other like abominations," I was prepared to find that she had joined hands with the many sensible women of America who have abandoned that "abomination" which hampers and hinders womankind from the free movement of body enjoyed by the sterner sex, — I mean the corset. But Mrs. Pennell accepts the corset, though she thinks it can be improved. "Corsets made of wool are now to be had, and very sensible corsets they are, with but few bones and little stiffness. Indeed, one kind which is sold at dress-reforming establishments is nothing more than a knit bodice with corset steels in front and straps over the shoulders."

LADIES, if you take my advice you will never wear a corset at all. If you feel that you must wear them at other times, for pity's sake leave them at home when you go to ride. A woman that is clad in steel cannot get a full breath, and as for a free movement of the body, it is impossible.

MRS. PENNELL condemns the kilted skirt, and sees no reason why a lady should wear a uniform as recommended by the C. T. C. officials.

"I HAVE always found that I could be comfortable on the tricycle, and presentable when I came to a town through which I wished to wander on foot, by wearing an ordinary tweed travelling dress — the skirt rather plain, the drapery simple, with no ends or loops to catch in the machinery, and a Norfolk jacket neither too loose nor too tight. As for your hat, get a felt, by all means, with a brim to shade your face, and trimming that will defy sun and rain alike."

I AM in receipt of a long and interesting letter from Mrs. J. R., of Stockport, N. Y. I will let you read portions of it with me.

"I SUPPOSE you know my husband is a great hand to keep statistics from reports you have seen. Well, whenever we go riding he tells me to go on while he stops to put down the distance, take the time, etc. He has a complete table of the roads around here, and when we go out for a tour we try to go over new roads, even if they are not of the best. Sometimes when he stops and talks I leave him so far behind that he thinks I have lost my way, and when he comes rushing up behind me around some corner he wonders how I could have gone so far in so short a time. He will talk!"

"IN July I caught a severe cold, bathing, and had chills and fever, which a trip to Ocean Grove did not seem to entirely cure. After an absence of four weeks, I came home and had another chill. Not having had a chance during July and August to ride much, on account of the weather and my absence from home, it was discouraging to have a return of the chills. I stopped taking quinine, and took something for my blood instead, using my tricycle to get me into a perspiration on each chill day. Of course I rode on other days, too. The first three times I rode on chill days, I took a quick, warm sponge bath and got between flannel sheets, and slept for one hour or more. On each day, I rode about ten miles over our common hilly roads, and felt no return of the sickness, though riding through the hour when I should have had the chill All my clothing, of course, was composed of wool, and right here I would like to say that I have been using the Jersey pants made by Holmes & Co., and find them the finest thing I have ever tried for touring. Have also tried their self-supporting stockings, and like them very much. I notice that you advise the use of these garments, and I hope that more ladies will be induced to try them, as, with no more than a short flannel skirt, riding is much more enjoyable."

"SINCE the three rides for my health, which proved so beneficial, I have taken with my husband some longer and very delightful rides over new roads. Two weeks ago, we started about noontime with a friend for a little picnic ride; and, after facing the south wind for about eleven miles down the Hudson River, with the beautiful Catskills in view, we ate our lunch (which I had strapped on my luggage carrier) in the corner of a yard near a pump. The place proved to belong to the supervisor of the town, and he asked us 'why we did not eat our lunch on his piazza,' and was very kind. On the way down, we met two members of the Hudson County Wheelmen (N. J.), and when about to eat our lunch two more members appeared."

"THE clouds looked like rain, so we did not stop long after eating, but hurried over another and more beautiful route home."

"The roads were very smooth, but it being mountainous along this route, the coasts were fine, and so long in places that the brake drums became hot. We reached home in time for tea, making twenty-three miles."

"A WEEK ago we took a trip to Troy with our wheels — going part way by boat — and while there we were loaned a "Columbia" Tandem by a kind member of the Troy Bi. Club, to try, and I must say we were delighted with it. We rode about fourteen miles in two hours, including at least five miles of poor pavement, and a hill three quarters of a mile long, and quite steep."

"LAST Friday I went on the longest day's ride I ever took with my husband. We started at 7.15 A. M., and rode through Kinderhook, past the old home of Martin Van Buren, (where an old milestone on the post road from New York to Albany says, 'one hundred and forty-two miles from N. Y.') Valatie-Chatham Centre, East Chatham — between the latter places we had to walk nearly four miles, up steep and stony hills — to Chatham (twenty-three miles), where we stopped an hour for dinner.

"Leaving Chatham at 1.10 P. M., I rode over nice roads for ten miles, without a dismount, passing through the villages of Ghent and Mellenville. Three miles farther on we rode through the beautiful village of Claverack, and over three miles of bad roads to Hudson, where we stopped to do some trading. After riding around the city, we faced a strong north wind for five miles home, making a circuitous route of forty-six miles. We reached home at 5.30 P. M., and finished fifty miles, and a very enjoyable trip, before 6.15 P. M."

THE North Shore tour is coming along finely. Names are coming in and the prospective company is gaining large proportions. I am told that it is to be a League tour, and that the League colors will be worn by all those who have united with our national association. A concert by talent drawn from the party is set down for the second evening at Gloucester, and it may be that we shall have a dance one evening.

I CAN tell but little outside what is given in the circular, but I want to say one last word to urge the ladies to join us. It will be the occasion of the year, and every lady ought to be with us.

DAISIE.

NEW ORLEANS CHIT-CHAT.

AFTER the storm comes the calm is an old saying and in our case a true one. After the rush incident to the preparation and successful consummation of such a "big institution" as our tournament of the 15th, every one is resting, and there is consequently a dearth of news items in local circles. Talk concerning the races form, and will for some time to come, form the main topic of conversation whenever the boys get together, and well they might, for such a great, grand, and glorious success as we score is not an everyday occurrence. Three thousand spectators — two thousand of them ladies — and the favorable mention received from the press, all count for something. To Chief Consul Hodgson's untiring energy are we in the main indebted for our success; the members of the Racing Board are of course entitled to a portion of the credit, but the lion's share deservedly falls to the lot of Mr. Hodgson. He labored early and late; spent time, money, and patience in advancing the interests of the meet, and while the display made is in itself something of a reward, he will hardly secure full returns this side of the Jordan, may he get them on the other. Although the races are but just over, his fertile brain is already at work again, and he has a plan in mind, which if carried out, will please the boys mightily. He has not fully decided upon it, however, and a request to keep mum, forbids my revealing its nature.

EVERY member of the Division received gratis as a result of his membership, seventy admission tickets to the races and an oxidized silver League badge, to say nothing of those who secured prizes in the races. This is the way our Chief Consul is showing his work and benefits of League membership at the same time.

C. C. HODGSON was a happy man over the success of the races, and Col. E. C. Fenner was jubilant over the success of the American champion, six out of eight events being won on that wheel. Col. F. is agent for it, you know.

HILL and Guillotte are evenly matched. In every race in which they are brought together some fast running and exciting finishes are the results. Neither has the advantage however. Guillotte beat Hill in the N. O. B. C. championship, and the latter got his revenge by defeating Guillotte in the State championship, in both cases the distance between the two was the same, a scant length.

SHREVEPORT ALFORD is plucky and all that, but is plainly no match for our home champions. His was a popular victory in the consolation race, but he got his share of cheering whether first or last.

A SIXTY-SIX pound Star and a Standard Columbia of the first crop, were two of the racing wheels used at our meet.

SOME of the late aspirants for racing honors are soliloquizing on the queer things which do sometimes happen. Hobson and Renaud are of this class. Hobson ran away from Renaud in the L. C. C championship for permitting (?) which the latter will pay for a supper, at which lemonade and gas will form the main relishes. Renaud got even though by downing Hobby in the handicap.

BEN REA did not show the magnificent form he exhibited in his practice spins. A couple of vomiting spells on the track however, showed that all was not right.

C. T. MITCHELL, of the Louisiana Club, who was expected to make the fast runs here was compelled by the death of his mother to abandon this year's contests, much to the disappointment of the wheel world and his clubmates in particular.

THE first quarterly meeting (business) of the division occurs in this city Monday, Oct. 10. BI.

LETTER FROM BROOKLYN.

THE event of this week will be the annual lantern parade of the King's County Wheelmen, which is to occur, weather permitting, on Thursday evening the 29th inst. Each person participating will be furnished with numerous Japanese lanterns with which to bedeck his untamed steed; and if the pavements are in their usual slippery condition, I anticipate some of the riders will consider their steeds both untamed and fiery before the evening is over. At the conclusion of the parade an entertainment will be given at the rooms of the K. C. W., and this part of the programme will no doubt be a huge success, and much enjoyed by all; for the K. C. W. have a reputation as hospitable entertainers.

The Brooklyn Bicycle Club hold their one-mile novice and championship races on the track of the Queen's Athletic Association, on Saturday, Oct. 1, at three P. M. Both races are looked forward to with much interest, and will doubtless be well attended. At the same time and place will occur three other races, open to all, viz.: One-mile handicap; two-mile handicap, and one-mile novice. The track is three minute's walk from Queen's Station, or about a half-hours' ride from Jamaica by wheel.

Friend Prial, of the Wheel, is to be commended in his laudable endeavor to awaken proper interest and action, to secure an improvement of the Boulevard, or a part of it, for the use of cyclers. I doubt very much, however, if the effort will ever bear fruit. We have heard of this proposed cycling path to Coney Island for the past four years, but we have yet to see it assume a tangible shape. In my opinion, if such a thing is ever done, it will be by private enterprise and capital. I doubt if the Park Commissioners will ever appropriate a sum to macadamize one of the side roads for the exclusive use of cyclers; and even should they macadamize one of the roads in question, I doubt if they have power to restrict its use to cycles only. Should they not have such power, the improved road would benefit us but little, as all loaded and heavy moving vehicles would prefer the harder and smoother surface of the macadam, and a continuous stream of farm wagons, brewers' trucks, furniture vans, coal carts, and lumbering family coaches would make cycling on the narrow roadway a misery indeed.

The Long Island Wheelmen anticipate getting into their new club house early in October. We presume the happy event will be properly announced and celebrated.

We were surprised to see so many men around on Saturday, who were to have gone to the State Meet at Cooperstown. Their excuse was, the weather, which they said was too cold and threatening. We hope the same complaint did not strike all parts of the State.

Several members of the Brooklyn Club, under the leadership of color bearer Williams, made a century run on Sunday last, starting at six A. M., and finishing by daylight. The *Wheel* says, the Iderans contemplate having a century run on Oct. 9, and a ten mile road race over the Irvington-Milburn course on Oct. 16. It don't seem much out of the way to have a run on Sunday, either century or otherwise, but when it comes to holding club races on the Sabbath there is a lack of moral tone about it that does not speak well for the club, or the parties participating, and it is therefore hoped that this rumor is without foundation. BON.

Sept. 26, 1887.

JERSEY.

THE road racers are girding up their loins for the battles that are to come, and the devotees of the path are deserting sandpapered levels and bethinking themselves of laurels that may be plucked on the highways. The talked-of subscription tournament at Roseville, if the proposition be carried out, may keep some of the racers on the track a few weeks longer, but down this way the honors of the road are more sought for than the prizes of the path, and the winners of the great team contest gain greater renown than champions and record breakers of the track.

It is universally conceded that, barring accidents, the interstate cup will again be won by the present holders, and it speaks much for the healthy interest taken in the association and the sport that even in the face of three successive conquests and another certain defeat, the beaten clubs show no signs of hauling down their colors and acknowledging the permanent supremacy of the K. C. W. champions. The interest in the struggle seems to be as great as ever, as many gallant teams will face the starter to do battle for their respective clubs as in the past.

This is the proper spirit to evince, and they who fight and lose can always gain glory not vouchsafed to those who stay away. The relative merits of Stenken and Hall are discussed with all the ardor of the past, and no can advance a convincing proof of which is to be the winner. With fair course and fair weather, it is pretty well assurred that the 1.33.56 of last spring will be beaten. Both the men have passed through a vigorous track campaign and are far fitter for a bruising race than they were on Decoration Day. "Our Charley" has, perhaps, shown himself a trifle the speedier on the track; but a mile path race, and a twenty-five-mile road scorch are two different things. Whichever of the pair may take the lead, it is safe to say will make a much faster pace than was set last time. I was pretty lucky with my prophecies before, so let me predict that under favorable conditions 1.33.56 will be beaten from three to five minutes next time, and I shall not be at all surprised to see 1.25.00 made.

Jersey will probably send to the post the Hudson County, Elizabeth, and Union County teams, though I hear the same pleas of laziness on the part of good men that are invariably uttered about this time before the race, only to be forgotten when the racers begin to sniff the smoke of the battle near at hand. In Capt. Baggot the Hudson County boys have a vastly improved and fast improving man; the Union County Club has a good new one, in Rhett; and Decker and Gilbert, with work, have a fair chance of being given a trial on the Elizabeth team. In the development of "dark horses" seems to lie the only chance of wresting the cup from the gallant Kings County Club.

THE Elizabeth Wheelmen propose to run their annual ten-mile handicap road race over the Irvington-Milburn course on October 8, and will attempt to make it a memorable event in the number of contestants as four prizes will be offered and every inducement held out for a big field of bicycles, tricycles, and tandems to start, and it is hoped that fully twenty wheels will be ready to do or die on that day. If there are, there will be rare sport with judicious handicapping. Then, again, there is the mile championship trophy, the elegant bronze Mercury, now held by Caldwell, to be run for. The contest will be held at the proposed Roseville tournament, or in the event of the failure of that, on the Roseville track some afternoon before long. The Hudson County Wheelmen are also to have their annual ten-mile road race over the Irvington-Milburn course early in October, nor has the Century Club run, which the rain prevented, been abandoned.

I see a statement in one of your contemporaries, that the road authorities will not permit the running of the team race on Election day. This is news to all the Jersey boys, that I have seen, and I cannot believe that there is any foundation to the rumor, as I see no reason why the authorities should interfere in the absence of any complaint and in the presence of so much interest and approval. If, however, it be true, then there will certainly be but little difficulty in persuading the powers that be the justice of granting to cycling the same indulgence as is shown to other sports that may perhaps interfere with the technical rights of a few carping and unreasonable citizens.

THE Atalanta wheelmen of Newark are to open their new club rooms at 443 Broad Street, Thursday evening, the 28th inst. Some of the neighboring clubs have been invited to assist at the festive ceremonials.

THE Bloomfield Cylers have moved into new quarters in Library Hall, corner of Broad and Liberty Streets. This club is about to resume its hare and hound runs, which were so popular earlier in the season. Some of the neighboring clubs have been asked to join them in following the paper trail.

THIS club is a thoroughly live organization, and has an untiring leader in Capt. Pierson. He writes me, "On Friday the 16th, a 'peach run' was called at six o'clock, the destination being the town of Flemington, in Hunterdon County, the centre of an extensive peach-growing district. Flemington is about eleven miles from the Delaware River, and is fifty miles from Bloomfield. We reached Plainfield at 9 o'clock, and Somerville at 11. Here we met one of the Somerset County wheelmen, and also a party of tourists from Brooklyn. After taking dinner we started out at one o'clock passing through Raritan, where we crossed the river, and then took the river road past the Frelinghuysen homestead and on toward South Branch.

The road followed led next through Neshaine and Clover Hill. When three miles out of Flemington a raid was made on a peach orchard where we quenched our thirst from the boundless supply afforded by 9,000 trees.

We found good accommodations at the Union Hotel, until 8 o'clock Saturday morning, when we started out to see the Roseville races, forty eight miles away. Reaching Plainfield at 12 o'clock we dined at Lang's Hotel and got under way again at 1.15 and reached Roseville, via Westfield and Springfield, at 3.33 o'clock. Two of the party were only fifteen years old, and yet they covered the forty eight miles in 6½ hours. The roads for twenty miles from Flemington are in all directions such as make a wheelman's paradise.

The surface is the natural red shade, and there are no ruts, but instead, smooth streaks eight or ten inches wide, where the wagon wheels travel. The country is very rolling and full of short, sharp hills, which give invigorating climbs and delightful coasts. There has been a club organized at Flemington with seven members Thanks, captain, may your shadow and those of your men never grow less.

SEPT. 26, 1887. Jer. C.

NEW YORK DIVISION.

Proceedings of the Annual Business Meeting of the New York State Division, held at Hotel Fenimore, Cooperstown, N. Y., Sept. 23, 1887.

THE meeting was called to order at 3.15 P. M., Chief Consul Bidwell in the chair. The chairman explained that Secretary-Treasurer E. K. Austin was unavoidably absent, and, on motion, Representative Raymond S. Coon, of Troy, N. Y., was made secretary *pro tem.*

The regular order of business was then taken up.

Upon request, Representative C. H. Luscomb took the chair, and the report of the Chief Consul was read, accepted, and, with recommendations, placed on table to be taken up under head of miscellaneous business.

Report of Secretary-Treasurer read, accepted, and placed on file.

Report of Committee on Finance and Audit read, accepted, and placed on file.

Report of Committee on Rules and Regulations read, accepted, and placed on file.

Next in order was the election of Vice-Consul and Secretary-Treasurer for the ensuing year.

Representative Dr. W. J. Gilfillan, of Brooklyn, spoke at some length of the capability of the present incumbent, and of the satisfaction which he had given the members of the Division in discharging the duties of the office of Vice-Consul, and proposed the name of W. S. Bull, of Buffalo, N. Y., for re-election. No other names being presented, nominations were closed, and, on motion, the Secretary was directed to cast one vote for Mr. Bull, who was declared unanimously elected.

Mr. H. C. Foster, of Albany, proposed the name of Representative R. S. Coon, of Troy, for the office of Secretary-Treasurer. No other names being presented, nominations were closed. The Chief Consul was directed to cast the unanimous vote of the meeting for Mr. Coon, who was subsequently declared the successful candidate.

Under the head of miscellaneous business, on motion of Mr. Luscomb, the recommendations contained in the Chief Consul's report for the transfer of the clerical work of the Secretary-Treasurer to the Chief Consul was adopted, and the sum of $100.00 voted to him for the clerical expenses of his office for the coming year.

Adjourned.

(Signed) R. S. Coon, *Secretary.*

Sept. 23, 1887.

CHIEF CONSUL'S REPORT.

To the Members of the New York State Division, L. A. W.:

In submitting this, my second annual report, of the work accomplished by this Division since Sept. 1, 1886, I do so with the very comforting thought, that we, as a Division, have in one year and six months, advanced from the rear to the front ranks, and now stand at the head of our national organization.

We have, as a Division, demonstrated the usefulness of the League of American Wheelmen, and have opened the way for practical work which will directly and actually benefit cyclists in all sections of the United States.

It seems hardly necessary for me to give in detail the work accomplished during the past year. Our greatest achievement was the successful passage, against the strongest political opposition, of the Liberty Bill, which opened the park driveways of this State to wheelmen, and established the bicycle and tricycle as vehicles on the highways of New York State.

Next, I might mention the compilation and distribution, free to our members, of the New York road book. Our road book is conceded to be the most complete and correct of any similar book and represents a large amount of hard work and money, and will stand for all time as a practical illustration of the benefits derived from membership in our organization.

I have stated that in the space of eighteen months this Division has advanced from the rear to the front rank, and now stands at the head of all League Divisions. A few figures showing our rapid advancement would, no doubt, be interesting.

Our membership in 1885, was 1,028; Sept. 1, 1886, it was 1,640; Sept. 1, 1887, it is 2,208; 827 of the membership of 1885, renewed it in 1886; 1,421 of the 1886 membership, renewed in 1887. It will be seen from these figures that our membership has more than doubled in two years, and in each year, over eighty per cent have renewed their membership. We had in 1885, 65 consuls and 23 league hotels; we now have 144 consuls and 173 hotels.

The Division has a correspondent and active League worker in every city, town, and village in this State, where there is a League member. The consuls, with very few exceptions, are energetic and enthusiastic League workers, always willing to perform any duty asked of them. Of all communications sent to consuls during my term of office, requiring replys or information, ninety-five per cent have received prompt and satisfactory attention, and ninety per cent of the consuls have replied to all letters sent by me requiring answers from them.

The consuls are really the foundation and corner-stone of the Division, as far as its usefulness as an organization to the membership is concerned, and I think that we can point with pardonable pride to the showing our consuls have made, and the energy they have displayed in League work in their respective localities.

The plan of districting the State, formulated by the Chairman of our Rules and Regulations Committee, was seen in practical operation at the elections last spring, and will prove a success, without a doubt. It allows each district to nominate and vote for only such representatives as the district may be entitled to, and prevents locating the Board of Officers.

The Committee on Touring has rendered the Division valuable work during the past year in the compilation and distribution of the road book, and I might add that their work does not end with the distribution of this book, as a continual revision and correction is being carried on, in order that our next edition may be more complete and correct than the present one.

The work of the Rights and Privileges Committee has been mainly in the preparation and passage of the Liberty Bill, but outside of this, the committee are very frequently called upon to give advice and opinions as to the liability of wheelmen who have infringed supposed rights of others, or whose rights have been infringed. In most all cases the committee by prompt and active attention have prevented suits at law and consequent expense to the members and the Division.

The Rules and Regulations Committee are well organized and ready to present a plan for any change in our present mode of government, should one be deemed necessary, but the rules by which we are now governed, formulated by this committee, seem to meet all the requirements, and, I think, will only be altered to conform to a reorganization of the parent body.

The most important work on hand is the erection of guide posts, with appropriate signs at the inter-section of the cross roads throughout the State. We find that the Highway Commissioners are obliged to erect and maintain these signs at the expense of the town, and we propose, if possible, to enforce this law. We are now receiving reports on this subject from the consuls, and find that in almost all instances the commissioners are inclined to act with us. It is proposed that the Division prepare the signs and furnish at cost to the different townships. This or some other inexpensive plan will probably be adopted, and during the coming year we hope to see the erection of proper guide posts wherever needed.

This Division will probably take the initiative towards introducing a reform in our existing road laws, with a view to effecting a permanent improvement of the highways of the State. On this subject I cannot at present say more than I have, but developments may be anticipated in the near future, and when we are ready for action, every member will be asked to assist us in attaining our object.

During the winter and spring, the efforts of my office will be directed towards a renewal of old members and the recruiting of new. I trust in this every member will lend personal aid, as an increased membership is absolutely necessary to a successful accomplishment of the work before us.

The passage of the Liberty Bill demonstrates the practical advantage of a large organization. Without the 2,000 members, this bill would not have become a law. For the accomplishment of a great work such as this, we need the power, influence, and strength that only a large membership can give us, and to accomplish the work in hand and contemplated, we must have even a larger membership than at present exists. To attain this increase, I ask every member to promptly renew their membership in the League, Jan. 1, 1888, to personally see that their club members and acquaintances do likewise, and also prevail on all wheelmen not members, to send in their application. I place our membership for 1888 at 3,500, and I hope you will all aid me in realizing this prediction.

Our financial condition has been a source of considerable study and thought. Our activity and the great amount of work accomplished during the past year has depleted our treasury, and from our present income, I cannot see that we shall regain a satisfactory financial condition until next spring. It is apparent that too much of our revenue is needed by the National body, but the parent, under the present organization, needs the funds, and it is natural that her offspring should be the source of supply. Our course, therefore, is plain. We must endeavor to remove or reduce that which causes the need for our revenue on her part, thereby allowing more income to the offspring. This is the work allotted to the National re-organization committee, and as our State is ably represented on this committee, we can depend upon our interests being protected and this object attained.

While I am in favor of having a reasonable balance always in the hands of our treasurer, I am against a surplus, while there is work to be done, and would prefer to see our treasury in the condition that it is, when we can point to the work we have accomplished as the cause of its being so, than to look back at our inactivity and full treasury of 1885 and 1886.

The clerical work connected with the Division is increasing rapidly; and for the best interests of our organization, it seems to me necessary to recommend a change in the method now used in handling it. I advise the transfer of the clerical work of the Secretary-Treasurer to the Chief Consul. The Chief Consul to be allowed $400 per year for clerk hire, and work incident to both offices, to be performed by the Chief Consul, except the receipt and disbursement of funds. By this change, the amount now allowed to both officers would enable the Chief Consul to employ competent aid to assist him in the transaction of the business of the Division. All records, books, and correspondence would be consolidated and under one management, thereby facilitating and simplifying the routine work, and during a change of administration, the work in the hand would be known to the clerk, and could therefore be continued until the new officer should become familiar with the duties of his office.

In concluding, I desire to thank the members of this Division, the Consuls, and the Board of Officers, for the very hearty support they have accorded me in the administration of the affairs of my office.

Respectfully submitted,

G. R. Bidwell, *Chief Consul.*

REPORT OF SECRETARY TREASURER.

Members New York State Division L. A. W.:

The following is a statement of the finances of our Division for the period commencing Sept. 4, 1886, and ending Sept. 15, 1887.

1886.	CASH.	Dr.
Sept. 4.	To Balance per First Annual Report see Bulletin Sept. 24, page 337,	$1,212 73
Oct. 20.	To dues account, Secretary-Editor on account to October 1, lists 42 to 54 inclusive, 197 names at 25 cents,	49 25
1887.		
Jan. 12.	To dues account Secretary-Editor, balance 1886, dues; 65 applications at 12 1-2 cents,	8 13
April 28.	To Abbot Bassett, Secretary-Editor on account 1887, dues first quarter	210 00
May 14.	To Abbot Bassett, Secretary-Editor on account 1887, dues first quarter,	100 00
May 31.	To Abbot Bassett, Secretary-Editor on account 1887, dues first quarter.	200 00
July 27.	To Abbot Bassett, Secretary-Editor on account 1887, dues first quarter,	100 00
Sept. 15.	To road book account received from members for books forwarded by Mr. Markman to members in lists 81 to 92 inclusive, 122, at 13 cents, net $15.86, in lists 93 to 103 inclusive, 19 at 46 cents, net $8.74, two members of other divisions at $1.46, net $2.92,	27 52
	Total Receipts,	$1,907 63

1886	CASH	Cr.
Oct. 13.	By expense stenographer's bill for reporting annual meeting, Sept. 3, 1886	$29 00
Oct. 20.	By dues account paid secretary editor in account, one name in list 36 and one name in list 41 duplicate applications two at 37 1-2	76
Oct. 20.	By expense 100 consul and 100 hotel certificates Secretary-Editor in account	2 50
Oct. 20.	By expense 25 consul and 50 hotel certificates, Secretary-Editor in account	1 00
Oct. 20.	By expense 10 L. A. W. stencil outfits Secretary-Editor in account	10 00
Oct. 20.	By expense, postage, expressage, telegrams, etc., to date	$3 87
Oct 30.	By stationery and printing 1,000 letter heads and 1,000 envelopes for E. K. Austin, Secretary-Treasurer	6 75
Nov. 8.	By stationery and printing 1,500 copies Constitution and By-Laws	5 75
Nov. 8.	By stationery and printing 300 postal cards	4 00
Nov. 9.	By road book account, Chairman Barkman's postage for August and September	5 63
Dec. 21.	By expense Chief Consul Bidwell's bill for postage Aug. 16 to Nov. 6	9 45
Dec. 21.	By stationery and printing paid Chief Consul Bidwell, per his bill of Nov. 6	7 72
Dec. 31.	By expense, paid Chief Consul Bidwell's bill for stenographer's service, from June 12 to Sept. 13, amount to be refunded the division if not approved by the Board	48 00
1887.		
Jan. 4.	By expense Chief Consul Bidwell's bill of postage to Jan 1, 1887, in full	6 30
Jan. 8.	By road book account, Chairman Markman's bill of expense, postage, etc., for October, November and December, '86	9 44
Jan. 8.	By road book account, envelopes and letter heads, printed from committee per bill	4 50
Jan. 8.	By expense postage, etc., Secretary-Treasurer to date	2 70
Jan. 12.	By Secretary-Editor L. A. W. in account for bound volumns of Bulletin 1 and 2, and binding for Chief Consul Bidwell Also three stencil outfits	4 00 3 00
Jan. 20.	By stationery and printing 500 L'hd's and it is natural that her offspring should be the source of supply.	4 00
	By stationery and printing index register	8 85
Jan. 22.	By Chief Consul Bidwell amount voted him by Board at meeting Sept. 3, 1886	100 00
	Secretary-Treasurer Austin, amount voted him by board, at meeting Sept. 3, 1886,	200 00
Feb. 9.	By stationery and printing office sundries,	2 05
	By stationery and printing, binding Vol. 3, Bulletin,	1 25
Feb. 28.	By expense, postage, etc.,	1 81
Mar. 16.	By stationery and printing 1,500 envelopes, Chief Consul Bidwell,	6 00
Mar. 18.	By stationery and printing 1,500 envelopes, one cent stamped,	18 21
April 1.	By stationery and printing 1,550 circular letters, printed both sides,	13 50
April 2.	By expens: Chief Consul Bidwell, postage, etc., to date,	1, 83
	By expense, postage, etc.,	2 31
	By expense paid for addressing 3,200 envelopes,	9 60
April 5.	By road book account, Chairman Barkman's expense to March 1,	9 25
April 7.	By "Wheelmen's Rights" bill, paid to I. B. Potter, on account, expenses at Albany,	100 00
April 11.	By road book account, expenses of Chairman Barkman to Philadelphia to superintend the binding of books, etc.,	15 00
May 3.	By stationery and printing, paid bill of L. W. Aherns, Stationery and Printing Co.,	68 88
May 6.	"Wheelmen's Rights" bill, paid I. B. Potter, on account expenses at Albany,	50 00
May 11.	By road book account, paid for composition and plates,	476 10
May 11.	By road book account, Chairman Barkman, on account of expense and postage, delivering books,	70 00
May 11.	By stationery and printing 1,000 L'hds., 1,000 App. blanks for Chief Consul Bidwell,	18 00
May 17.	By "Wheelmen's Rights" bill, paid to I. B. Potter, on account expenses at Albany,	50 00
May 17.	By expense paid Chief Consul Bidwell. postage, etc., May 1,	33 37
May 23.	By road book account, paid for map plates,	13 50
June 6.	By Representative C. A. Butler, delegate expenses to St. Louis,	35 75
June 6.	By Representative W. L. Beck, delegate expenses to St. Louis,	36 00
June 6.	By Representative J. Reynolds, delegate expenses to St. Louis,	41 41
June 6.	By Representative C. H. Luscomb, delegate expenses to St. Louis,	42 10
June 6.	By Representative W. W. Share, delegate expenses,	42 10
June 6.	By road book account, Chairman Barkman, postage expenses, etc., to May 1,	17 90
June 14.	By Representative H. Gahlen, Jr., delegate expenses to St. Louis,	40 25
June 14.	By road book account, Chairman Barkman 1000 envelopes,	3 00
June 30.	By expenses, postage, etc. to date.	3 24
July 15.	By road book account, expenses of Chairman Barkman, postage, etc. to June 30,	16 10
July 30.	By road book account, paid E. S. Hart & Co. for printing them on acct. their bill of $480.00,	80 00
July 30.	By road book account, 2,500 ev. for mailing books,	11 75
July 30.	By stationery and printing 500 application blanks, and 1000 Law of Cycling,	6 00
July 30.	By expenses 25 guide-boards for F. B. Jones, Consul,	2 75
July 30.	By stationery and printing 1,000 envelopes for Chief Consul Bidwell,	4 50
July 30.	By stationery and printing 150 show cards, Chief Consul Bidwell.	25 00
Sept. 15.	By expenses Secretary-Treasurer, postage, etc. to date,	4 89
	Total expenditures,	$1,866 13
Sept. 15.	By balance in Market Nat. Bank of New York, Cr. N. Y. State Division L. A. W., E. K. Austin, Secretary-Treasurer,	18 87
Sept. 15.	By postage stamps, postal notes and currency on hand, received on account road book,	22 63
		$1,907 63

Our total probable membership at this date numbers 2,187; our actual membership, 2,144. Apportioned to our six districts as follows:

First District,	556
Second "	493
Third "	270
Fourth "	188
Fifth "	242
Sixth "	390
Not districted,	5.

On account of our membership we have the Secretary-Editor of the L. A. W. charged as follows for dues:

On account first quarter,	$845 50
On account second quarter,	142 12
On account third quarter,	37 00
Total,	$1,024 62

and credited with payments against this amount as before mentioned, to the amount of $610 00, leaving an apparent balance due us on account, of dues to date of $414.62.

I have the pleasure of closing this, my second annual report, all of which is, I believe, as briefly as possible,

Respectfully submitted,

(Signed), E. K. Austin, *Secretary-Treasurer*

Approved. An apparent difference of $26.25 between the amount shown as due from the Secretary-Editor of the L. A. W. for the second quarter, and the amount as shown by a statement rendered by the Secretary-Editor is explained by the committee as being caused by the Secretary-Treasurer, including the list of applications as published in the Bulletin two weeks later than the lists taken by the Secretary-Editor.

Committee on Finance and Audit.

(Signed), Jno. C. Gulick.
F. W. Loucks.
I. R. Adriance.

New York, Sept. 21, 1887.

REPORT OF FINANCE COMMITTEE.

The Committee on Finance and Audit beg leave to report that since their entry upon the duties of their office, their efforts have been confined to the approval of the miscellaneous bills of the division, and the audit of the accounts of the Secretary-Treasurer.

The various bills referred to have been examined by each member of the committee, and have been in all cases unanimously approved. The accounts and vouchers of the Secretary-Treasurer were examined by the committee, item by item, and were found in all respects correct as appears, and our official approval endorsed on that officers' report.

The total amount of indebtedness that has passed under our inspection, has been to date, $1,201.34, besider the vouchers accompanying the foregoing accounts which have been considered by our predecessors in office.

On our assumption of office we found no regular method of placing the responsibility for indebtedness upon the division account, and therefore drew up a voucher form to be attached to all bills, and signed by the officer ordering or cognizant of the fact.

This was duly approved by the Chief Consul, and officially published in the Bulletin of July 29, 1887.

Since that time no bills have been approved unless so certified.

All of which is respectfully submitted

For the Committee,

(Signed) Jno. C. Gulick,
Chairman.

Dated Sept. 22, 1887.

QUAKERTOWN QUILLINGS.

The proposed track at Wayne, of which I wrote last week, will be on the grounds of the new Merryvale Athletic Association, the site of which has been selected convenient to Wayne station, Pennsylvania Railroad, and but a very short distance from our Lancaster Pike. It is proposed to lay out these grounds for base ball, cricket, and tennis within a half mile track for bicycling, and a club house will be erected with ample gymnasium room, gymnastics to be under medical supervision. Active members' fees for initiation are five dollars, with a monthly assessment of one dollar; ladies and juniors are admitted, without voting privilege-, at one-half rates. The management will be vested in a board of managers headed by Dr. Walter O. Browning of this city. The secretary is Howard T. Frick, Gen'l Wayne P. O., Pa., and Dr. Jos. C. Egbert, of Wayne, is one other of the board of managers. The half-mile track is to be a special feature, and will be made and kept in first-class order, and with its situation right on the line of our best wheeling route should be very popular with cyclers.

The West Philadelphia Athletic Association made another abortive bid for popularity with the outside public in its race meeting of September 24. It was a cold day, — cold for the contestants, cold for the spectators, and supremely cold for the managers. It is almost time that they had found out that this city enthuses not on bicycle race meetings. Following is a summary of the events: —

The opening event was a one-mile novice bicycle race, contested by George Bowman, R. D. Thompson, F. C. Bechfold, H. C. Middleton, C. W. Hoskins, and H. M. Green. Middleton won in 3.20, and Bechtold took second place, but was protested, as it was charged that he was not a novice.

The half-mile bicycle race for boys under sixteen was between Edward Crawford, Robert Coningsby, and Murray Kilinen. The latter won, with Coningsby second. Time, 1.55.

In the annual one-mile race of the Pennsylvania Bicycle Club, T. A. Schaffer and Louis Hill represented the club. There was much interest in this event as Schaffer rode an Ivel machine, and held the lead until the close of the fourth lap, when he was passed by Hill, who finished in 3.21 1-2.

Annual one-mile race of the Century Wheelmen. Starters, F. H. Garrigues, R. L. Schaeffer, M. J. Bailey. Won by M. J. Bailey, F. H. Garrigues, second. Time, 3.30.

Annual one mile race of the Vesper Wheelmen. Starters, Robert D. Thompson, George Bowman. H. T. Harding, Jr.; won by H. T. Harding, Jr., George Bowman second. Time, 3.20.

Annual race of the Frankfort Bicycle Club, three miles handicap. Starters, Joseph Dyson, scratch; George Hare, 50 yards; Robert Matthews, 60 yards; Walter Denn, 75 yards; William Denn, 80 yards. The limit man had the lead till the last lap, when Dyson passed him and won in 12.1, William Denn second.

Inter-club bicycle race, one mile. Starters, T. A. Shaeffer, Pennsylvania Bicycle Club; Joseph Dyson, Frankfort Bicycle Club; M. J. Bailey, Century Club; H. T. Harding, Jr., Vesper Club. Won by T. A. Schaeffer, H. T. Harding second. No time taken, nor, it may be added, made.

The starters in the one-mile open bicycle race were M. J. Bailey, H. T. Harding, Jr., Harry Swartz, and F. Dampman. Swartz, who rode a Star, took a good lead at the start and kept it to the finish, winning in 3.06 1-2, with Harding second.

Harry Swartz and Frank Dampman were the only contestants in the two-mile bicycle lap race, Swartz won eight laps, and two were won by Dampman. Time, 7.15.

The starters in the half-mile open bicycle race were M. J. Bailey, H. T. Harding, Jr., J. T. Bradley, Frank Dampman, and Harry Swartz. The latter was the winner, and Dampman got second place. Time, 1.30 1-5.

Half-mile bicycle, without hands. Starters, Samuel Crawford and Edward Crawford. The latter was allowed half a lap, and he won. Time, 1.40.

Sixty yards bicycle slow race. Starters, first heat, Robert Coningsby and Murray Kilinen. Won by the latter. Time not taken. Second heat, William Whittemore and William Flenard. Won by the latter, who also won the final heat.

The consolation race wound up the day's sport. The starters were George Bowman, J. T. Bradley, George Hoskins, and it was won by J. T. Bradley, George Bowman second.

Hoskins is a well-known runner and athlete, but a new hand at bicycling.

The officers of the meeting were: Referee, Arthur McOwen, Pennsylvania Bicycle Club; judges, John A. Wells, R. Fitzgerald, Kirk Brown, J. Sellers Kite; starter and handicapper, Frank Henderson; clerks of the course, William Thompson, John Green; timers, Capt. C. A. Roberts, Frank Kolher, and William Bowen. Phacto.

CYCLETS.

The melancholy days,

So called by the poet Bryant,

Are now with us, but the wheelman sees nothing melancholy in them.

The "wailing winds and naked woods and mead ows brown and sere" trouble us not.

Good roads, the cooling breeze, and hardened muscles dispel all melancholy feelings, and gladness fills the air.

We now enter the fourth and last quarter of the League year. The fee is now $1.25.

Advertise your old wheel in the Bulletin for fifty cents.

C. S Davol of Warren, is now Chief Consul of Rhode Island.

It is on the bills for the President to review the parade at Atlanta.

The cross-country road race starts on Monday, Oct. 10, from Boston.

The *World* is calling loudly for checkers. Guess it wants to have a little game.

In the fall the roads are good, and cyclers autumn make considerable use of them.

Burdick seems to be a coming man on the racing path. Wonder who he 'll ride for.

England is about to borrow another idea from America, and establish a racing board.

There are ninety-six ladies in the League. We ought to have a hundred before the year closes.

The New York Athletic Club will hold its annual games at Mott Haven, on Saturday next.

Scranton wheelmen have caught the club-house fever, and a new three-story house is being talked about.

Wheel records are doing well this year. Very few have been broken. Perhaps the breakers are broken.

Boston wheelmen are discussing the feasibility of a hill-coasting contest. Now, heavyweights, there's your chance.

W. F. Knapp, of the Gormully & Jeffery team, and Miss Essie Williams, of Lynn, have joined hands in wedlock.

It is rumored that the Cambridge Club will make a portière for the new club house out of Hayes's orange and black blazer.

Dr. Emery changed his plans at the last minute, and did not go to St. Louis as announced last week. He will go later.

The New Orleans *Times-Democrat* published a very good portrait of A. M. Hill, in connection with its report of the cycle races.

The well-known manufacturing company of Rudge & Co. will be merged into a joint stock company, and shares will be put upon the market.

The Atlanta meet, if carried out in the same liberal spirit that dictated the list of prizes, will be one of the grandest affairs of the season.

Now why doesn't some enterprising Yankee get up a race meeting, with the President for referee, and Mrs. President to award the prizes?

The Long Island Wheelmen will occupy the new house about Oct. 1. Wonder if the officers will go over to see it after the New York meeting.

Kansas City wheelmen are beginning to believe that one strong club is better than two weak ones, and they talk of a union between the city clubs.

The Cambridge Club has rented a house on North Avenue, and are now busy as bees furnishing it. There will be a housewarming in November.

Another cycling editor is gathered in. R. J. Mecredy, of the *Irish Cyclist*, has our congratulations, and so does Miss Catherine A. Hopkins, who is now Mrs. Mecredy.

In the series of races for the championship of Wales, the lead is now held by Ace, who defeated Morgan, Sept. 10, in a ten-mile race. The score now stands, Ace, 2; Morgan, 1.

We were this week shown a wrench, patented by a California wheelman, which combines a wrench, oiler, spoke grip and screw-driver. It is proposed to put them on the market next season.

The modern baby carriage is too large and too heavy. Cyclists are becoming pushers of baby carriages every year. Mark our words, the cyclers will give us a lighter baby carriage yet.

The Columbia team, at Lynn, will probably try to beat Dingley's records, and then the Gormully & Jeffery team will try again. Competition may be the life of trade, but it is death to records.

American riders are no longer satisfied with American records. It must be world's records or nothing. Dingly has just given us a long list of records that it will require a good man to better.

THE NEW MAIL!

Nashville, Tenn., July 28, 1887.

Messrs. WILLIAM READ & SONS, Boston, Mass.:

Gentlemen,—I mailed you an afternoon paper, to-day, announcing our return from the Canada tour. Thinking you would be interested in our trip prompts me to write this letter. We left here July 4th, and I wheeled the entire distance from here to Niagara Falls and into Canada. Went by Louisville, Frankfort, Georgetown, Ky., Cincinnati, Hamilton, Dayton, Marion, Cleveland, O., Erie, Pa., Buffalo, N. Y. to Falls. Entire distance by Butcher Cyclometer, 862 1-4 miles. Also rode 183 miles on the New Mail before, making 1,045 miles. You must know we had some terribly rough roads on our trip; over 100 miles rough dirt road in Northern Ohio, rough, old worn-out pikes in Kentucky, plank roads, sand roads, tow paths, water-washed side paths, rutty, hard, dried clay roads; in fact, every kind of road you could call for.

The New Mail cost me exactly five cents for one quart of benzine for cleaning. We had a little over twelve riding days, making over 70 miles average. Entire time to Falls, nineteen and one half days; stopping in all large cities. The Ball Head worked perfectly, and I consider it the greatest improvement.

Yours truly, ED. D. FISHER.

SPECIAL OFFER.

Our NEW MAIL, though its first year, has been a PERFECT SUCCESS, and has had an EXTRAORDINARY DEMAND. We have been behind orders since the opening of the season till hot weather set in. Now, as the most active bicycle season is past, though the best riding weather is in the autumn, we have decided to offer for a short time only a few of these SUPERB NEW MAILS in exchange for others. This we have persistently refused to do heretofore, as the demand was so great. Wheelmen desiring to exchange their present old mounts for a

NEW MAIL, WITH TRIGWELL BALL HEAD AND PERFECTION BACKBONE,

will please give us a description of the old wheel and their estimate of value. This offer is for no length of time, as we do not care to place many in this way. Address

WM. READ & SONS,

107 Washington St., Boston.

THE wheelmen of Cincinnati have at last secured the privilege of being allowed to ride in the park. They must, however, wear a big badge, which is to serve as a guarantee of their respectability as cyclists.

DINGLEY, the bicyclist, is said to have "beaten the world's record." The world has no business to compete with a bicyclist. Even Thomas Stevens went around the world on a bicycle, like a cooper round a cask. — *Globe.*

THE Overman Wheel Company will branch out next season and manufacture its own wheels. It has recently purchased a fine brick building at Chicopee Falls, having a floor space of twenty thousand feet.

THE Piedmont Exposition at Atlanta, Ga., Oct. 13, 14, 15, is making a very strong bid for the best racing talent. In the one-mile professional, the prizes are $150 and $50, and a diamond medal is offered for the mile amateur.

THE Harlem Wheelmen are engaged in a record-making contest. Capt. E. I. Halsted heads the list at present with a mileage from Jan. 1 to Sept. 1 of 2,885 miles in ninety-one riding days. E. C. Parker is second on the list with a score of 1,927.

A RACE for the fifty-mile bicycle championship took place at Leicester, Eng., Sept. 24. Howell retired at the end of the tenth mile, and Woodside's machine broke while he was leading in the forty-third mile. The race was won by Dubois, a Frenchman.

IT is unfair to put upon Lacy Hillier's shoulders all that appears in *Bi. News.* He is the editor, and lives at London, while the paper is printed at Coventry. He is, after all, little more than editorial correspondent, and has very little supervision of the *News.* He has been made to answer for many things he was not the author of.

EX-AMATEUR WOOD defeated Richard Howell in the race for the twenty miles bicycle championship of England, at North Shields, September 3. The finish was very exciting, there being a difference of but four inches between them when the tape was reached. The time was 1 hour, 4 minutes, 57 seconds, the last mile having been ridden in 2 minutes 44 1-5 seconds. The other starters were Battensby, Dodds, Lees, Parkes, and Tyre.

"OH, for the good old days," remarked an old rider recently, "when we had well attended runs." His remark is not without its significance. There is not the road riding done now that there used to be. It is true that exceedingly bad weather this summer has interfered with Sunday outings. Wheelmen should do a good deal of road riding, as the effect will be benefiting in more ways than one.— *Kansas City Journal.*

THE badge used by the Louisiana division at its meeting and races at New Orleans, Sept. 15, is very unique and pretty. The pin is an arrow, and from this hangs, by a purple ribbon, a metallic disk, with the League badge design on its front. The lettering is on the ribbon; the badge thus combines the League color, its design, and the guide-board design.

BICYCLES and tricycles have played an important part in the mobilization arrangements of France recently. The *Daily News* correspondent says: "a feature in the lading of the trucks was a number of bicycles and tricycles for staff messengers. The steel horse is fast making its way in the French as well as in the German army."

WHEELS are being once more turned in the direction of Cobb's tavern. The clubs have neglected it until recently. If it is a fair question, why wouldn't this be a good place for a corn roast? We imagine the corn is eaten from the cobs at these affairs, though we haven't yet found out what a corn roast is.

BURLEY AVERS believes the Illinois poster will have a good effect. He says: "What's the use of spending all our time educating the city people, they know enough as it is. We want to reach the country folks. We want to begin at the bottom of the ladder and work up. That's the idea. The digest can be prettily framed to make a desirable wall ornament. Such a plan will do wonders in enlightening the minds of some rustic boors who believe that the roads were not made for man, but for horses."

THE Quincy (Ill.,) Bicycle Club will have a reunion and celebration Oct. 11, 12 and 13. The programme of the first day includes a run to Canton, hill contest and ball. On the second day there will be a parade, races, lantern parade, and smoker. The third day will be spent at the Soldier's Home, where there will be a competitive drill and festivities. A cordial invitation to wheelmen is extended by the club.

Oh, to be last in the half-mile race!
Yet, I could not follow the red-hot pace,
So I fell behind—it was no disgrace,—
So it's not for that I'm complaining;
Nor yet for the prize—two dollars it cost—
But I mourn for the good old grub I lost,
The month I was in training.—*Gazette.*

THE comments of a Surrey crowd are very amusing. When Morris, on a safety, spurted to the front in his heat, a gentleman near us remarked, "My! Bill, look at that little bloomer. Ain't he givin' them big wheels snuff!" Another, when Brewerton rode a grand finish behind Potter, fairly screamed with delight: "Ain't he game?" he shouted. "It does my 'eart good to see one like 'im a-tryin' and a-tryin' and a-tryin', and only beat wen he passes the post. Give him a cheer, boys." And they gave it. — *Wheeling.*

HAVE we a stretch of twenty miles of road running parallel with a railroad here in England? If so, let us have a road race upon it, and follow the American example by making the train a moving grand-stand. We can think of no finer view being obtainable, and give the Yankees credit for suggesting an excellent, if impracticable, means of looking upon all the stages of a road race, — a pleasure that is denied to all but competitors. The idea was carried out recently in "Yankeeland." — *Bicycling News.* Where was it?

THE Pittsburg club is so anxious to have a large field of entries for its championship race, that it has voted to fine every member one dollar who does not turn out. This reminds us of the scheme adopted by a Boston club to secure answers to a circular letter sent out. A concert was on the tapis, and the secretary mailed two tickets to each member, with a circular, stating, "These tickets will be charged to you on the books, but the charge will be cancelled if they are returned to the secretary within a week." A number of men who usually put such things in their pockets, and forget them, had to pay for the tickets.

OSCAR G. MILLER raced with Herring, of Aurora at the Aurora Agricultural Fair. Herring ran into Miller, and both fell. Miller was the quickest to remount, and finished first. Herring protested, and the protest was allowed by the judges Why the referee, alone, did not decide the race does not appear. Judges in a bicycle race can have nothing to do with fouls. The race was given to Herring, but the crowd sympathized with Miller, and he received several bouquets from the ladies. The moral of all this is that wheelmen should ascertain the character of the officials of a race before they enter. It is very probable that these officers did not know their duty, and it is intimated that they had bets on the race.

A TRICYCLE event should be a feature of every race meet programme. It is a good chance to show the ladies as well as timorous, hyper-cautious, or elderly gentlemen that they too can cycle. The general custom at present is to have no tricycle event, and when such have been held, they have been but sorry exhibitions. Manufacturers, to whom race meet managers so often appeal for aid, should insist on a handicap tricycle race being run at every meet with which they have aught to do. Indeed, they should go even further; they might loan the men a couple of racing trikes, for the great green public is affected by time, and the trike now has the reputation of being "slow." — *Wheel.*

A VERY pleasing incident in connection with the visit of the American cyclists to Swansea took place at the Star Theatre, on Saturday night. This was the presentation of a medal to Mr. W. J. Morgan, the long-distance champion, subscribed by friends and admirers in Swansea. Between the second and third acts of the play, Mr. Cowlard, business manager, mounted the stage, and said he had been selected to make the presentation to Mr. Morgan, on whom he called to come forward. Mr. Morgan then mounted the stage, amid vociferous cheering, and having been decorated, spoke a few words briefly and to the point. — *Cambria Leader.*

Next Saturday the Boston Club members will ride to South Natick. The actives will be transported on their cycles, while the associate members will be hauled there in a tally-ho coach. The programme is as follows: Leave clubhouse at 3 P. M. sharp, running to Hotel Bailey, South Natick, where the night will be spent. Arrangements have been made with the proprietor by which everything belongs to the club while the members stay there. Sunday morning, after breakfast, boats will be taken for a sail up the river, the scenery of which exceeds in beauty that of the "lower Charles." After dinner the start homeward will be made via Hotel Wellesley and "Echo Bridge." Arriving at clubhouse early in the evening. John R. Chadwick will have charge of the tally-ho, and Captain Whitney will have general charge of the party.

RHODE Island wheelmen have nothing but good words for the professionals who participated in the Division tournament. Their mutual relations were of the pleasantest, and the racing men gave the Division and the spectators a splendid exhibition, and raced like a parcel of novices for all they were worth. Talk is so cheap now-a-days about the jockeying of professionals that the Rhode Island cyclers are especially glad to say that their relations with them have been decidedly agreeable. It is said that one of the professional riders was offered cash to let certain men win His answer was to the point: "No, sir! I'd lose my best girl first, before I'd sell to that team." It was a good representative body, Columbia, American and Star men being on deck, and Rhode Island wheelmen will be glad to have them come again. — *Providence Journal.*

ON Wednesday, A. I. Barton, Robert King, and Reeves Ketcham, members of the Newburgh Bicycle Club, the former its captain, made a road record on the wheel of which they may well feel proud. They left Newburgh on their cycles at an early hour in the morning, and taking the turnpike road at Fishkill proceeded north to a settlement called Blue Stores, ten miles this side of Hudson, in Columbia County. Here a rest was taken, after which the return home was made. The cyclometer recorded a distance covered of one hundred and one miles, and the time intervening between the hour of leaving Newburgh and the arrival home, 12h. 45m. The actual time consumed in travelling was 9h. 36m. After arriving here, Mr. Ketcham again mounted his steel steed and rode to Cornwall, where he resides. The time consumed by Mr. Ketcham in travelling one hundred and six miles, was 10h. 10m.— *Newburgh paper.*

DURING the late race meet of the Cycling Association at Roseville, an incident occurred which reflects anything but credit upon one of the professionals. When the race was called for which he was entered, he said, when asked if he was going to start: "Yes, for ten dollars I'll start." "Well, that's a funny piece of business," said his interrogator. "You came here to ride and take your chances with the rest." "That's all right, as far as it goes," he said, "but unless I'm guaranteed ten dollars, I will not start." As he did *not* start it may be taken for granted that no "guarantee" was forthcoming. What he did get however, was a first-class tongue lashing from one of our local dealers, and I am rather inclined to think that the Roseville track will know him no more.— *Gazette.*

"JOHNNY get your gun, get your gun." A young West End athlete, who possesses ingenuity as well as muscle, has made a hit by inventing a simple contrivance by which an organ can be played by the movement of a bicycle wheel. He tells me he first got the idea from a musical German friend, and immediately commenced experimenting. He showed me the evidences of his success. The box or instrument is made fast to the steering gear on the yoke or neck of the machine, and the crank is connected by a rod to the pedals of the wheel. Without any extra exertion whatever he can now grind out music by the foot, yard or mile. As he rode away on his shining wheel the notes of that gay but awful threadbare tune, "The Flowers that Bloom in the Spring," floated out behind him on the air. The ingenious bicyclist says his invention will do entirely away with the ear-splitting alarm whistle that warns man and beast of the approaching wheelman, as well as help beguile the cyclist's time when on a long journey. — *Philadelphia Times.*

OVERMAN WHEEL CO. LAMPS.

In view of the ordinances lately passed by a number of our large cities, requiring the carrying of lamps on all bicycles and tricycles after nightfall, we desire to present to the cycling public our claim to the best wheel lamps yet produced. Our lamps are all of the best and strongest construction, and are fitted with the most successful ventilating apparatus ever used. By its use, the air is brought up to a level with the flame before being admitted to the lamp chamber, thus preventing the strong upward draught which has made it so difficult to keep other lamps burning. Try them.

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Regulation League Cloth, Burlington Mills, $2.18 a yard; League Buttons, large, 5 cts. each; small, 2 1-2 cts., full set for suit, 55 cts. Uniform sent C. O. D., privilege of examining, and ONLY TO LEAGUE MEMBERS. We do not pay delivery charges on cloth.

All orders must be accompanied by League Number.

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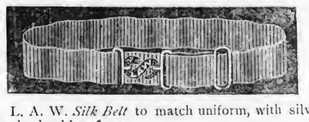
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DAYTON BICYCLE STAND AND CAMP STOOL

Can be used as a stand or stool; used for cleaning; adjusted to different size wheels. Price **$2**, delivered free of express to any point east of Omaha. Patented by A. W. GUMP, Dayton, O.

THE Division racing committee, after the tournament, discovered these facts: Professional riders want money prizes, naturally enough; amateur riders, the real article, cannot take money, and they want nothing of scarf-pins, canes, umbrellas, watch charms, or the whole lot of "useful" trophies which are supposed to be the best substitutes for money; they want medals, or trophies of some sort that tell the story of their victories. The only man that wants anything of the bric-a-brac and trinkets of the average tournament is he who is sailing under amateur colors, but ought to be a professional. He don't want the stuff, but it is the nearest thing to money obtainable — nearer than medals — and so he takes it, with bad grace, too. There is no reason in scoffing at medals. The amateur wants them, for they mark his record as long as he lives. With the other stuff, especially if he is wealthy enough to indulge in pure amateurism, he has no use; in them he has nothing to show for his races, no glory in gold and silver properly inscribed, and his work might as well never have been done.—*Providence Journal.*

A WHEELMAN went gayly forth with his lantern the other night, says the *Providence Journal*. It was on the Riverside road, and it was dark. The lantern's rays, however, brightened the way satisfactorily, and the cycler was familiar with the road. Suddenly a big hole in the ground yawned before him. He whirled his wheel about just in time to avoid it. A moment after he narrowly escaped another hole, also a big one. Then there was another. The road was full of holes, and in avoiding one he swirled alongside of a second and barely avoided that to dive toward one on the other side, and with a violent yank of the handles he brought up right over still another, and his big wheel would have plunged straight into it if he had n't got off. The funny part of it was, that when he got off he could n't find the holes anywhere. He looked at his lantern, and there on the lens was a leaf that had blown up and stuck there. It was n't a very big leaf, but it was big enough to make a shadow like a bottomless pit.

THE POUGHKEEPSIE CLUB ROOM.

A GAY and interested throng surged through the elegant rooms recently acquired by the Poughkeepsie Bicycle Club, yesterday. The occasion was a reception by the club. The verdict of the public may be summed up in exclamations such as these: "Oh!" "Ah!" "My!" "Did you ever see anything like it?" Is n't this elegant?" "What more do you want, the earth?"

The rooms were fitted up by George D. Eighmie for his private use, and no expense was spared to make them absolutely perfect in convenience and elegance. They front on Catharine Street, a short distance north of Main. Massive oak doors with upper panels of the most expensive stained glass, flower design, open into a hall with straight easy stairs leading to the upper rooms. The stairs are of oak, having highly polished risers of bird's-eye maple. At the landing you enter a square hall furnished with doors opening into every room in the suite. The ceiling is arched and oddly frescoed, a colored glass skylight at the apex. The floor is of chestnut and cherry, and a bird's-eye maple wainscoating ornamented with an oak rail surrounds the room. The side walls are decorated with buff felt. In the upper panels of all the massive oak doors and at the top of the posts, are carved cat-tail designs. The furniture of the hall consists of an antique oak registry desk with a heavy glass mirror.

The billiard room is to the north. The floor is of chestnut and cherry. A handsome billiard table stands in the centre. It is all finished in white and yellow pine. Two windows open on Catharine Street. The lower parts are of heavy plate glass, and the upper, stained glass of wondrous design. All the windows in the entire suite of rooms are made the same way. Six oak doors open from this room, four of them entering closets. The upper panels of the doors are relieved by carved flower pieces cut bas-relief from pure white holly. A bath room complete with all modern appointments opens from this room

South from the billiard room is the card room. The prevailing tint of the paper is gold, the ceiling is arched, and hand painted in oil to represent the lattice work roof of an octagonal rustic arbor, with creeping vines and flying birds.

The parlor is probably the most magnificently furnished in the city. Mr. Eighmie is reported to have expended $5,000 on it, keeping the wood for months before using it, and employing only the best artists in the country to decorate it, the painting on the arched ceiling costing $2,000. The walls and ceilings are panelled with cherry mouldings finished in oil (cherry alone is used throughout the room). At the east and west ends the panelling is interrupted by massive plate glass mirrors, making the room appear double when one glances in. On the south side is a cherry mantel of very pleasing design, surmounted by another huge plate glass mirror having on either side small shelves. The arches from the side wall to the ceiling contain ten designs in oil. The wainscotting is carved cherry, containing panels of mirrors or carved designs. In all the rooms are handsome brass chandeliers. Opening from the parlor is a balcony and summer house.

In the evening Prof. Milo Deyo rendered some classical music for the pleasure of those who attended the reception. The reception committee was composed of Walter Gillens, A. N. Shafer, A. A. Freleigh, Frank Jennings, Charles Shafer, Dr. P. N. Smythe, W. P. Heath.

The club has about forty members, the officers being: H. W. Ballard, president; A. N. Shafer, vice-president; F. Bowne, secretary; G. T. Cluett, captain. — *News-Press*, Sept. 24.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

AT THE RESERVOIR.

EDITOR BULLETIN: — I wish to state a circumstance which happened on Sunday, Sept. 18. My wife and I rode to the Chestnut Hill Reservoir, arriving there about 4 P. M. As we rode round the drive, we passed an assemblage of wheelmen lying on the bank opposite, and a number of them (I say *number*, not all, for there were some gentlemen present) commenced to laugh and made several remarks about us. I was very much surprised to find wheelmen so ill-mannered. I must say that this is the first time I have ever had occasion to complain of the conduct of a wheelman. One expects the public generally to express their approval or disapproval of wheeling, and especially where a lady rider is concerned, and allowances can be made for them; but when a wheelman, and in this case a number of wheelmen, openly insult a lady, it seems to me that the League has some work before it. I won't say in its own ranks, as I can't believe any member of the L. A. W. could have been one of that party. The captain of one of the prominent clubs of Boston was present, and was quite as disgusted as I was myself, No. 8,964.

MORE ABOUT WRENCHES.

EDITOR BULLETIN: — I note in your issue of 16 September, that "H. N. G." asks "How do you carry your wrench?" Appreciating the importance of this matter, I hasten to advise him that I carry my wrench very badly, just now — its a bad wrench and I carry it in my right forearm and elbow — result of too much "pedal mount." I carried my wrench for a time, in my left side, but not long. I put a porous plaster over it and the wrench passed away. "H. N. G's." plan of having his wife make a morocco bag for his wrench is good — if I could get this wrench of mine into a bag of any sort, just now, I'd be in better shape to ride. I cannot agree with "H. N. G." in his mode of slinging his wrench at his belt. I once had a wrench at my belt and can most heartily advise all wheelmen not to take their wrenches at that part of their bodies. The wrench at my belt was caused by my trying to jump a fence on my bike. The big wheel ran between the pickets and stopped — I continued on my way over. I stopped when half way over and got the worst wrench at my belt that I ever had. It only took me five minutes to decide which side of the fence I would prefer to get down upon, but it took me five weeks to get over that wrench.

When "H. N. G." says he carries his "oiler on his back bone" I come nearer agreeing with him. A still better place, I have found to be at the knee-joints. When on a long tour, I carry an oiler at each knee-joint. One trip I took across the prairie afforded me a fine opportunity to test this plan. I had noticed a squeaking noise and supposed that my wheel needed oiling. I dismounted. As soon as I got to the ground with my feet I continued to descend. A strange "palsied" feeling in my knee-joints caused me to assume a very undignified position on the face of the earth. I tried to "wag" one of my legs and discovered that the squeaking noise proceeded from my knee joints. Ever since that time, I carry my oiler at my knee-joints.

Mr. Editor, I note that you "are not responsible for opinions in these columns" so just slide the blame for this, on

PHIL HENRY.

LITTLE ROCK, ARKANSAS, Sept. 20, 1887.

DUES.

EDITOR BULLETIN: — Is the reorganization committee still listening for suggestions? If they are, here is one. Make it an object for a club to be a League Club. I have worked hard to persuade several clubs to be League Clubs and I have no card to play except the "loyalty" one. When a man asks what is the object in your joining the League as a club, it is hard for me to answer him. Make it an object, gentlemen. Could you not discount ten per cent to members when a club goes in as a whole?

CONSUL.

ON Friday (to-day), if the weather be favorable, Samuel P. Hollingsworth, of the Columbia team, will make an attempt on the Lynn track to lower Dingley's 100-mile track record. He will start at 9 A. M. and ride a Columbia roadster of the same weight as Dingley's. Wednesday forenoon Hollingsworth ran fifty miles in 2.41.56 1-2, making the last mile in 2.56 1-2. He paced himself all but twenty-six miles.

THE Worcester, Mass., Club had a 10-mile road race Wednesday last for a club record. The starters were J. F. Midgley, J. F. Wilson, G. D. Putnam, H. H. Sibley, C. E. Arnold, and C. A. Cooke. Midgley won in 38.33; Putnam second, in 39.15 2-5; Wilson third, in 39.19; Arnold fourth, in 45.56. There were four prizes. Midgley was handicapped two and a half minutes, so Putnam took first prize.

D. C. PIERCE, of Brockton, has resigned from the League and will enter the professional ranks.

EDITH FOURDRINIER has gone to Ohio to make arrangements for the road race.

THE demands of some of the racers who were asked to go in to the road race were, to say the least, extraordinary, and yet they were asked to do an extraordinary thing.

THE Ladies' Tour will start on Friday, should it be unpleasant on Thursday.

THE PATH.

BRATTLEBORO, VT., Sept. 20. — Races under the auspices of the Vermont Wheel Club: —

One-mile State championship, — C. R. Crosby (1).

Three-mile club championship, — C. R. Crosby (1), 11.30 1-4.

Two-mile handicap, — W. L. Reed (1).

One-mile open, — C. R. Crosby (1), 3.16 1-4.

Three-mile lap, — E. B. Smith (1).

One-mile consolation, — F. Creasey (1).

The day was perfect and the track in fair condition.

PROFESSIONAL RECORDS.

LYNN, MASS. Sept 22. — Frank E. Dingley, of Minneapolis, Minn, established American records from fifty-one to one hundred miles, and beat the best previous records held in England. A race was arranged between Knapp and Dingley, but the former ran only ten miles, acting as pacemaker. Dingley made his fifty miles in 2.42.39, which is behind the 2.38.53 1-2 made by Prince, indoors, last year at Minneapolis, and better than Woodside's Springfield record of 2.50.19 4-5. At the thirty-seventh mile Dingley began to beat American records, and he captured them all to fifty miles, after which he established new records, no authentic records having been in the books before this. Fred Lees holds the English professional record for thirty miles (1.33.20), but above thirty miles Dingley beats all English professional records, except the 1.50.24, which Lees holds at thirty-five miles. The English amateur bicycle record for fifty miles is 2.41.40 3-5, held by Potter, and this was left untouched, but above this all were beaten. Dingley has won world's records from fifty-one to one hun-

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Detachable Luggage Carrier.

Don't buy any other. You certainly won't when you know what a convenience it is. We haven't space to fully describe it, but it is detachable and can be turned entirely out of the way in coasting, (as per cut.) Acknowledged by everybody to be the most convenient Luggage Carrier ever offered to wheelmen. Send for one and you will be delighted with it. For both crank and star bicycles. Nickelled; price only $1.00 by mail, $1.10. C. H. ROSS & CO., 46 Columbia Street, Albany, N. Y. P. S In ordering, give name of wheel.

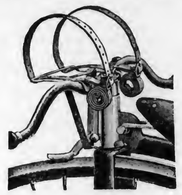
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DETACHABLE CARRIER, for any bundle, from a lunch box to an overcoat. The bundle may be attached to or removed from the bicycle without undoing, and it does not, like some other carriers, interfere with the nice adjustment of the head-nut. For sale by all dealers, or sent by mail by the maker for price, **$1.00.** Common form (undetachable), **75 cents,** nickelled. (Special shape for the Victor.)

C. H. LAMSON, Portland, Me.

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The most Accurate, the Easiest to Read from the Saddle, and the BEST WORKMANSHIP ever put into a Cyclometer. Hub Cyclometer (Pat. Feb. 15, 1887), $10. Spoke Cyclometer (Pat. Nov. 30, 1886), $5. Either Cyclometer sent Post-Paid on receipt of Price.

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Act NOW, and begin to save ONE-HALF the cost of clothing for the rest of your life; and if you have always worn *ready-made*, begin NOW to know the LUXURY of CUSTOM-MADE clothing. Do one of two things:—

(1.) Send 6 cents for package of samples and self-measurement blanks. MENTION THIS PAPER, and we will send a GOOD LINEN TAPE MEASURE FREE.

(2.) OR, if you cannot wait for samples, tell us about what color you like, give us your WAIST, HIP, and INSIDE LEG measures, together with $3 and 25 CENTS for postage (or prepaid express) and packing, and we will GUARANTEE to please or refund your money.

To those who do not already KNOW our reputation, the American Express Co. (CAPITAL 20,000,000) will cheerfully write, in answer to any inquiries sent to their Boston office.

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dred miles inclusive, and American records from thirty-seven to one hundred miles. He was paced by Munger, Whittaker and Knapp, his associates in the Gormully & Jeffery team. He rode a roadster Champion weighing thirty-six pounds.

The officials of the race were as follows: Referee — Wm. A. Rowe. Judges — T. A. Carroll, W. F. Allen, Ed Bergholtz. Scorers and timers — Charles E. Whitten, Asa Wendle, A. A. McCurdy. Starter — Charles P. Daniels. The following is the complete record of each mile, the world's record being lowered from fifty-one to one hundred miles, inclusive: —

MILES.	H.	M.	S.
1		3	4
2		6	18
3		9	33
4		12	43
5		15	54
6		19	1 2-5
7		22	10 3-5
8		25	23 3-5
9		28	36 2-5
10		31	52 2-5
11		35	3 2-5
12		38	18 3-5
13		41	31
14		44	41 4-5
15		47	49
16		50	50 3-5
17		54	5 1-5
18		57	14 1-5
19	1	0	27 3-5
20	1	3	43 2-5
21	1	6	53 2-5
22	1	10	8 4-5
23	1	13	22
24	1	16	34 4-5
25	1	19	53 2-5
26	1	23	15 3-5
27	1	26	38
28	1	29	58
29	1	33	15 1-5
30	1	36	31 4-5
31	1	39	47 1-5
32	1	43	2 4-5
33	1	46	25
34	1	49	43 1-5
35	1	52	51
36	1	56	3 1-5
37	1	59	15 3-5
38	2	2	25 1-5
39	2	5	44 1-5
40	2	9	1 4-5
41	2	12	20 3-5
42	2	15	36 4-5
43	2	18	55 3 5
44	2	22	13 1-5
45	2	25	33 4-5
46	2	29	4 3-5
47	2	32	24 3-5
48	2	35	52
49	2	39	20 3-5
50	2	42	39
51	2	45	58 1-5
52	2	49	17 4-5
53	2	52	50
54	2	56	14 3-5
55	2	59	35 3-5
56	3	2	59 2-5
57	3	6	26 2-5
58	3	9	57 2-5
59	3	13	21 2-5
60	3	16	42 1-5
61	3	20	9
62	3	23	46 2-5
63	3	27	21 2-5
64	3	30	48
65	3	34	13
66	3	37	47
67	3	41	33 2-5
68	3	45	11 4-5
69	3	48	41 3-5
70	3	52	14
71	3	56	1
72	3	59	29 4 5
73	4	3	3 2-5
74	4	6	31 1-5
75	4	10	15 1-5
76	4	13	40 3-5
77	4	17	21
78	4	20	55 4-5
79	4	24	27 3-5
80	4	28	1 4-5
81	4	31	33 1-5
82	4	35	4 2-5
83	4	38	33
84	4	42	2-5
85	4	45	33 4-5
86	4	49	8 4-5
87	4	52	39
88	4	56	6
89	4	59	56
90	5	3	37 1-5
91	5	7	8 4-5
92	5	10	33 2-5
93	5	13	55 3-5
94	5	17	19 4-5
95	5	20	52 2-5
96	5	24	42 4-5
97	5	28	14 2-5
98	5	31	45 1-5
99	5	35	20 4-5
100	5	38	44 1-5

NEW ORLEANS, LA., Sept. 15. — The third annual tournament of the Louisiana Division L. A. W. took place at Audubon Driving Park on Thursday, and the races were witnessed by three thousand, five hundred spectators.

The following is a summary: —

Half-mile boys' race, — W. H. Hathorn (1), 1.40 2-5; J. W. Abbott (2).

One-mile Louisiana Cy. Club championship, — R. G. Betts (1), 3.40 1-5; W. E. Hobson (2).

One-mile New Orleans Bi. Club championship, — C. B. Guillotte (1), 3.11 4-5; A. M. Hill (2).

Half-mile dash, — G. E. Guedry (1), 1.33 4-5; W. L. Hughes (2).

One hundred yards slow race, — E. A. Jones (1); G. A. Miller (2).

One-mile Louisiana State championship, — A. M. Hill (1), 3.13; Guillotte (2).

One-mile handicap, open, — Abbott (1); Fairfax (2),

One-half mile run and ride, — Guillotte (1), 3.16 1-5; Abbott (2).

One-mile consolation, — Alford (1); Hobson (2).

One-mile team race, — New Orleans Club (1), 187 points; Louisiana Club (2).

The officers of the Louisiana Division of the League of American Wheelmen, under whose auspices these races were given, are: Harry H. Hodgson, chief consul; Samuel M. Patten, representative, New Orleans; Ritchie G. Betts, secretary-treasurer; Harry W. Fairfax, local consul; O. H. Terwilliger, local consul, Opelousas, and J. B. Walters, local consul, Shreveport. To these gentlemen the success of the tournament was mainly due, for they have within the past month been hard at work, and have left no stone unturned toward making the day a success, at which they succeeded.

ALBANY, N. Y., Sept. 21. — The second annual race meet of the Albany Wheelmen took place at the Ridgefield athletic grounds on Wednesday the 21st inst. The track was in excellent condition, and the races were well contested. A large audience was present, including very many ladies.

The following is a summary:

One-mile novice, — C. L. Sterling (1), 3.12 1-2; J. P. Lennon (2).

Three-mile handicap open, — H. L. Burdick, 200 yards (1), 8.47 3-4; H. J. Hall, Jr., 225 yards (2). Crist was on scratch in this race, but was evidently too heavily handicapped.

One-third mile one-legged race, — C. A. Stenken (1) 1.09 1-2; R. Robe (2).

One-mile for Star machines, — C. A. Stenken (1), 2.55; H. J. Hall, Jr. (2).

One-mile N. Y. State championship, — H. L. Burdick (1), 3.26 3-4; A. F. Edmans (2).

One-mile tricycle, open, — W. E. Crist (1), 3.26; H. J. Hall, Jr. (2).

Five-mile championship of Albany and Rensselaer counties, — H. L. Burdick (1), 16.58; A. F. Edmans (2).

One-mile ride and run, — H. J. Hall, Jr. (1), 4.30 1-2; M. C. Fuhrmun (2).

Two-mile club handicap, — R. Robe, 500 yards (1), 5.46 1-2; C. E. Lansing, 500 yards (2).

One-mile boys under sixteen, — E. L. Simpson (1), 3.22 1-2; G. W. Van Slyke, Jr. (2).

One-mile consolation, — W. F. Kiernan (1) 3.21 1-2; H. M. Hudson (2).

OFFICIAL ANNOUNCEMENTS.

AMENDMENT TO BY-LAWS.

I HEREBY give notice that at the meeting of the Board of Officers, to be held in New York October 17, I shall move to amend Article IV. Section 1, of the By-Laws by the substitution of the following for the section as it now stands.

SECTION 1. During the month of March, each year, the Secretary shall cause to be printed in the official organ a voting blank for Chief Consuls and Representatives, together with a statistical table, showing the number of Representatives each State is entitled to. And there shall also be published in the BULLETIN, at the same time, full and explicit directions to members regarding the votes which are to be sent to the Secretary-Editor, and full and explicit directions from the Chief Consuls of States where special regulations governing the ballot have been adopted.

Section 1 now reads:

SECTION 1. Between the first and tenth days of March each year the Secretary shall send to each member of the League a voting blank for Chief Consuls and Representatives, and each such blank shall designate the number of Representatives for whom the member is entitled to vote.

H. W. HAYES,
Chief Consul of Mass.

LEAGUE TOUR.

W. W. STALL, of Boston, Mass., is hereby appointed Tourmaster for the second annual League Tour of the lady cyclists, to the north shore of Massachusetts, and authority is hereby granted for the tour to be arranged for, and conducted as a League tour.

W. S. BOMBERGER,
Tourmaster L. A. W.

HAGERSTOWN, Sept. 24, 1887.

RACING BOARD ANNOUNCEMENTS.

THE charges of professionalism against Harry Gordon, Richard Hurck, and Henry Oellin, all of St. Louis, Mo., have been investigated by Mr. W. M. Brewster, and proved to be unfounded. Upon his recommendation the charges are withdrawn, and the suspended men restored to their former amateur standing.

By the unanimous vote of the Racing Board, Mr. J. B. Ferguson, of Princeville, Ill., and Mr. Charles E. Kluge, of Jersey City, N. J., have been re-instated as amateurs.

J. H. COOLEY,
Chairman Racing Board.

ILLINOIS DIVISION NOTICES.

THE Julien House (L. A. W. rate, $1.00), Belvedere, Ill., is appointed hotel No. 24, upon recommendation of Representative Lillibridge.

Upon the recommendation of Representative Sheridan, the following members are appointed local consuls: —

*28, E. S. Barnes, Springfield; 29, B. J. Shockley, Decatur; 30, D. E. Avery, Jacksonville; 31, C. C. Phinney, Taylorville; 32, Waldo Reed, Springfield; 33, I. J. Kusel, Springfield, — all in district 7.

N. H. VAN SICKLEN, *C. C.*

CHICAGO, Sept. 20, 1887.

*Consuls' number.

ILLINOIS OFFICIAL NOTICES.

THE resignation of E. H. Sleight, Moline, is hereby accepted, and Mr. Howard C. Davis, Monmouth, is appointed to fill the vacancy affecting district 6.

Chas. F. Vail, Peoria, is hereby appointed Local Consul No. 5, upon recommendation of Representative Rouse.

Mr. G. D. Dunn, Moline, is also appointed Local Consul No. 8, at Moline.

ILLINOIS APPOINTMENTS.

Mr. J. P. Maynard, Chicago, resigns as representative in this State, pleading stress of business as the cause, — accepted.

Mr. Charles H. Sieg, Chicago, is hereby appointed his successor as representative No. 3, district 1.

Mr. Charles E. Randall is appointed Local Consul No. 18 at Chicago, vice Sieg, district 1.

Mr. A. B. Holt, Kankakee, is appointed Local Consul No. 36, district 2.

N. H. VAN SICKLEN, *C. C.*

CHICAGO, Sept. 23, 1887.

MICHIGAN DIVISION.

Gentlemen, — Dr. G. E. Holcomb tenders his resignation as a member of the Rights and Privileges Committee. The same is hereby accepted, and Mr. Charles U. Champion, of Coldwater, is appointed to fill the vacancy.

J. H. JOHNSON, *C. C.*

DETROIT, Sept. 14, 1887.

IOWA NOTICES.

MY predecessor having failed to call the fall meeting of this Division, and on account of the short time left to arrange for one, it has been deemed advisable to do away with the fall meeting this year entirely. Hoping this will meet with the favor of the members, and trusting that the next one we hold will eclipse all former ones.

I desire by this to notify Iowa members that Mr. O. A. Ward, of Humboldt, Iowa, has been appointed to the office of Vice-Consul of the Iowa Division, to fill the vacancy caused by the former Vice-Consul assuming the office of Chief Consul. He will assume said duties at once.

ROBT. L. THOMPSON, *C. C.*

MUSCATINE, IOWA, Sept. 20, 1887.

RHODE ISLAND APPOINTMENT.

J. A. CHASE, of Pawtucket, Chief Consul for Rhode Island having tendered his resignation, I take pleasure in appointing to, that office Chas. S. Davol, of Warren.

T. J. KIRKPATRICK, *President.*

SPRINGFIELD, O., Sept. 23, 1887.

ATTENTION, PENNSYLVANIA WHEELMEN!

THE road-book committee of the Pennsylvania Division, L. A. W., are now hard at work revising the Pa.-N. J.-Md. road-book preparatory to issuing a new and enlarged edition early in the spring, and they desire the cooperation of every wheelman in these States. It is to the interest of every member to see that this edition is made as complete and accurate as possible, and we earnestly request information regarding roads that have been improved or altered since the last edition was published.

As a special inducement, we will give a year's free subscription to the *Athlete*, to any wheelman who will send us a correct report of ten miles or more of road that has not been previously reported. Route blanks furnished on application.

JOHN A. WELLS, *Chairman,*
Philadelphia, Pa.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them.* After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 106 — Total 40.

BOSTON, Sept. 30 1887.

CALIFORNIA DIVISION. — 2.

Los Angeles Wheelmen.

16740 Schilling, V. A., 724 So. Main St., Los Angeles.

Outing Cycling Club.

16752 Koenne, Robert, 124 Kearney St., San Francisco.

LEAGUE OFFICERS.

OFFICERS OF THE BOARD.

PRESIDENT. — T. J. Kirkpatrick, Springfield, Ohio.

VICE-PRESIDENT. — H. W. Hayes, Cambridge, Mass.

TREASURER. — W. M. Brewster, 309 Olive St., St. Louis, Mo.

SECRETARY-EDITOR. — Abbot Bassett, 22 School St., Boston, Mass.

EXECUTIVE COMMITTEE. — T. J. Kirkpatrick, H. W. Hayes, Geo. R. Bidwell.

STANDING COMMITTEES.

MEMBERSHIP. — James R. Dunn, Massillon, Ohio; Dr. G. Carlton Brown, 40 Orchard Street, Elizabeth, N. J.; Harry H. Hodgson, 13 Carondelet Street, New Orleans, La.

RIGHTS AND PRIVILEGES. — C. H. Luscomb, 280 Broadway, New York; Winfield S. Slocum, *Herald* Building, Boston, Mass.; A. C. Stewart, Equitable Building St. Louis, Mo.

RULES AND REGULATIONS. — C. S. Butler, 263 Main Street, Buffalo, N. Y.; W. W. Share, 336 Navy Street, Brooklyn, N. Y.; W. T. Williams, Norwich, Conn.

RACING BOARD. — Dr. J. H. Cooley, Plainfield N. J.; W. M. Brewster, 309 Olive Street, St. Louis, Mo.; Chas. H. Potter, 99 Superior Street, Cleveland, Ohio; Gerry Jones, Binghamton, N. Y.; Sanford Lawton, Springfield, Mass.; Col. Geo. H. Sanderson, Scranton, Pa.

TRANSPORTATION. — Burley B. Ayres, 152 S. Hoyne Avenue, Chicago, Ill.; Fred T. Sholes, Box 93, Cleveland, Ohio; Geo. R. Bidwell, 313 West 58th Street, New York; W. S. Bull, 360 Main Street, Buffalo, N. Y.

TOURMASTER. — W. S. Bomberger, Hagerstown, Md.

BUREAU OF INFORMATION. — A. B. Barkman, Chairman, No. 608 4th Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

TOURING DEPARTMENT.

W. S. Bomberger, tourmaster, Hagerstown, Md.; A. B. Barkman, Bookmaster, 608 Fourth Ave., Brooklyn, N. Y.; Geo. R. Bidwell, Chief Marshal, New York; Joseph Pennell, Marshal Foreign Division, London, England; H. D. Corey, General Agent, Boston, Mass.; Fred. Jenkins, Chief Quartermaster, New Rochelle, N. Y.; Edwin Oliver, Secretary, Chicago, Ill.

The following works are officially recommended by the L. A. W. Bureau of Information:

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, advertisements. Price, 15 cents. Address C. A. Underwood, 386 Tremont Street.

L. A. W. ROAD AND HAND-BOOK OF CALIFORNIA (Official): — Officers, Consuls, hotels, and rates of California Division, California bicycle clubs and officers. Over 2,000 miles reported roads, 100 pages, tabulated form. Bound in flexible leather, $1.00. Ready Aug. 1, 1887. Address J. W. Gibson, No. 612 Hyde Street, San Francisco, Cal.

L. A. W. ROAD-BOOK OF CONNECTICUT (Official): — In progress. Address Charles G. Huntington, Hartford, Conn.

L. A. W. ROAD-BOOK OF LONG ISLAND, with the best riding within fifty miles of New York City — very thorough. Three fine maps on one sheet folded in the book, bound in flexible cloth. Price, $1.00. Address A. B. Barkman, 608 Fourth Ave., Brooklyn, N. Y.

L. A. W. HAND-BOOK OF MASSACHUSETTS (Official, 1884): — Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address S. Lawton, Springfield, Mass. New Road Book in preparation; will probably be issued early in 1888.

L. A. W. ROAD-BOOK OF MICHIGAN (Official); with best roads of Ontario and through route from Chicago to N. Y. City Sectional and general maps; lists of Consuls, hotels, repair shops, and points of interest. Flexible leather cover. Free to Division members joining before July 1; after that date, 25 cents extra. Price to L. A. W. members of other States, $1.00. Address J. H. Johnson, 397 Second Ave., Detroit, Mich. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

L. A. W. HAND AND ROAD BOOK OF NEW YORK (Official) — Two hundred pages, numerous maps, lists of Consuls, hotels and repair shops, general information about the L. A. W. and N. Y. Division, etc., with complete indexes. Tabulated reports of 14,000 miles of roadway, extending east to Mt. Desert, Maine; west to Cleveland, Ohio; north to Quebec, P. Q., and south to the Natural Bridge, Virginia, and Washington, D. C. General description of local riding districts, and much other information of value to cyclers, bound in flexible leather. Free to Division members joining in the first quarter: 17 cents to those joining in the second quarter, ending June 30, 1887; after that date, 50 cents. Price to League members of other States, $1.50 per copy. Address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

L. A. W. ROAD AND HAND-BOOK OF PA., N. J., AND MD. (Official): — Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, bound in flexible leather. This work is now out of print. A revised edition will probably appear in 1888.

RECORD BOOK OF SHELL ROADS IN VICINITY OF NORFOLK. — A description of the shell roads around the city of Norfolk. Contains in addition several pages for records of rides. Bound paper: 10 cents. By V. Pa ul Ellis, Norfolk, Va.

L. A. W. HAND-BOOK OF OHIO (Official): — Complete lists of officers, Consuls, hotels, etc. Full description of riding districts and large folding road map of the State. Price, bound in flexible leather, $1.00; cloth, 50c. Address Frank C. Meyer, Secretary-Treasurer, Room 26 Saxton Block, Canton, Ohio.

ROAD-MAP OF CENTRAL INDIANA (L. A. W. Official), covering 90 miles N. and S., and 153 miles E. and W., and showing the famous Crawfordsville record-breaking district. Contains list of Consuls and hotels, and shows towns, railroads, etc. Free to Division members joining in first quarter, 13 cents in second quarter, 25 cents in third quarter, and 38 cents in fourth quarter. Price, to other League members, 75 cents. Scale of nine miles to one inch. Address Josh. Zimmerman, Secretary-Treasurer, 37 So. Alabama Street, Indianapolis, Ind.

ROAD-MAP OF NEW JERSEY (L. A. W. Official): — Three parts, Northern, Central, and Southern, folded in stiff covers. Price, 50 cents each, or $1.50 for the set. Address Dr. J. H. Cooley, Plainfield, N. J.

TEN THOUSAND MILES ON A BICYCLE; A Gazetteer of American Roads. — Cloth bound, gilt top, 41 chapters, 908 pages, elaborate indexes, no advertisements. Mailed on receipt of $2.00, by Karl Kron, University Building, Washington Square, New York City, D. Analytical contents-table, descriptive circulars, and specimen pages sent free.

ROAD-MAP OF OHIO (L. A. W.). See *Ohio Hand-Book*.

ROAD MAP OF BOSTON AND VICINITY (Warren's).

MARTINET'S ROAD-MAP OF MARYLAND: — Splendid work. Price, $10.00. J. L. Smith, as below.

COLTON'S ROAD-MAP OF PENNSYLVANIA: — Three parts, Eastern, Central, Western. Price, $2.00 per section. J. L. Smith, Map Publisher, Sixth Street, above Chestnut, Phila., Pa.

ROAD-MAP (WHEELING CHART) OF SPRINGFIELD AND VICINITY. Address Henry E. Ducker, Springfield Mass.

IN AND AROUND CAPE ANN, bound in cloth; finely illustrated. The wheelmen's hand-book of Gloucester, Mass., and vicinity. Price, 75 cents. Address John S. Webber, Jr., Gloucester, Mass.

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS.— Sketches of cities towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. Address George Chinn. Beverly, Mass., price 20 cents.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$1.25,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public, or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, ruler, and ice skating."

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$1.25*** *for initiation fee and dues in the League of American Wheelmen to Dec. 31, 1887. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *P. O. Address,* .....

City and State, ...

REFERENCES: .....

.....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

THE FIRST SHOT IS FIRED, GENTLEMEN,

And FRANK DINGLEY makes a big hole in the ONE HUNDRED MILE WORLD'S RECORD, At Lynn, Sept. 22d. He knocks everything from 51 miles up.

Time: 5 Hours, 38 Minutes, 44 1-5 Seconds.

Eleven minutes better than the English track record, and twenty-five minutes better than the American track record. The latter by IVES on a Racing Wheel.

DINGLEY USED OUR ORDINARY LIGHT CHAMPION.

They all say the same thing, the Bearings.

GORMULLY & JEFFERY MF'G CO. . . CHICAGO, ILL.

DISTRICT OF COLUMBIA DIVISION — 1.

Unattached.

16727 Peirce, W. E., cor. 15th and F Sts., Washington.

INDIANA DIVISION — 1.

Laporte Wheelmen.

16728 Lonn, Julius E., Laporte.

MAINE DIVISION — 4.

Portland Wheel Club. Portland.

16741 Brown, F. M., 493 Fore St., "

16742 Chase, L. B., 256 Federal St., "

16743 Cloyes, H. P., 580 Congress St., "

16744 Smith, F. B., 82 Carleton St., "

MASSACHUSETTS DIVISION — 3.

Unattached.

16729 Johnson, M., West Newton.

16745 Painter, Robert F., Greenfield.

16753 Tileston, Roger E., Walnut St., Brookline.

MICHIGAN DIVISION — 2.

Bay City Bi. Club.

16759 Cusson, A. J., care Schlieper & Co., Bay City.

Detroit Bi. Club.

16754 Jennings, Dr. J. S., Detroit.

MINNESOTA DIVISION — 1.

Minneapolis Bi. Club.

16746 Sailor, M. A., 334 Hennepin Ave., Minneapolis.

MISSOURI DIVISION — 1.

Unattached.

16760 Boehmer, Otto J., 2607 Salisbury St., St. Louis.

NEBRASKA DIVISION — 1.

Unattached.

16755 Allen, H. H., 1020 Clarkson St, Omaha.

NEW JERSEY DIVISION — 2.

Rutherford Wheelmen.

16761 Schroeder, David G., Rutherford.

Unattached.

16747 Young, Wilbur E., Dennisville.

NEW YORK DIVISION — 8.

Calumet Cycling Club.

16730 Richter, Geo., 112 Rutledge St., Brooklyn.

Unattached.

16756 Gallaud, Justin S., 103 E. 79th St., New York.

16731 Kellner, Thomas A., 108 E. 86th St., "

16762 Magonigle, Harold, 140 W. 127th St., "

16732 McLoughlin, John C., 49 and 51 Chambers St., "

16757 Schwarz, Samson H., 105 E. 79th St., "

16758 Leary, Edw. B., 26 Frank St., Rochester.

16733 Paddock, F. K., Canandaigua.

OHIO DIVISION — 6.

Unattached.

16734 Platter, Rev. D. E., 88 W. Tuscarora St, Canton.

16735 Weber, Tom, 22 So. Market St., "

16736 Wilson, W. A., 20 and 22 W. 8th St., "

16748 Hartwell, B. J., Delphos.

16737 Sturgeon, Jesse, Lectonia.

16763 Turley, Leslie C., Portsmouth.

PENNSYLVANIA DIVISION — 2.

Unattached.

16738 Forsythe, J. E., Butler.

16764 Stephen, Willie L., 617 Walnut St., Reading.

RHODE ISLAND DIVISION — 4.

Unattached.

16739 Bennett, Walter G., 70 W. Clifford St., Providence.

16740 Collamore, Fred. T., Warren.

16750 Seymour, Joseph K., "

16751 Wilson, A., "

VIRGINIA DIVISION — 2.

Old Dominion Wheelmen.

16765 Sinnott, W. F., 209 So. 4th St., Richmond.

16766 Snyder, Julian, "

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

ADVERTISEMENTS will be inserted in this column as follows: Fifty cents for four lines, first insertion; twenty-five cents for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FOR SALE. — A 56-inch Expert Columbia bicycle, good as new, except tires little worn; might exchange for a two-track tricycle. Address EXPERT, Box 60, Cambridgeport, Mass.

FOR SALE. — 52-inch nickelled Expert, ball bearings, Lillibridge saddle, Lakin cyclometer, bell, carrier, etc; in splendid condition; a bargain at $100. R. F. BALL, Bostick Falls, N. Y.

FOR SALE CHEAP. — 56-inch Royal Mail; in fine condition; will trade for 58-inch, same make. If you mean business, write at once. C. L. BERG, Lemars, Ia.

A BARGAIN. — 54-inch American Sanspareil Light Roadster; cost price, $149.50; good condition; best offer over $70 accepted. For particulars, address R. S. HASBROUCK, Jr., 293 Clinton St., Brooklyn, N. Y.

FOR SALE. — 54-inch Rudge, L. R., 1887 pattern, Kirkpatrick saddle, hanger and lamp, hub cyclometer, etc; equal to new; ridden less than fifty miles; price $110; cost $153. H. C. JONES, Box 1407, New York.

WANTED. — A Rudge Crescent tricycle, this year's pattern. Address, stating price, etc., BOX 3587, Boston Post Office.

A 54-INCH COLUMBIA EXPERT, Full Nickel, except felloes, drop handles, splendid condition, for $70. E. R. BOOTH, Groton, Tompkins Co., N. Y.

TWO GENUINE BARGAINS. — One 54-inch New Rapid Roadster, 1887 pattern, new in June, enamel finish, spade handles, Kirkpatrick saddle; cost $145.50, $95 cash. One 48-inch Facile, Vintage of 1887, spade handles, Lillibridge saddle; cost $130, $85 cash. The above wheels are both in prime condition and guaranteed as represented. F. C. WESTON, Bangor, Me., agent for New Rapid and Facile bicycles.

FOR SALE. — 52-inch American Rudge, run 200 miles, condition excellent; best offer over $70 accepted. Victor tricycle, 1886 pattern, fine condition, $95. VICTOR R. PYLE, Wilmington, Del.

FOR SALE. — 56-inch New Rapid Light Roadster, balls throughout, standard finish, first-class condition, new this spring; price $110. Address OSBORN, P. O. Box 2214, New York City.

TO EXCHANGE. — Three good Violins, one eight-key D Flute, small lot of fine plated Jewelry (balance of stock), for good Safety Bicycle, Rover type or Columbia Safety preferred. Big trade for any one that can use the above. Address, L. A. W. 19437, Box 305, HORNELLSVILLE, N. Y.

FOR SALE. — One Springfield Roadster Bicycle in good condition. Apply at once to ROADSTER, Bulletin Office.

SECOND-HAND BICYCLES. — Fine assortment. Prices $30 and upwards. Wheels bought, sold, and exchanged. Old mounts received in part payment for new. Sole New York agents for New Rapid and Quadrant 'cycles. Send for list of bargains. NEW YORK BICYCLE CO., No. 38 Park Place, New York.

WANTED. — A Traveller or Columbia Tandem, in exchange for a three-track Columbia and a two-track Apollo tricycle; both machines in fine condition; correspondence solicited, 1009 L. A. W., 1817 Ridge Ave., Philadelphia, Pa.

50-INCH EXPERT COLUMBIA, FULL NICKEL, in A-1 condition, with Kirkpatrick saddle, C. H. handle bars, D. G. ball pedals, Church cyclometer, Z. and S. lantern holder, and M. I. P. bag, for $116.50. A. L. BIERY, 631 Hamilton St., Allentown, Pa.

BARGAINS IN BICYCLES AND TRICYCLES, HART CYCLE CO., No. 811 Arch St., Philadelphia. Send for our price lists of second-hand machines for comparison.

JUST RECEIVED — A superb line of Beeston Humber Grippers, everywhere acknowledged to be the finest tricycle manufactured. Send for catalogue and prices to the sole importer, L. H JOHNSON, 401 Main St., Orange, N J. A few good agents wanted in districts not represented.

AGENTS. — 1,000 nicely printed Dodgers free; sent with each Eureka Home Trainer, ordered C. O. D. or cash before Oct. 1887. They are the cheapest and most effective local cycle ads. extant. Sample Dodgers, etc., on application. M. A. WOODBURY, Bradford, Pa.

CHEAPEST AND BEST Second-hand Wheels in the market. Send for list. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

FOR SALE. — 54-inch Expert Columbia, 1887 pattern; ridden less than 150 miles; price, $100. 53-inch Light Roadster Columbia, full of 1886 pattern, spade handles; price, $90. 52-inch Singer, new, tires unworn; price, $40. F. H. McKEE, North Adams, Mass.

FOR SALE. — 52-inch full nickelled American Champion; good as new; only been run two hundred miles; cost $115; will sell cheap. ALLEN & HANE, Marion, Ohio.

50-INCH COLUMBIA LIGHT ROADSTER, 1886 50 pattern, spade handles, Lakin standard cyclometer, "K. of R." lamp,—all improvements, excellent condition; cost $167; will sell for $45. Address W. B. PERLEY, Columbus, O.

54-INCH RUDGE LIGHT ROADSTER, NEW, at a bargain; can be seen at 11 Murray St., New York City. I. DUSENBURY.

FOR SALE. — One 54-inch (1887) Expert Columbia, D finish, with Butcher cyclometer; run four hundred miles; prime condition; owner going West; best offer over $100. "E.," Box 123, Williamsburg, Pa.

BICYCLES, SECOND-HAND. — If you wish your wheel sold quickly, at a small commission; or if you wish a choice from the biggest list of big bargains in America, send to MANHATTAN WHEEL EXCHANGE, 49 Cortland St., N. Y.

WANTED. — Wheelmen to solicit advertising business for the BULLETIN in every large city. It is a good field of work for smart men, and we pay liberal commissions. Address this office.

LARGE STOCK OF SECOND-HAND BICYCLES, all sizes, always on hand, at extraordinary bargains; sole Brooklyn agents for Columbia cycles; wheels sold on instalments. BROOKLYN BICYCLE COMPANY, 161 Clymer Street, Brooklyn, N. Y.

TANDEM, BARGAIN. — A Beeston Humber Tandem tricycle, in good condition; will sell for $150. Any one wishing a bargain, address GEO. A. JESSUP, Scranton, Pa.

THIS IS REALLY VERY FUNNY.

READ * IT * AND * YOU * WILL * SMILE!

The writer is a popular young Clergyman at Bay City, Mich.

Bay City, Michigan, Aug. 15, 1887.

Gormully & Jeffery Mfg. Co., Chicago, Illinois.

Gentlemen,—Now, I want to stand up and "speak my piece" about the Light Champion. A certain firm, who turn out better advertisements than wheels, have been groaning much of late over the popularity of the Champion Cycles, and telling a credulous public that a good wheel cannot be sold under their prices; that a ball head has not been proven (!) better than a globe head, and other such stuff, always winding up with the phrase, "Let others try the experiment." Now I want to tell you that I have tried the experiment. I have tested it severely and I am more than satisfied. I emphatically echo the words and urge all who want a good wheel to "try the experiment." The Light Champion has now ceased to be an experiment with me, and is a settled fact. I had occasion to test its hill-climbing powers against a wheel sent out by the firm referred to above, and tho' I am not a strong rider, and the other man was, I ran right away from him. For ease of adjustment and for running qualities the Light Champion is unsurpassed and unequalled. Every man I have mounted on my 53-inch wheel has envied me the rams-horn handle-bars and the Cobblestone saddle and has wondered at the marvellous lightness of the running qualities. As I wrote you once before, I used to ride an —— ——, but I have followed their advice and "tried the experiment," and am so well satisfied that I propose to keep on "trying the experiment." Tell Mr. Jeffery to stop inventing improvements, or he'll have a damage suit some day for inventing and selling a wheel that runs away with the rider.

Yours most sincerely,

BURT E. HOWARD.

CATALOG ON APPLICATION.

GORMULLY & JEFFERY MFG. CO. . . CHICAGO, ILL.

Largest Manufacturers of Cycles and Sundries in America.

THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA: PUBLISHED WEEKLY.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, OCTOBER 7, 1887. | VOL. V. No. 14. WHOLE NUMBER, 119.

OFFICE OF

THE BOSTON HERALD,

Boston, Mass., June 21, 1887.

Miss Pope Mfg Co

Gentlemen. The record of my Expert Columbia is so good that I feel that you will be interested to learn about it I bought it in the spring of 1883, so that it is now in its fourth season. I took it to the City of Mexico and brought it back with me. I used it there over a year and have ridden it regularly ever since returning It has not yet cost me even a single cent for repairs and is still a staunch machine in first class running order.

Yours sincerely

Sylvester Baxter.

RUDGE RACERS.

As we have decided to discontinue the use of racing wheels as an advertisement, we wish to call your attention to the following novel and special sale of racing machines.

Below we give you the size and full description of racing wheels in stock, numbered in such a way that they can be easily ordered. We have made this list, showing the present selling price of the Racers, also the special price at which we offer them to close. In addition to this we propose to accept bids on any machine in the list, up to September 15th, which bids will be carefully recorded, and any wheels that have not been sold at the regular price, at that date, will be forwarded to the highest bidder.

To insure the genuineness of the bids, each bid must be accompanied by a check for $5.00, for which a receipt will be given, showing the number of the machine for which the bid has been made, and in case the machine has been sold, or has had a higher bidder, the money will be refunded Oct. 1, 1887.

The reputation of the Rudge Racer for strength, durability and speed, has earned for it the name of "King of the Path," and parties wishing a racing wheel, cannot do better than provide themselves by this sale. They are all in good order, fitted with racing saddle, spade handles, and racing rat-trap ball pedals.

						List Price.	Present Price
No. 117.	One	53-inch	Rudge	Racer,	new, - - -	$140	$85
" 118.	"	53	"	"	shopworn - -	140	70
" 119.	"	54	"	"	new - - -	140	85
" 120.	"	54	"	"	shopworn - -	140	70
" 121.	"	55	"	"	new - - -	140	85
" 122.	"	55	"	"	shopworn - -	140	70
" 123.	"	56	"	"	new - - -	140	85
" 124.	"	56	"	"	shopworn - -	140	70
" 125.	"	56	"	"	Semi-Racer, shopworn	140	70
" 126.	"	57	"	"	Racer, new - - -	140	85
" 127.	"	57	"	"	" shopworn - -	140	70
" 128.	"	58	"	"	" " - -	140	70
" 129.	"	58	"	"	Semi-Racer, shopworn	140	70

MISCELLANEOUS.

No. 130. One 56-in. Rudge Humber Racer, (A DAISY) Ridden by Webber, shopworn, $80
" 131. " Rudge Racing Humber Tandem - - - $125 net.

IF YOU ARE THINKING OF GOING INTO RACING, LET US HEAR FROM YOU.

STODDARD, LOVERING & CO.

125 to 158 CONGRESS ST. - - - BOSTON, MASS.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,
SECRETARY-EDITOR,
For the League of American Wheelmen,
AT THE L. A. W. OFFICE,
22 SCHOOL STREET, BOSTON, MASS.
P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

SINGLE COPIES - - - - - - - 3 CENTS
SUBSCRIPTION PRICE TO OTHER THAN LEAGUE MEMBERS, $1.00 A YEAR.
CLUBS OF FIVE - - - - - - $4.00 "

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR's hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith.

Members should be careful to notify the EDITOR promptly of any change in their residence, giving their old as well as new address. Great care is taken with the mailing list. All changes received after Tuesday night can not be attended to until the following week, as at that time the list goes to printer for revision. Members who write for back numbers will have them forwarded on Friday, our regular mailing day.

For LIST of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

THE attitude of the League respecting road racing will be definitely determined at the New York meeting on the 17th. The Racing Board recommends that the League take strong measures and expel from membership all those who persist in breaking the laws by racing on the highway. It is an important question, and must be considered carefully; but if the League decides to adopt the proposed policy, we hope to see a vigorous enforcement of the rule.

FOR ourselves, we prefer to see the present non-interference policy of the League continued. Let the thing alone, and it will soon die out. There is no revenue from races of this kind, and clubs will not bear the necessary expenses much longer. Moreover, if there is an increase of interest the law will step in to punish the law breakers, for with the increase must come interference with travel and traveller's rights that will not be brooked. Nevertheless, we hope to see the decision of the majority abided by.

DURING his vacation at Sea Girt, N. J., Mr. Marriott C. Morris, of Philadelphia, put in a little time for work in the interest of wheelmen. The Town Committee of Wall, Monmouth County, has advertised for proposals for the erection of guide-boards in the township. Mr. Morris writes: "There is, I believe, a sign-board law in New Jersey, but it is not enforced in this part of the county, and the sign posts and boards put up there nearly fifteen years ago have all rotted down. What makes it more important is the fact that several good-sized towns, as Manasquan, Spring Lake, and Ocean Beach, are included in this township, and in summer time many wheelmen visit these seashore resorts Many of the roads back from the beach are very confusing to strangers, so I am very glad that the Town Committee at last seems as if it were going to do something. I have put up a few L. A. W. signs in the above locality; but, of course, being in Philadelphia most of the summer, I cannot do much, and the cost of the boards, etc., has had to come out of my own pocket."

WE are receiving very many indignant letters from New York wheelmen who have received Mr. Shriver's circular urging them to support Henry George and his party. There are so many of these that we cannot find room for them in the BULLETIN, and we write this that it may go on record that Mr. Shriver has given offence to many League members by his action. We believe the better way to treat this matter would be to let it severely alone, for we do not think that it will amount to anything; but if a majority of members think it unwise to use the League for political purposes their opinions should prevail, and reading popular opinion by what we have seen we are inclined to believe that Mr. Shriver has been doing a decidedly unpopular thing. Replying to one correspondent, we will say that the names and addresses of wheelmen were not furnished from this office.

MR. B. O. MILLER, of Camden, N. J. writes to correct an impression that the wheelmen of Burlington County are asserting more than their rights on the road, and he tells us that they have been abused and ill-treated by the farmers and road hogs, who demand all of the road, and greet wheelmen with curses and the whip. The statement of a Burlington County man, recently published in the BULLETIN, he tells us, misrepresents the state of affairs down there. Mr. W. S. Macomb, of Philadelphia, had an unpleasant experience with one of the cyclophobists on the road recently, and has laid his case before the Rights and Privileges Committee of the League.

CHIEF CONSUL VAN SICKLEN, of Illinois, has made us an excellent suggestion regarding the publication of applications, and hereafter we shall publish not only the number representing the accession of names, but also the total number of members credited to the division. We shall also publish the grand total each week. This will be a great convenience to the division officials, and we are very glad to adopt the suggestion. We are at all times ready and anxious to make changes which will perfect our system, and little hints like this serve us in good stead.

"THE Stevens Bicycle Club, of Grand Rapids, though composed of the younger wheelmen of the city, is growing rapidly." The foregoing appeared in the BULLETIN of Sept. 23, and has given offence to the club referred to, and they write to us to say that though they are the younger wheelmen, they can outride the veteran club of the city, be it on the road, the track, or at fancy riding. They also claim the right to entertain Thomas Stevens when he goes to Grand Rapids, since they bear his name, and have therefore the first right to do this. Our young friends will not be displeased at being called young when they are a little older. But youth is impetuous, and quick to take offence. It would be strange if they could n't outride the veterans, for in these contests young blood will always tell. Friendly rivalry between clubs is always to be commended, but it will not exist so long as the parties go about trying to find offensive references in the most peaceful utterances. Our correspondent intended nothing more than a complimentary reference to the club, and we cannot see how it can be otherwise construed.

WE have very many calls for suggestions regarding Constitution and By-Laws by those who wish to draw them up for prospective clubs. We have no better way to answer such applicants than to forward them copies of rules now in use by other clubs. We get a few of these from time to time, by the courtesy of club secretaries, but the supply is not nearly equal to the demand. Secretaries of the clubs who wish to help along the cause can do a little missionary work by sending us copies of their rules, which we will agree to distribute where they will do much good.

Land and Water, an English periodical, in a late issue, has an excellent article on the much discussed amateur question, and among other points it makes is one regarding the condition of the sport in France. France has no amateur rule, and the interest in cycling is at a very low ebb, for the sport has become unpopular. The journal argues that it is for the interest of the trade and the sport that the definition be sternly upheld.

THE Massachusetts Legislature of last year passed a law obliging towns and cities to erect guide boards at the corners of streets and at cross roads. The Massachusetts Division has issued a circular, calling the attention of municipal authorities to this law, and asking that it be complied with. And now comes the Chelsea *Gazette*, with a charge that the circular is an impertinence, and it indulges in a little grim humor at the expense of the guide-board law. The editor of the journal was a member of the last Legislature and voted for the law, and he must have known that no place needs guide boards more than Chelsea. There is not a single direction board within the city limits. It is gratifying, however, to know that the paper does not express the ideas of the city authorities, for we have had personal interviews with the Mayor and other officials, several of whom drive about a good deal, and they have assured us that they saw the great necessities of such helps to travellers on wheels or by carriage, and would do what they could to have signs erected. Throughout the State the towns and cities have recognized the demand for guide boards, and no town nor city has indicated a desire to evade the law. The *Gazette* stands alone in its opposition. It occupies a lonely field in journalism, and we believe its stand will be indorsed by very few people in Chelsea, and especially will it be repudiated by those who drive and see the necessity for guide boards in other cities.

THE most disgusted man in Boston to-day is Editor Fourdrinier, of the *World*. He has been working very hard for a month or more to perfect the arrangements for the thousand-mile road race, and he finds the whole thing impracticable for want of a sufficiently large field of contestants. The racing men made demands upon the manufacturers that could not be met, and they preferred letting the whole thing go by the board. The Gormully & Jeffery team was all ready to start, and so was the Springfield team, but the Pope Manufacturing Compan would not submit to the unreasonable demands o the men it proposed to enter, and the Overman Wheel Company withdrew on account of a change in the date. The race has been abandoned, and Editor Fourdrinier has had his labor for his pains. It has always seemed to us that the affair was too much of an undertaking and we have had little

faith that it would be successfully carried out, though we have great faith in the ability of the management. If we are to have a straightaway road race it would be better to grow to such an affair as the one that has just fallen through by first making a race between Boston and New York, after that between Boston and Buffalo, and, having run these two, the longer one could be better planned by drawing on the experience gained in the initial efforts.

FROM A FEMININE POINT OF VIEW.

WHAT a great bore it is that we cannot always talk with the pen under the inspiration of the moment that is with us, and that we must impel ourselves into the future to stand with our hearers. I am in the midst of preparations for the ladies' tour, the committee is struggling with the difficulties that will always arise in such work, we are uncertain about our company, and yet, when you are reading this, we shall be wheeling around Cape Ann or we shall be complaining of weather which keeps us within doors.

THE future is filled with uncertainty, even though it be a very neighborly future, shut out from us by merely a day's breadth.

I THINK we are storing up experience that will be useful for us in the future. The fall is the very best time for touring, but alas! men talk of fall trade and its imperative demands, which keep them at the desk. Again, large companies must be fed and the summer hotels, which are best equipped for feeding multitudes, close their doors in September. We must start away early next year, catch the hotels open, and notify people far in advance, so that vacations may be arranged.

WE shall have "a goodlie company," though we shall miss some of the good people who were with us last year. We have fifteen couples already booked, and many more are as yet undecided. We shall give good report of ourselves, and so good by.

THE *Bicycling News* has been discussing my remarks about mounting the bar steering tricycle, and it says: "We don't think this method sounds remarkably graceful, and think we could a good deal surpass it by the spectacle of one of our English girls mounting to the saddle of her bicycle steerer in the orthodox manner."

NOW, I protest that this is unfair. If they have a better way, and it is "the orthodox manner," why not tell us all about it. If a cycling paper has one mission more important than another, it rests in making itself a medium through which one may borrow from the experience of the many. If the *News* can show me that I have the wrong way of mounting, I shall be very glad to make a change, and to advise my readers to adopt "the orthodox manner."

VIOLET LORNE takes issue with me on some of my objections to the handle-bar steerer. Regarding those objections she says: —

"So we all thought once, but experience has taught us there is nothing to compare with the Cripper type for ease and comfort. As to lightness! I should like to know the weight of "Daisie's" mount. Mine is only sixty pounds at present, and I am contemplating one hardly more than half the weight of this."

MY present mount weighs just what Violet's does, but it is far below in weight the machine ridden by the most of our ladies. I suppose that seventy-five pounds represents the average weight that they ride. Violet forgets that we have roads not of the best, and that it is not safe for us to ride the light wheels that can be used in England. We cannot look upon a thirty-pound wheel as within the bounds of possibility, though one maker has promised me a wheel to weigh forty pounds, which he will guarantee to carry me.

AMERICAN women do not ride the single machine to the extent they used to. The tandem is the popular mount, and riders go in couples. As in everything else, there is the good and the bad in this. The ladies are not so independent of masculine assistance as they used to be; they ride only when it is convenient for their partners to go; and they do not become such strong riders as did the pioneers, who had to pedal over a hundred pounds in weight over hill and level.

THE tandem is a great discourager to the single, for it has speed and endurance unknown to the latter. The woman who rides a tandem gets along very fast and with little expenditure of force, and the harder worked single rider is left far behind. Can we wonder that the tandem is popular? And yet there are great advantages in the single, which I regret to see laid aside.

I THINK I told you not long ago of a young lady who has ridden with us occasionally, and who always takes her dog along for company. She who has not ridden with a canine companion knows little of what excitement can be got out of the combination. Mr. Canine goes into every field, every brook, every yard. He explores every back passage and alleyway along the route, and about every ten minutes he wakes up another dog or dogs, and there is a running fight in the street. Cats go scurrying up trees, hens and chickens make a noisy departure from his path, and all nature, animated and inanimate, gets a shaking up.

MISS R. always took her dog along. She was devotedly attached to him, and her only sorrow grew out of a feeling that the dog did not return her love. Unrequicted affection very soon turns to disgust. She went to a man well up in dog statistics and characteristics, and consulted him about her four-footed friend. "Is he," said she, "the kind of a dog that will be faithful in adversity as well as in prosperity? Will he never desert me, and when I depart from this life will he go out and die on my grave?" The dog student told her that it was a very good dog, but he did n't believe it would die on anybody's grave if another body would give it a bone. It was a verdict of "guilty." My friend came to a quick conclusion not to waste her affections on a dog that would not die on her grave, and she sold him.

DAISIE.

THE OWL.

THE question has often been asked, "Does racing pay?" There are two answers to this question, yes and no, the difference in reply laying in the point of view from which it is considered, from that of the racing man, or from that of the manufacturer; the first would undoubtedly say yes, while I am afraid the latter would reply no quite as decidedly.

IN the early days of racing, it was undoubtedly a great attraction, and a decided benefit when introducing a new make of wheel, to have some powerful and expert rider mount it, and, having a sufficiency of strength and skill, defeat all his competitors. When such a rider could be found it raised him in the eyes of his fellow wheelmen, and they thought that they must only have the same make of wheel to accomplish the same results.

PROBABLY my old friend Harry Corey, in his connection with the Rudge agency in this country, is responsible for a good deal of the present system of controlling racing men. When he was introducing the Rudge, he found some difficulty, as it was a wheel considerably lighter than the then American made machine, and the average purchaser could not comprehend how increased strength might be secured, and yet the weight be decreased. Corey finally, to practically demonstrate this fact, arranged to have Howell, who was riding his make of wheel in England, come to this country and engage in professional races, which he did, accompanied by one or two other crack riders. They came and took part in the tournaments at Hartford and Springfield, and carried off a cart-load of prizes, Howell alone receiving over $1,000 in money.

I WILL never forget what a revelation it was to me to see Howell, who stood 6 feet, 2 inches in his stocking feet and weighed in condition nearly 200 pounds, go flying around the track on his 58-inch Rudge Racer, that only weighed 22 pounds; in fact, I for one would not accept the weight claimed for the wheel until I had myself mounted it upon a pair of *American* scales, and found that these 22 English pounds were as true in weight as the coin that bears their name.

THIS started the ball rolling, and from the then heavily made American machines the tide set in strong toward the lighter English wheels, which thus seemed capable of standing the strain of wheels weighing 10 pounds more than they did. Thus from both Corey's and Howell's standpoints of view in this case, I have no doubt that they could both truthfully declare that racing *did* pay, as Corey's idea was a great success and introduced his make of machine very extensively in this country, while Howell was the richer fully a couple of thousand dollars through his connection with the affair. American manufacturers, though, at once protested against this form of advertising, but seeing that it prevailed with a certain class of riders, they were forced to build racing machines to compete with the English wheels. Slowly but surely from this time on the racing for prizes and trinkets grew stale with the racers, and drifted into their demanding from the makers a stated sum for expenses, salary, etc., and as they found that in many cases several makers wanted them at once, they were in positions to dictate their own terms, which they often did. The manufacturers in consequence of all this soon had from one to four men in their employ, together with trainers and their attendants, the expense of which can only be likened to some unsuccessful candidate for political office.

AS soon as the American makers began to take up racing, Corey with his usual shrewdness dropped out, knowing probably that with his English machines the margin was not large enough to stand such tremendous expense for the little good that has since been received, and now one or two of the dealers have followed his plan, though there seems to be an effort on the part of the riders to resume upon the road the good thing they formerly enjoyed upon the path.

IT seems to me that the decline in racing his year, and the reason that large tournaments have not held in Springfield and Hartford, has not been from any lack of interest in racing by the people, but there was but a limited number of men that would compete at these tournaments, and it was almost a foregone conclusion as to who would win. The expense, also, of undertaking to manage these affairs has been so much that unless a man had an unlimited amount of capital, it would invariably prove a failure. Heretofore tournaments have been run under the auspices of certain clubs, and it is a very difficult thing to have a club of 60 or 70 members work harmoniously upon anything even much less complex than the affairs of a large tournament, and without doubt the question of bicycle tournaments in this country in the future will be controlled by private individuals.

BICYCLE races on a small scale for small towns and country fairs have always proved an attraction and probably always will. It is a characteristic of Americans for one to compete against the other, and as a consequence we are to-day a nation of "champions." No sooner does a man develop any skill or fame in any given direction than he issues a challenge to his fellow man, defeats him or is defeated, and forthwith blossoms out into a "champion," regardless of his defeat or victory. This fact holds good in bicycle racing, but where races are held in small towns or at some country fair, the local riders naturally do not relish seeing some so-called amateur, who is in the employ of some firm or other, come and sweep the board, when the real races would be between their own club members. In this way paid amateurs are a detriment to the very cause they are paid to further, since they lessen the interest in racing to that extent. Among the largest of English manufacturers is George Singer, of Coventry, England, who builds bicycles strictly for road use and for touring, and who maintains that his experience in the bicycles business has proven that the cost of keeping racing men, with the attendant expenses, amount to more than the actual good, for he says: "People don't buy road machines because they see a man make fast time upon that make, and while it has advantages as an advertisement, the cost is invariably more than the benefits derived." It was a surprise to many that the Pope Manufacturing Company should go into racing, as their Columbia machines were known the world over, and noted for their thorough workmanship and riding qualities. The story goes that one day at Springfield, when the tournaments were in progress, somebody said to Col. Pope, when they saw Howell flying around the track, "Why can't you build a racing machine like that?" "I can," said the Colonel, "and what is more, I will." And he did, and to-day the Columbia Racer holds the fastest time ever made, from an eighth of a mile to over 22 miles within the hour, and I doubt not that there are other manufacturers who wish in consequence that the "smart Aleck" who asked the Colonel why he did not build a racing wheel had been stricken dumb before he asked the question. The idea of Colonel Pope in building racing machines was not I think to demonstrate that he needed an advertisement, as his policy has always been against racing, but was simply to show the riders that he could compete with any manufacturer in the world, and beat them, if necessary, which the result shows he has done.

HOW far the American makers may go in the racing line remains to be seen, but from the present aspect of the case, the feeling seems to be that it will not be long before each one comes to his senses, and the practical use and value of different makes of machines will not rest upon the performance of a phenomenal rider and a specially made machine, but upon the good opinion of road riders, using it as a means of health and recreation, and not for the purpose of gratifying some insane desire to beat sombody or lower a record a quarter of a second.

THE OWL.

LETTER FROM BROOKLYN.

THREE days of hard rain have completely stopped cycling hereabouts. The lantern parade of the K. C. W., for which great preparations had been made, was necessarily postponed until next week, as were also the races of the Brooklyn Bicycle Club, which were to have been held at the Queen's track on Saturday last. Favorable weather will witness the parade on next Wednesday evening, and the postponed races will occur on the ensuing Saturday at 3 P. M. The present storm is no doubt the equinoctial, due about this time, and it over, we may expect the usual fine weather of October, the banner month of the year for touring or long runs.

THE Long Island records of the Brooklyn Club do not seem likely to suffer much this year. At the beginning of the season it was thought that an attempt would be made to break both the twenty-four hour and century records, but as yet they have remain unaltered. Hawkins and Barkman both state that they graduated from record-breaking last year, and prefer now to ride for pleasure rather than for miles. Todd is the coming man, and it is hoped that he will try for the hundred miles, if not for the twenty-four hour record. There is some talk of getting up a hundred-mile road race, open to members of any of the Brooklyn clubs. The only obstacle seems to be the lack of a suitable day on which to hold it. Election Day is taken up by the Alphabetical Association, and Thanksgiving Day, the only remaining holiday, is too late in the season to be depended upon.

I NOTE that at the recent meeting of the Division a change was made in the office of the secretary-treasurer, Mr. E. K. Austin being dropped in favor of Mr. R. S. Coon, of Troy. Mr. Austin was a true and faithful officer, and his non-reelection is much to be regretted by all who know him. The change in the office and the officer was not a surprise to those who are familiar with the workings of the "powers that be": and now that our worthy chief consul has accomplished his pet scheme, we hope that he will prove as efficient in the dual office as he has in the past, and continue to merit his well-deserved title of being a "model chief consul."

IN my touring experience this year, I have had occasion to note the superior excellence of the New York State Division. Consuls and regularly appointed hotels are to be found in almost every town of importance. The former, as a rule, are an intelligent set of men, and seem thoroughly posted as to their districts and duties. The latter, in every case, have given satisfactory accommodation, and seemed anxious to do all in their power for the comfort and convenience of the tourist. Their hotel certificates are generally displayed in a conspicuous place, and they seem to take a pride in being the League hotel. In Pennsylvania they are likewise obliging, but regularly appointed hotels are few and far between, causing some inconvenience in strange places. In New Jersey, however, a total lack of any system seems to prevail. I have not seen a hotel certificate in all my touring in that State; was refused entertainment at one hotel, said to be regularly appointed, and found that many of the hotels named in road book, as regularly appointed places were totally ignorant of the existence of any such thing as the League of American Wheelmen. Notwithstanding this sad state of affairs, the cycler usually finds fair to good hotels in most of the Jersey towns, which are very glad to entertain cyclers and give good accommodations; and who, if not already, would be glad to be, regularly appointed stopping places. Particularly is this so at the Hotel Central, Perth Amboy, County House Hotel, Somerville, and Nassau Hotel, Princeton, at each of which I always stop with pleasure.

BON.

OCT. 2, 1887.

ST. LOUIS.

THE charges againt Hurck, Gordon, and Oellien are practically dismissed. Chief Consul Brewster, in whose hands they were placed, says there is nothing in them, and the boys were allowed to race last Sunday. Brewster says the charges were in some particulars very trivial. For instance, Hurck and Oellien were charged with racing under an assumed name because their names appeared in the programme as Huerk and Oellier, which anybody can see was a missprint or clerical error. The charge that Harry Gordon raced against a horse for money could not be substantiated. The next time Kansas City impeaches St. Louis riders she had better be a little more careful, although I don't know but this scare will check the loose methods some of the city cyclers have employed in going around to the fairs.

SPEAKING about racing, I wonder if Whittaker will do anything with Percy Stone's challenge, which he issued so boldly last week. He calls Whittaker a lot of bad names, such as "bluffer" and "coward," and says he gets very tired when he hears of Whittaker challenging Rowe, when he can't beat anybody but third-rate men like McCurdy and Knapp. Percy says that Mc. is no good. If I remember right, Percy could n't touch Knapp at the Ramblers' tournament in 1885, but that was two years ago, and Percy was only a kid, or was called so. It is my private opinion that Whittaker can make Percy hasten himself rather lively. To help along the match, which I hope will come off, I want to whisper in Whit.'s ear this: "Take up that challenge now if you ever intend to. Percy has n't been training at all this summer and you 'll never get a better chance to solve this riddle." Percy is absent at Mitchell, Dak., and will be away running professional races up there for the next ten days. He has left the arrangements of a race with Whit. in the hands of friends, who can act during his absence.

FRANK MEHLIG bobs up again with a story that almost takes the wind out of Hicks's tale about the maiden who escorted him and Greenwood out of the Wisconsin wilderness. The Wisconsin romance occurred in the sunset. Mehlig goes a point better, and works in the moonlight. A few afternoons ago Mehlig meandered out of his front yard with his wheel about four o'clock, and started for De Soto, forty-five miles away. He knew it would be dark long before he got there, but he did n't shy at shadows, had a good conscience, and was n't afraid, and besides, he was after glory. The other boys had ridden down in daylight; he was going to do it at night. He got along all right, he says, for a good distance, until the moon got so high that the shadows covered the roads at intervals with a blackness that suggested gullies, and often he got off and walked, so realistic did the gulf yawn. These little annoyances were nothing to him, however, and he was bowling along a little beyond Bulltown when in front of him loomed a black object. "Another shadow! Confound it! I'll ride it." So he braced up and plunged at the black spot. There was a loud "moo" and a dull thud, and then the rider knew he had hit a cow; wheel all right, though. On he climbed again, and without special incident reached Hillsboro' about midnight. De Soto was only a few miles away, and as the lonely cycler left sleeping Hillsboro' he began to sing for joy as he reached the long plateau, on the edge of which the white road runs. His music awakened the echoes. Nobody who ever heard him sing will deny that. It also awoke a black and white four-legged concern that slipped out from the brush and made for the noise. Mehlig says he did n't know what it was, but he was scared. He leaned over the handles and flew over the road like a sin-cursed ghost; but every time he looked back there was that creature. The cyclist was getting weaker, and he knew a big hill was coming.

What was to be done? Fate found the answer. Just as the wheel touched the hill slope, he missed his pedal and went over. The fall was *unusually picturesque*, and to it he owes his escape. The conglomeration of legs, arms, and wheels astonished the grim pursuer, causing him to pause. Mehlig made a break for a fence, and "grabbed a fence rail," so he says, though he is n't a Hercules. Instead of sitting on this rail for safety, he took it along back to the road, where he used it as a ball club on his swift-footed avenger, which unused to the cruel raillery, succumbed on the third strike. Mehlig drew it into the moonlight and was so struck with its beauty that he fastened it to the backbone with a piece of string and took it along as a prize to De Soto. The next morning the landlord wanted to know what ailed the house, and on going to Mehlig's room found that his prize was a very well-scented skunk, which was as active in death as in life. Other places may have bulls, etc., that chase wheelmen, but St. Louis is ahead in the polecat pasture.

HOW nice to leave such a scene of outdoor lonesomeness, and go into the Smoker given by the Missouri Club to the Cycle Club last Thursday night! Both clubs were largely represented, and entered into the informal entertainment with zest. An improvised colored band furnished the music when the time came for dancing, which was not till "ample justice" had been done to the liberal supply of cigars and refreshments of a temperance character. A stag dance in lancers, waltz, and quadrille was as funny as such dances usually are, and put everybody in good humor, in which President Lucas, of the Cycle Club, caught them with some well-timed remarks, closing the affair.

OMEN.

ST. LOUIS, Sept. 26, 1887.

QUAKERTOWN QUILLINGS.

ON Saturday, Oct. 15, Philadelphia wheelmen who are competitively inclined will have an opportunity to see what they can do in a quiet corner. There will be a mile open handicap, a two-mile handicap, a half-mile hands off, and a mile open scratch race, at the grounds of the Chester City Cricket Club. Entries to Mr. J. H. Cochran, Chester, Pa., close Oct 12, 9 P. M. The Germantown Club has decided to move up town, and has selected quarters at 1907 Park Ave., within a stone's throw north, and back of the present quarters of the Century, certainly an unwise move on the part of any club wishing to keep the cycling peace, as it is bound to excite more or less rivalry, and perhaps ill feeling. This club's treasury being somewhat depleted, it has decided to levy an assessment of five dollars per member, a measure to which some members will doubtless strenuously object. The Century will give a jolly "*Smoker*" during the month sometime, at which each member will be expected to contribute his quota of music or entertainment to the general programme.

ON Saturday, Oct. 8, Mr. John A. Wells and a partner from Pennsylvania, will endeavor to establish a twenty-mile tandem record on the Lancaster pike. Miller and Harris, of the Gtn, have the tandem record of one hour and ten minutes from Paoli to 52d Street (about sixteen miles, some of it very bad riding), and Powell and Gideon have a ten-mile record of thirty-eight minutes, but no twenty-mile time has yet been attempted. Van Deusen and Dallett, of the Tioga club, are reported as willing to have a go with Fuller and Merrywether, the first two men of the Pennsylvania team, and it is probable that a match race may be arranged between them.

IN view of the frequent recent mention of the decease of the Association for Advancement of Cycling, it may not, perhaps, be out of place to give a short review of this Association's struggles for life. It was an idea evolved from the fertile brain of Mr. E. M. Aaron, organized early in 1886, and was, as it was then understood to be, a sort of City League Headquarters, an idea which took hold immediately with the great unattached, but which was viewed with considerable distrust by the clubs. However, an amicable adjustment was made, a large club-house rented, considerable furniture bought, and quarters fitted out in handsome style. Then the summer came on and everything fell flat. No meetings, no money in the treasury, big bills, and finally Mr. Aaron was

A RUSH

FOR

THE NEW MAIL!

Since making our offer below, many wheelmen have improved the opportunity of a year to obtain one of these superb wheels, by exchanging their old mounts. Our offer remains open but very short time longer!

GET ONE WHILE YOU CAN.

SPECIAL OFFER.

Our NEW MAIL, through the year, has had an EXTRAORDINARY DEMAND. We have been behind orders since the opening of the season till hot weather set in. Now, as the most active bicycle season is past, though the best riding weather is in the autumn, we have decided to offer for a short time only a few of these SUPERB NEW MAILS in exchange for others. This we have persistently refused to do heretofore, as the demand was so great. Wheelmen desiring to exchange their present old mounts for a

NEW MAIL, WITH TRIGWELL BALL HEAD AND PERFECTION BACKBONE,

will please give us a description of the old wheel and their estimate of value. This offer is for no length of time, as we do not care to place many in this way. But few more to be exchanged. WRITE AT ONCE.

WM. READ & SONS,

107 Washington St., Boston.

taken with his famous illness. Then the Association decided to give a race meeting to obtain funds, Mr. H. B. Hart, of the Philadelphia Club, kindly guaranteeing the Association against loss. The next question was the track, and the ill-favored "five-lap track" controversy arose; the Association, whose object in life was the advancement of cycling interests, even perhaps at some primary expenditure, having elected, on the ground of least expense, to give its race on a track that at *that* time certainly was not particularly adapted to the advancement of racing cyclers in any direction, save over the handles. As a good result of the dispute, the track was placed in much better condition than it has ever been since, and fortunately no falls resulted, and the Association made two or three hundred dollars; not enough to clear it of debt, however, and Mr. Frank Read, the president of the Association, advanced considerable money to aid it. On the seventh day of September, 1886, the Association was incorporated, with E. M. Aaron as president; almost immediately afterward came the secretarial troubles, and the Association has steadily declined ever since. Now, the quarters have been given up, goods stored, Aaron is still president, and only the life members are still concerned. As soon as these can be gotten together for a meeting, the affairs of the corporation will be finally wound up.

ON Saturday, Oct. 22, at the West Philadelphia Athletic Club grounds, another cycling race meeting will be given. This time the affair will be worked up and properly managed by the indefatigable "*Chris.*" MacOwen, who has still firm faith in the possibilities of the track in question. Details will be given later. PHACTO.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

PAVEMENTS.

EDITOR BULLETIN: — I would like to hear from makers, contractors, and users of fire-brick pavement. ED. L. DAVIS,
L. A. W. Consul.

SCHENECTADY, Sept. 28, 1887.

ROAD RECORDS.

EDITOR BULLETIN: — Will you kindly state to the wheeling public in general, and to wheel makers in particular, that we are going to Clarksville, Mo., to try some road records, and hereby extend a general invitation to all comers to make these trials competitive.

We will try these records, commencing Oct 7, for ten days. We select Clarksville, Mo., because it is the only place we know of where a rider *must* go the entire distance, without the possibility of a chance to cut off distance; and also because the Clarksville Belt Road has been accurately surveyed and chained, and the distance is positively known, and is a matter of record.

We do not propose to claim records where it is possible for distance to be cut off, or for any question to arise as to the authenticity of the performance. We believe records have been claimed which were not substantiated, and which were not capable of being substantiated, and we do not propose to allow the public a chance to raise any question in the case of our records.

OVERMAN WHEEL CO.

CELEBRATE THE LIBERTY BILL.

EDITOR BULLETIN: — I fully agree with the New Jersey correspondent's idea of celebrating the Liberty Bill, expressed in BULLETIN of Sept. 16, and think No. 13,080's suggestions in issue of 23d excellent and possible to carry out. It would be a fitting compliment to our Chief Consul, and those who worked so hard to secure the passage of the bill. By all means, let us have the celebration parade in Central Park, at some not distant date, to be named by Chief Consul Bidwell.

A LONG ISLAND WHEELMAN.

NEW YORK STATE MEET.

EDITOR BULLETIN: — It was my pleasure to attend the New York State Meet, at Cooperstown, Sept. 23 and 24.

Although we had an enjoyable time, yet it is a matter of regret that so few were there (less than fifty).

It was unfortunate that the meet had to be postponed to so late a date, and was a mistake to have held it at a place so difficult of access.

It was also proved that an impromptu meet is not a success. Let us have our next State meet at some point on a trunk line, and by all means let us return to a regular programme for each day's events, and I prophesy we will not have a corporal's guard meet again. 13,935.

CYCLETS.

OCTOBER.

AMIDSHIPS of the fall.

Now gather autumn leaves, and crack the chestnut burr.

A CYCLER says:

"Now comes the season of the year
When clear autumnal nights begin;
When smiles the moon a friendly leer,
Inviting all to take a spin."

A GERMAN paper computes that that country annually imports ten thousand cycles from England, and manufactures seven thousand itself.

EDMUND ROBBINS, of Springfield, who committed suicide by blowing out his brains, was quite prominent in bicycling circles in that city.

ALPHONSE KING rode his water bicycle across the Delaware River, from the Walnut Street wharf, Philadelphia, to Camden, N. J., Sept. 23, the distance, about a mile and a quarter being covered in 19.10. A high wind was against the making of fast time.

DR. EMERY'S grip is packed, and he is off to St. Louis, if nothing hinders. He will stop at New York and try to persuade the Owl that he is not a Dorchester man, but a denizen of our Roxbury suburb.

RHODE ISLAND is talking of a boulevard from Providence to Pawtucket.

W. A. ROWE is to be married in about a month to a young lady in Lynn.

R. P. GORMULLY, of the Gormully & Jeffery Manufacturing Company of Chicago, is stopping at Young's for a short time.

W. MALTBY, the American trick rider, has just entered into an engagement with the London Gaiety Theatre management to appear nightly in "Fun on the Bristol."

S. G. SPIER has made a bicycle tour from Stockton, Col., to New Mexico, going through Los Angeles, San Diego, Silver City, and El Paso. He claims to be the first bicyclist who ever made a tour through the Indian country of Arizona.

THE wheelmen of Buchtel College, Ohio, are about to form a club.

PIETRO P. CAPRONI, one of our Boston League members, has gone to the home of his boyhood, "Lucca per Barga, Italy," on an eight months' vacation to recruit his health. He has taken his wheel with him, and anticipates much enjoyment riding over the smooth roads and under the bright skies of his native land.

REV. J. D. PICKLES, of the Lynn First Methodist Church, delivered a special sermon last Sunday evening, when the Lynn Bicycle Club was invited to attend. The subject of the discourse was "The Strange Case of Dr. Jekyll and Mr. Hyde."

W. W. CRANE, of New Orleans, asks us to say in his behalf that he withdrew from the *Bicycle South* some time since at his own volition and option, and without anything to his discredit. He wishes us to do this on account of the continued appearance in that paper of a notice to the effect that he is no longer connected with it, which carries the impression that his connection with that journal had not been desirable to its proprietors.

CAPT. J. S. LOWELL, of the Roxbury Club, has lately entered the bonds of matrimony. The club called on him last week, and presented him with several pieces of silverware. President Emery made the presentation speech.

THOMAS STEVENS will begin lecturing in England on Jan. 20. Engagements have been made from that date to the middle of February. Thirty lectures in all will be delivered.

THE ladies are out and exploring the North Shore roads. We hope the clerk of the weather will be gallant enough to give them good weather.

THOSE who think of touring abroad should communicate with the Foreign Marshal, Jo. Pennell, if they are in need of information concerning roads and routes.

EDITOR FOURDRINIER will no doubt be opposed to road racing in the future.

THE American team have changed their minds regarding the length of their sojourn in Europe. The latest announcement of "Senator" Morgan was to the effect that the team would shortly leave for home, instead of remaining there till spring. Socially and financially, however, the trip is stated to have been a thorough success. Temple has been the most successful of the trio, having won thirty-five first prizes, seven seconds, two thirds, and made two dead heats. Among those whom he has beaten are Howell, English, Lees, Battensby, and W. Wood. Howell is the only one who has lowered his colors at his favorite distances, while in their first series of races Temple beat the Englishman once, dead-heated him, and was once beaten by him. He has ridden a mile in 2.35 1-2, and half a mile in 1.13 1-2.

THE death from over-exertion of the young man who rode from Oakland to San José on Sunday, the 11th inst., should be a warning to those who attempt feats of endurance without proper preparation. It seems he attempted to ride to San José within a given time on a wager. He made it in three hours and twenty minutes, the distance from where he started probably being forty miles. He was a new and inexperienced rider, and simply unfit for such a ride. The day was very warm, and reaching San José very much heated, he is said to have drank freely of ice water. This did not seem to have had any immediate effect, however, for he returned on the train apparently all right. Several days later he died. As the lower part of the body was paralyzed, the trouble was evidently of a cerebro-spinal nature. — *San Francisco Chronicle.*

THERE is no need to inform our myriads of readers that the editor and staff have a knowledge truly surprising, and, unlike the generality of great minds, descending to tha smallest detail connected with the simplest subject, but the pertinacious correspondent who weekly fires off the question, "Which is the best machine?" is earnestly entreated to cease. We are pleased at all times to give an opinion as to the merits of any particular make of the cycle, — but as to *the* machine, we would suggest that the querist locks himself in a quiet room with a supply of wet towels and other stimulants, all the makers' lists he can get hold of, and finds out for himself. We cannot just now remember the author of the following lines, but they evidently allude to the subject: —

Ev'ry cherub born 's the best,
Ev'ry mother 's got it;
What a blessing! sets at rest
Great desire to spot it.
Ev'ry cycle follows suit
In happy imitation,
Ending all absurd dispute
About a jigger's station!

— *Bicycling News.*

A LITTLE item appeared in print a few days ago about a Boston coachman who drove home with a paper bag of crackers, and left his passengers at the grocery. It was recalled by an incident witnessed last week on Massachusetts Street. A bicycler was wheeling along leisurely toward Richmond Avenue, keeping well to the right of the street. In the opposite direction was coming a carriage — on the box a figure in a tall hat, bright buttons, and other insignia of a coachman. On it came, like a thing of life, looking neither to the right nor left. In the left hand was a long, straight whip, projecting horizontally beyond the side of the carriage several feet. The carriage was to the left of the centre of the street, yet not a move was made toward turning out for the wheelman, who was riding close to the curb. Passers-by became interested to see the outcome, wondering whether the man on the wheel would scoot across the street, jump the curbstone, or ride straight ahead, and get the projecting whip across the face. Just as he met the whip, up went his left hand like a flash, and — zip! it had lost its whip. The wheelman carried it five or six rods, and then dropped it, and continued his leisurely pace. The coachman painfully dismounted, and his face actually had an expression on it as he went back for his whip. — *Buffalo News.*

THE PATH.

READING, PA., Sept. 20. — Races under the auspices of Reading Wheelmen at Fair Grounds: —

Two-mile for Club Members. — H. M. Albright (1), 7.45½; C. E. Miller (2).

100 yards Slow Race. — J. Scheele (1), 3.21.

One-mile Novice. — J. Scheele (1), 3.43½; H. Haak (2).

Three-mile Open. — S. K. Snyder (1), 11.12; J. W. Egolf (2).

One-mile Open. — H. B. Schwartz (1), 3.21; Snyder (2).

Half-mile Dash. — W. I. Wilhelm (1), 1.37; Grubb (2).

One-mile Handicap. — W. I. Wilhelm, scratch (1), 3.08; Scheele, 10 seconds (2).

JUNCTION CITY, KAN. — The second annual race meeting was held on Thursday, Sept. 22, under the auspices of the Central Cycling Club. Owing to the inclemency of the weather,

OVERMAN WHEEL CO. LAMPS.

In view of the ordinances lately passed by a number of our large cities, requiring the carrying of lamps on all bicycles and tricycles after nightfall, we desire to present to the cycling public our claim to the best wheel lamps yet produced. Our lamps are all of the best and strongest construction, and are fitted with the most successful ventilating apparatus ever used. By its use, the air is brought up to a level with the flame before being admitted to the lamp chamber, thus preventing the strong upward draught which has made it so difficult to keep other lamps burning. Try them.

OVERMAN WHEEL CO.

Victor Bicycles, Tricycles and Accessories,

182-188 COLUMBUS AVE. - - - - - BOSTON, MASS.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

(YOST & McCUNE PATENTS),

19 PEARL STREET - - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.

League Uniforms.

John Wanamaker, Philadelphia,

OFFICIAL CONTRACTOR.

These are the prices: Coat, $6.20; Knee Breeches, $4.34; Shirt, $1.95; Hose, 80 cts.; Cap, 84 cts.; Delivered without extra cost to any part of the U. S. where there is mail or express service.

Regulation League Cloth, Burlington Mills, $2.18 a yard; League Buttons, large, 5 cts. each; small, 2 1-2 cts., full set for suit, 55 cts. Uniform sent C. O. D., privilege of examining, and ONLY TO LEAGUE MEMBERS. We do not pay delivery charges on cloth.

All orders must be accompanied by League Number.

JOHN WANAMAKER,

PHILADELPHIA.

Patented 1881. **L. A. W. BADGES.**

For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle St., Portland, Me.

The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges,** $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.

Also for sale in New York by M. J. Paillard & Co.'s, 680 Broadway; G. R. Bidwell, 313 West 58th Street; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.



L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1 00.

Ira Perego

128 and 130 Fulton Street, and 87 Nashua Street, NEW YORK.

Send 2-cent stamp for our new 52-page illustrated catalogue.

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Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels.

SEND FOR CATALOGUE OF OUR WHEELS.

MURRAY'S

100 Sudbury St., Boston, Mass.

YANKEE ENAMEL,

The Latest and Best.

Put up and for sale by

BENNETT & HALE,

112 ORANGE ST., NEW HAVEN, CT.

Price Per Bottle, with Brush, 50 cts.

A full line of cycling sundries always on hand. We have an extensive Repair Shop, and pay particular attention to difficult repairs on bicycles and tricycles.

BEFORE YOU BUY A BICYCLE or GUN

Send to **A. W. GUMP, Dayton, O.**, for ILLUSTRATED NEW AND SECOND-HAND PRICE LIST. Bicycles repaired and nickeled. Second-hand **BICYCLES, GUNS and REVOLVERS taken in exchange.**



DAYTON BICYCLE STAND AND CAMP STOOL

Can be used as a stand or stool; used for cleaning; adjusted to different size wheels. Price **$2,** delivered free of express to any point east of Omaha. Patented by A. W. GUMP, Dayton, O.

only one race, the ten-mile L. A. W. championship, was run. Summary: —

Ten-mile L. A. W. Championship. — Frank S. Ray (1), 40.33¾; H. S. Hale (2).

NORFOLK, VA. — The second annual meet of the Virginia Division, L. A. W., was held at the Driving Park on Thursday, Sept. 29. The following is a summary of the races: —

One-mile Novice. — H. S. Savage (1), 3.45; J. A. Morris (2).

One-mile for Division Members. — A. A. O'Neil (1), 3.33; F. H. Hill (2).

Half-mile for Boys. — F. Goodrich (1), 2.42; W. W. Davis (2).

One-mile Seaside Club Members. — O'Neil (1) 3.48; Barrett (2).

One-mile Portsmouth Club Members. — J. C. Emerson (1), 3.32; Walker (2).

100 yards Slow Race. — F. Lyon (1).

One-mile Open. — W. McKenzie (1), 3.09¼; F. Lyon (2).

Half-mile Boys'. — F. Goodrich (1), 2.03¼; Lee Walker (2).

Half-mile Youths' Handicap. — F. Goodrich (1), 2.39.

Three-mile Open. — McKenzie (1), 10.02; Smith (2).

Three-mile Division Members. — A. A. O'Neil (1), 10.42; J. C. Emerson (2).

One-mile Team Race. — Washington Cycle Club (1); District L. A. W. (2).

One-mile Consolation. — R. P. Dodson (1), 4.20; C. L. Howzer (2).

THE CLUB.

MCKEESPORT CYCLERS, McKeesport, Pa. — Organized Sept 30 as a League club. Officers elected for current term: President, J. L. Hammitt; vice-president, J. D. O'Neil; secretary-treasurer, J. W. Downer, Jr.; captain, R. J. Caughey.

THE Olathe Club, of Olathe, Kan., was organized Sept. 8, and has qualified as a League club.

OFFICIAL ANNOUNCEMENTS.

TO MEMBERS, BOARD OF OFFICERS, L. A. W.

Gentlemen, — I desire to give notice that I shall propose at the fall meeting of the board, to be held in New York, Oct. 17, the following amendments to the by-laws: —

The last part of Article III., Section 3, now reads as follows: "provided, however, that if suspension or expulsion is due to the non-amateur standing of the member, they shall leave the entire matter to the action of the Racing Board."

I shall move to insert after the word due, *"to road racing or."* I shall move to add to Article V., Section 5 (*b*), the following sentence: "Or for a second offence in taking part in an organized race upon the public highway."

J. H. COOLEY,
Chief Consul for New Jersey.

PLAINFIELD, N. J., Sept. 28, 1887.

KANSAS DIVISION L. A. W.

SECRETARY-TREASURER'S OFFICE,
FORT LEAVENWORTH, KAN., Sept. 30, 1887.

MR. A. J. HENLEY, of Wichita, is hereby appointed Third Representative of the Kansas Division, the membership at this date being in excess of the required one hundred and fifty.

The resignation of Mr. W. L. Bates, of Topeka, as Representative of the Division, is accepted with regret, and Mr. Wm. Taylor, of Topeka, is appointed in his stead.

By direction of Chief Consul Everest.

CHAS. C. CANDY,
Secretary-Treasurer.

KANSAS DIVISION MEMBERS, ATTENTION!

HEAVY rains and bad track caused the postponement of the half-mile and one-mile L. A. W. State championship races alloted to the Ottawa Wheelmen, for Sept. 29 and 30. These races will be run at Ottawa, Kan., Oct. 26, 1887.

Yours fraternally,
W. C. BRADLEY,
Chairman Racing Board.

Approved Sept. 29, 1887.
J. H. EVEREST, *Chief Consul.*

KANSAS CONSULS.

ALMA, W. T. Watson; Manhattan, Carl L. Creed; Belle Plaine, D. L. Hall; McPherson, P. G. Wakenhut; Buffalo, J. G. Griest; Newton, Ed. J. Woolheater; Cawker City, V. B. Tulane; Olathe, Winnie Bowles; Clay Centre, Otho S. Huston; Ottawa, Lee Patrick; Clyde, E. D. Curtis; Paola, C. W. Chandler; Claflin, G. A. Dusenbury; Peabody, James Trothaway; Concordia, P. B. Pahsifer; Salina, Charles C. Davis; Cowland, Geo. W. Parsons; Topeka, W. E. Swift; Emporia, W. F. Irwin; Wamego, W. S. Lydecker; Eureka, H. G. Woodrow; Wichita, A. J. Henley; Fort Leavenworth, E. M. Alford; Wyandotte, A. W. Coghill; Garden City, J. M. Lakin; Junction City, R. Stuart Chambers; Larned, L. H. Thorp; Leavenworth, W. C. Scholt; Lindsborg, Chas. Lander.

CHAS. C. CANDY, *Sec.-Treas.*

KANSAS, Sept. 30, 1887.

NEW YORK APPOINTMENTS.

I HAVE this day appointed the following representatives for New York State Division, L. A. W.: —

First District — Geo. M. Nesbitt, 50 Wall Street, New York City.

Fifth District — A. I. Barton, 50 Third Street, Newburgh, N. Y.

Third District — E. P. Noble, 11 Hudson Avenue, Albany, N. Y.

G. R. BIDWELL, *C. C.*

NEW YORK, Sept. 30, 1887.

TO MEMBERS N. Y. STATE DIVISION, L. A. W.

I HAVE this day received from Ex-Secretary-Treasurer E. K. Austin, all books, papers, vouchers, etc., pertaining to the office lately held by him.

GEO. R. BIDWELL, *C. C.*

NEW YORK, Oct. 4, 1887.

RHODE ISLAND APPOINTMENTS.

I HAVE appointed Dr. J. A. Chase, of Pawtucket, as representative for Rhode Island Division, L. A. W.

CONSULS.

The following consuls have been appointed, viz.: Chas. E. Doe, at Providence; Chas. W. Greene, at Warren; Arthur W. Howland, at East Greenwich; and Rev. S. H. Day, at Bristol.

LEAGUE HOTELS.

Providence, R. I., the Dorrance Hotel; Warren, R. I., Cole's Hotel; East Greenwich, R. I., the Updike House.

CHAS. S. DAVOL, *C. C.*

WARREN, Oct. 3, 1887.

DISTRICT OF COLUMBIA, L. A. W. DIVISION.

EVERY member of the L. A. W. residing in the District of Columbia is requested to meet at League headquarters, 1023 Twelfth Street, N. W., Tuesday, Oct. 11, 1887, at 8 P. M.

It is hoped that every League man who reads this notice will think it is intended alone for him, and not for the other fellow; and, therefore, that so special an invitation will be sure to induce him to be on hand.

Livelier interest in League wheeling matters is the business to be transacted.

EDWARD BALTZLEY, *Sec.-Treas.*

RULES COMMITTEE.

To the President and Board of Officers, L. A. W.:

Gentlemen, — In view of the proposed reorganization of the League in the near future, your committee on Rules and Regulations has thought it best to make no changes in the present by-laws that did not seem absolutely necessary, and will, therefore, have no report to present for your consideration at your meeting in New York, Oct. 17.

CHARLES S. BUTLER, *Chairman.*

Messrs. SHARE and WILLIAMS, concurring.

BUFFALO, Sept. 23, 1887.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them.* After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 107 — Total 86 — 11537.

BOSTON, Oct. 7, 1887.

CALIFORNIA DIVISION — 2. — 335.

San Mateo Wheelmen.

16767 Goodspeed, E. R., San Mateo.

Unattached.

16768 Mowbray, F. W. Cloverdale.

COLORADO DIVISION — 2. — 40.

Unattached.

16823 Ford, Geo. R., Colorado Springs.
16824 Frost, E. B., "

CONNECTICUT DIVISION — 1. — 624.

Unattached.

16784 Gaylor, L. B., Box 495, Stamford.

DISTRICT OF COLUMBIA DIVISION — 1. — 97.

Unattached.

16769 Stoddart, R., 1323 Wallack Pl., Washington.

GEORGIA — 2. — 28.

Atlanta Bi. Club.

16770 Terry, Geo. W., Jr., 197 E. Hunter St., Atlanta.

Thomasville Bi. Club.

16793 McRae, F. B., 154 Broad St., Thomasville.

ILLINOIS DIVISION — 7. — 580.

Capital City Cycling Club.

16794 Birt, Wm. H., N. 4th St., Springfield
16825 Channing, H. C., Box 675, "
16795 Clarke, S. M., Watch Factory, "
16771 Fogarty, Jno. P., "
16796 Henkle, Wm. E., "
16797 McConnell, C. W., Watch Factory, "

Unattached.

16798 Shellabarger, Lucian C., Decatur.

IOWA DIVISION — 2. — 145.

Unattached.

16802 Dibble, C. W., Box 281, Osceola.
16772 Kent, Chas. F., Park Pl., E. Locust St., Davenport.

KANSAS DIVISION — 7. — 169.

Olathe Wheelmen.

16826 Barthol, John, Olathe.
16827 Metcalf, Frank W., "
16828 Ott, Albert, "
16829 Ott, Chas., "
16830 Walker, S. T., "
16831 Willitt, L. D., "

Ottawa Wheelmen.

16785 McEachren, Geo. S., Ottawa.

KENTUCKY DIVISION — 1. — 96.

Unattached.

16773 Crush, Chas. L., 623 E. Broadway, Louisville.

MARYLAND DIVISION — 6. — 272.

Hagerstown Bi. Club.

16786 Doyle, David V., Hagerstown.

Maryland Bi. Club.

16803 Hutchinson, C. Fred, 14 Light St., Baltimore.
16804 Norris, John M., 6 and 8 Chau. Commerce, "
16805 Stabler, H. H., 25 S. Broadway, "

Unattached.

16806 West, W. F., 2 Hanover St., "

MASSACHUSETTS DIVISION — 4. — 1294.

North Adams Wheelmen.

16832 Jones, John F., Box 733, North Adams
16833 Patton, Geo. E., 59 Main St., "
16834 Pierce, Harry G., "
16835 Quinn, S. S., 59 Main St., "

MICHIGAN DIVISION — 1. — 276.

Unattached.

16836 Chappée, Birnie G., Police Headq'rs, Detroit.

MISSOURI DIVISION — 2. — 349.

Marion County Wheelmen.

16774 Lockling, Paul P., 809 Bird St., Hannibal.
16775 Sydney, Jno. A., 411 Broadway, "

NEW JERSEY DIVISION — 8. — 854.

Orange Wanderers.

16776 Benjamin, O. C., Jr., Main St., Orange.

Owl Bi. Club.

16808 Ginglen, William, Bordentown.

Unattached.

16787 Lemmon, Wm., Englewood
16788 Lyman, Stuart, "
16789 Miller, G. L., "
16790 Park, Charles F., "
16791 Payson, Geo. H., "
16809 Fuller, Frank, 217 Federal St., Camden.

NEW YORK DIVISION — 13. — 2,225.

Harlem Wheelmen.

16837 Berrian, W. M., 401 Broadway, New York.
16838 Brown C., 178 Front St., "
16839 Dorrance, S. F., 17 W. 42d St., "
16840 Miller, M. K., 20 W. 126th St., "
16841 Mulcahy, W. J., 257 W. 126th St., "
16842 Ruran, W. R., 342 W. 123d St., "

Unattached.

16792 Berg, Louis D., 111 Broadway, "
16799 Daly, John S., 1544 Park Ave., "
16800 Donschke, Jno. E., Jr., 243 E. 58th St., "
16843 Walker, Geo. B. M., box 3,408, "
16777 Wigand, Paul P., 184 Spring St., "
16844 Von Urff, Jos. C., 18 Adam St., E. New York.
16845 Staunton, J. Ed., Smyrna.

OHIO DIVISION — 6. — 915.

Central Wheelmen.

16801 Smith, J. F., 207 W. 7th St., Cincinnati.

Unattached.

16810 Miller, A. M., Eaton.
16778 Mitchell, Milton D., Mansfield.
16779 Siesl, A. A., "
16846 Webster, G. E., Kingsville.
16811 Wilson, E. A., Niles.

PENNSYLVANIA DIVISION — 18. — 1,678.

Century Wheelmen.

16812 Bromley, J. L., 137 Susquehanna Ave., Philadelphia.
16813 Carter, E. B., 703 N. 16th St., "
16814 Coleman, E. E., 1904 N. 13th St., "
16815 Fisher, E. J. O., 1317 N. 7th St., "
16816 French, L. E., 138 S. 2d St., "
16817 Gay, John H., 1950 N. Broad St., "

VICTORS!

Easiest Hill Climbers, ——— Fastest Coasters.

STIFFEST, STRONGEST AND HANDSOMEST!

You will make a mistake if you buy without seeing them. Send for Catalog.

OVERMAN WHEEL CO., MAKERS OF VICTOR BICYCLES, TRICYCLES AND SAFETIES, 182-188 COLUMBUS AVENUE, **BOSTON.**

We make a specialty in

SECOND-HAND BI TRI CYCLES.

Have large stock, many as good as new. Enclose stamp for List.

PRICES LOW.

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27 Kingston Street - - BOSTON, MASS.

MANUFACTURERS OF

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ATHLETIC GOODS

In all the popular styles of the season.

Bicycle Outfits in Jerseys, Jackets, Tights, Pants. Stockings and Caps to match.

Full Body Tights in Plain and Ribbed Jersey Cloth, with Plain and Fly Fronts, re-enforced, and pockets.

POLO and TENNIS OUTFITS,

With Caps to match.

L. A. W. JERSEY UNIFORMS,

Very stylish, with Knee Pants, Stockings and Caps. These garments we also make in English Navys, and Blacks, and Colors.

The **Cloth** for all of our suits we manufacture ourselves, and it is unsurpassed for quality and durability.

Many novelties in Toboggan and Sporting Goods, in Plain, Striped and Figured Guernseys. Toques and Sashes for ladies and gentlemen.

We are prepared to execute any orders from the trade or clubs at very reasonable prices. Correspondence solicited.



EUREKA HOME TRAINER

AND

BICYCLE STAND.

A well-made practical machine that no rider can afford to be without. Develop your muscles and keep in condition. For sale by cycle manufacturers and agents generally, price $7.50.

M. A. WOODBURY, Manufacturer,

Patents applied for. Bradford, Pa.

MAKER OF FINE JEWELRY. HENRY C. HASKELL 18 JOHN ST. N.Y. MEDALS & BADGES MADE FROM ORIGINAL DESIGNS



E. R. STOCKWELL,

19 John St., N. Y.

Manufacturers of

RECORD PRIZES.

Bicycle and Athletic Medals. CLUB PINS and BADGES.

SOLE AGENTS

For New York for the celebrated New Rapids, Quadrant and Sparkbrook Cycles.

New York Bicycle Co,

NEW MANAGEMENT.

No. 38 Park Place.

SEND FOR CIRCULARS.

JOHN HARRIOTT.

MEDALS AND BADGES,

—— ALSO ——

Bicycle Club Pins of Every Description.

Designs on application.

3 Winter Street - - BOSTON, MASS.

SPADE HANDLES!

Handsomest, Strongest, and best Handles in the Market

Only $2.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.

C. W. SPINNEY - - Fitchburg, Mass.

BICYCLES ON EASY PAYMENTS.

New Rapid, American Champion, Star, Rival, Otto, and other Bicycles and Tricycles sold on easy payments, with no extra charge, except for interest. Prices guaranteed as low as the lowest. Low freight and express rates to all points. Large stock of accessories, including all latest novelties. Nickel-plating and repairing.

SECOND-HAND WHEELS

bought for cash, taken in exchange, and sold on instalments. Liberal discounts to agents. One of the largest stocks of new and second-hand wheels in America; rarely less than 200 wheels on hand to select from. Send for large illustrated catalogue and latest descriptive second-hand list and terms of easy payments; of interest to every actual or prospective wheelman. Correspondence solicited.

GEO. W. ROUSE & SON, 25 G Street, Peoria, Ill.

ST. LOUIS WHEEL CO.

Difficult Repairing a Specialty.

Enamelling, Nickelling, Etc. at Lowest Prices

LARGEST STOCK OF SECOND-HAND BICYCLES in the WEST. WRITE FOR LIST.

Second-Hand Machines

TAKEN IN EXCHANGE

For New Rapid, Quadrant, Sparkbrook, Victors, Star, New Mail, Facile, Rover, Humbers, or any other machines made.

CORRESPONDENCE SOLICITED.

IMPORTANT TO WHEELMEN. — For twenty-five cents in postage stamps I will mail to you a harmless preparation that will prevent all saddle chafing and soreness. Try it and be convinced.

MARTIN RUDY, Cycle Dealer, Lancaster, Pa.

For Sale, Cheap!

BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. O. P. Drawer 64.



"It's a daisy; it works like a charm."
"The boys are all gone on them. Duplicate my order at once."
"The best thing I ever saw; don't think any can be made superior."
"They are selling like hot-cakes; shall want more in a few days."

These are some of the expressions from dealers and wheelmen who have tried the **Ross Improved Detachable Luggage Carrier.** Every wheelman should have one. Attached by means of the set nut on head of wheel; does not interfere in the least with that adjustment, and cannot wear off the nickel. Perfectly secure; made strong and durable. Bundle can be turned entirely out of the way in coasting. Sent by mail for $1.10. A discount to the Trade. *In ordering state name of wheel.*

C. H. ROSS & CO.

SOLE MANUFACTURERS,

46 Columbia Street - - Albany, N. Y

HOW TO MARKET MANUSCRIPT.

If you have any original matter, essays, articles, poems, sketches, short stories, or pen-and-ink drawings that you wished published, send two-cent stamp to THE MANAGERS' NATIONAL LITERARY AND NEWS BUREAU, Box 722, NEW YORK, and they will send you a circular explaining how, and on what terms, they will dispose of your manuscript to newspaper or magazine publishers. They are personally acquainted with the editors of all the leading newspapers and periodicals in the United States, and, knowing the style of matter wanted by each, they can dispose of any literary matter that possesses merit, and do so more quickly and obtain better price than the author could.

HARRY AMSDEN, of Clinton, Mass., has sent us a copy of the Atlanta *Constitution*, with an account of the moving grand-stand road race, which we indicated in a late number that we had never heard of. It was run on the road between Fairburn and Atlanta, Ga., and the riders were in full view over the whole course of the people on a special train running along on rails parallel to the highway. When a rider became disabled, the train would stop and take him up. The audience on the train was kept at a high pitch of enthusiasm the whole diatance.

THE FIRST SHOT IS FIRED, GENTLEMEN,

And FRANK DINGLEY makes a big hole in the ONE HUNDRED MILE WORLD'S RECORD, At Lynn, Sept. 22d. He knocks everything from 51 miles up.

Time: 5 Hours, 38 Minutes, 44 1-5 Seconds.

Eleven minutes better than the English track record, and twenty-five minutes better than the American track record. The latter by IVES on a Racing Wheel.

DINGLEY USED OUR ORDINARY LIGHT CHAMPION.

They all say the same thing, the Bearings.

GORMULLY & JEFFERY MF'G CO. . . CHICAGO, ILL.

16818 Maach, H. C., 1751 N. 3d St., Philadelphia.
16819 Townshend, Geo. W., 1711 Jefferson St., "
16820 West, J. Sam'l, 1312 N. 24th St., "
16821 Wittberger, D. S., Jr., 729 N. 16th St., "

McKeesport Cyclers.

16847 Hurst, J. H., Walnut St., McKeesport.
16848 Long, Fred L., 112 Sixth Ave., "
16849 Simpson, W. J., "
16850 Yester, Hy. A., 302 Fifth Ave., "
16851 Yester, P. C., 302 Fifth Ave., "
16852 Zumpe, H. L., "

Unattached.

16822 McKee, D. Musser, 620 Arch St., Philadelphia.
16780 Palen, Edw. F., 1509 Arch St., "

RHODE ISLAND DIVISION — 2. — 171.

Rhode Island Wheelmen.

16781 Tucker, Chas. H., 198 Pine St., Providence.

Unattached.

16782 Potter, H. A., Auburn.

TEXAS DIVISION — 1. — 23.

Unattached.

16783 McCartney W. A., Texarkana. (P. O. address, Terre Haute, Ind.)

LEAGUE CLUBS.

* Ariel Wheel Club, Reading, Penn. Organized Aug. 30, 1886; joined the League Aug. 30, 1886.

* Garden City Wheelmen, San José, Cal. Organized Oct. 5, 1886; joined the League Oct. 5, 1886.

182. — Canton (Ill.) Bicycle Club. Organized March, 1887; joined the League April 14, 1887.

183 — Olathe (Kan.) Wheelmen. Organized Sept. 8, 1887; joined the League Sept. 30, 1887.

184. — McKeesport (Penn.) Cyclers. Organized September, 1887; joined the League Oct. 3, 1887.

185. — Riverside Wheelmen, New York. Organized June, 1887; joined the League Oct. 4, 1887.

* Omitted from published list of Sept. 16.

MANUSCRIPT BROKERS.

THE New York *Journalist* of Sept. 24 says: — "We believe, as the old darkey asserted, that 'the world do move,' and we like to be well ahead in the movement. A firm of manuscript brokers, called the National Literary and News Bureau, has been started in New York. Abundant capital is in the hands of experienced and successful journalists and literary men, to make the new scheme a success. We know the men, and know them to be reliable, energetic, and already successful. They propose to handle manuscripts for authors on a commission basis. They are personally acquainted with all the leading editors of periodicals, magazines, and large newspapers in this country. Having had considerable experience both in buying and selling manuscript, they are in an excellent position to do the *best* for their customers and themselves. It is also a labor-saving scheme, for the editor as well as the writer. For the MSS. which go to an editor's desk with the indorsement of these gentlemen, will be received with more consideration than when it comes from an unknown author; while, on the other hand, it brings to the aid of the author the experience and business acumen of men who have been long in literature and journalism, and who know just where an article will sell, and how much to charge for it.

It is a good plan all around, and deserves success because it is a step forward. It simplifies business, and works well at both ends."

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

ADVERTISEMENTS will be inserted in this column as follows: Fifty cents for four lines, first insertion; twenty-five cents for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FOR SALE. — 51-inch Special N. P. Star bicycle, in unusually fine condition, has never had loose spoke, tires good as new, machine in perfect order; price, $75 cash. C. H. HUNT, 37 No. Fourth St., Camden, N. J.

58-INCH EXPERT BICYCLE FOR SALE, IN good order, cyclometer, bell, etc. J. W. JOHNSON, 3600 Market St., Philadelphia, Pa.

FOR SALE. — 45-inch Special Pony Star, in first-class condition; a big bargain for cash. Address W. H. WORDEN, No. Adams, Mass.

FOR SALE. — 58-inch Expert Columbia, 1884 pattern, with three pair handle bars, H. and T. alarm, Butcher cyclometer, Evening Star hub lantern, all in good condition; price, $60 cash. FRED BINFORD, Pawtucket, R. I.

1887 MODEL, COLUMBIA LIGHT ROADSTER, 57-inch, made to order, warranted brand new; must be sold; make an offer. Address W. D. CLOYES, dealer in bicycles, Cortland, N. Y.

A BARGAIN. — 52-inch nickelled Columbia, ball bearings, new rear wheel; cost $145, sell for $65; good condition. Address CHAS. H. KENYON, Adams, Jeff. Co., N. Y.

54-INCH EXPERT COLUMBIA, ENAMELLED, 1887, ridden two hundred miles; price, $90; cost $130. Will exchange for 51 or 52-inch L. Roadster, as it is too large for owner; 50-inch Standard Columbia; run five hundred miles; splendid condition; price, $40. F. H. McKEE, No. Adams, Mass.

BARGAIN. — 48-inch Special Star, has been run about twenty-five miles, two thirds nickelled, in perfect order. For further information, address J. D. I., Clinton, N. Y.

WANTED. — A complete Engine and Boiler, one using oil for fuel, to run boat eighteen feet long. Send weight and price to W. S., Box 67, Avoca, Luzerne Co., Pa.

FOR SALE CHEAP — A 56-inch Expert Columbia bicycle, good as new, except tires little worn; might exchange for a two-track tricycle. Address EXPERT, Box 60, Cambridgeport, Mass.

A BARGAIN. — 54-inch American Sanspareil Light Roadster: cost price, $149.50; good condition; best offer over $70 accepted. For particulars, address R. S. HASBROUCK, Jr., 293 Clinton St., Brooklyn, N. Y.

FOR SALE. — 51-inch Rudge, L. R., 1887 pattern, Kirkpatrick saddle, hanger and lamp, hub cyclometer, etc; equal to new; ridden less than fifty miles; price $110; cost $153. H. C. JONES, Box 1407, New York.

A 54-INCH COLUMBIA EXPERT, Full Nickel, except fellocs, drop handles, splendid condition, for $70. E. R. BOOTH, Groton, Tompkins Co., N. Y.

WANTED. — Wheelmen to solicit advertising business for the BULLETIN in every large city. It is a good field of work for smart men, and we pay liberal commissions. Address this office.

TWO GENUINE BARGAINS. — One 54-inch New Rapid Roadster, 1885 pattern, new in June, enamel finish, spade handles, Kirkpatrick saddle; cost $145.50, $95 cash. One 48-inch Facile, Vintage of 1887, spade handles, Lillibridge saddle; cost $138, $85 cash. The above wheels are both in prime condition and guaranteed as represented. F. C. WESTON, Bangor, Me., agent for New Rapid and Facile bicycles.

FOR SALE. — 52-inch American Rudge, run 200 miles, condition excellent; best offer over $70 accepted. Victor tricycle, 1886 pattern, fine condition, $95. VICTOR R. PYLE, Wilmington, Del.

FOR SALE. — 56-inch New Rapid Light Roadster, balls throughout, standard finish, first-class condition, new this spring; price $110. Address OSBORN, P. O. Box 2214, New York City.

TO EXCHANGE. — Three good Violins, one eight-key D Flute, small lot of fine plated Jewelry (balance of stock), for good Safety Bicycle, Rover type or Columbia Safety preferred. Big trade for any one that can use the above.
Address, L. A. W. 9037.
Box 305, HORNELLSVILLE, N. Y.

SECOND-HAND BICYCLES. — Fine assortment. Prices $30 and upwards. Wheels bought, sold, and exchanged. Old mounts received in part payment for new. Sole New York agents for New Rapid and Quadrant cycles. Send for list of bargains. NEW YORK BICYCLE CO., No. 38 Park Place, New York.

WANTED. — A Traveller or Columbia Tandem, in exchange for a three-track Columbia and a two-track Apollo tricycle; both machines in fine condition; correspondence solicited, 1909 L. A. W., 1817 Ridge Ave., Philadelphia, Pa.

50-INCH EXPERT COLUMBIA, FULL NICKEL, in A-1 condition, with Kirkpatrick saddle, C. H. handle bars, D. G. ball pedals, Church cyclometer, Z. and S. lantern holder, and M. I. P. bag, for $116.50. A. L. BIERY, 631 Hamilton St., Allentown, Pa.

BARGAINS IN BICYCLES AND TRICYCLES, HART CYCLE CO., No. 811 Arch St., Philadelphia. Send for our price lists of second-hand machines for comparison.

JUST RECEIVED — A superb line of Beeston Humber Crippers, everywhere acknowledged to be the finest tricycle manufactured. Send for catalogue and prices to the sole importer, L. H. JOHNSON, 401 Main St., Orange, N. J. A few good agents wanted in districts not represented.

FOR SALE. — One 54-inch (1887) Expert Columbia, D finish, with Butcher cyclometer; run four hundred miles; prime condition; owner going West; best offer over $100. "E.," Box 123, Williamsburg, Pa.

BICYCLES, SECOND-HAND. — If you wish your wheel sold quickly, at a small commission; or if you wish a choice from the biggest list of big bargains in America, send to MANHATTAN WHEEL EXCHANGE, 49 Cortland St., N. Y.

CHEAPEST AND BEST Second-hand Wheels in the market. Send for list. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

52-INCH COLUMBIA LIGHT ROADSTER, 1886 52 pattern, spade handles, Lakin standard cyclometer, "K. of R." lamp,—all improvements, excellent condition; cost $167; will sell for $95. Address W. B. PERLEY, Columbus, O.

LARGE STOCK OF SECOND-HAND BICYCLES, all sizes, always on hand, at extraordinary bargains; sole Brooklyn agents for Columbia cycles; wheels sold on instalments BROOKLYN BICYCLE COMPANY, 161 Clymer Street, Brooklyn, N. Y.

TANDEM, BARGAIN. — A Beeston Humber Tandem tricycle, in good condition; will sell for $150. Any one wishing a bargain, address GEO. A. JESSUP, Scranton, Pa.

We don't go in for track racing very heavily, but then, you know, we are "in the swim."

AT NEW ORLEANS OUR ROAD MACHINES CAME OVER THE TAPE FIRST, IN SIX OUT OF THE NINE EVENTS.

THE CHAMPION

Also captured all, or nearly all, the Medals and Prizes at

MEMPHIS, TENN., CLARKSVILLE, TENN., AND PAOLA, KAN.

Then take that Professional Handicap at North Attleboro' the other day, when Munger won easily, with Rowe, McCurdy, Hollingsworth, and others in the field. Munger rode an ordinary LIGHT CHAMPION, while all his competitors were on 21-pound wheels. The LIGHT CHAMPION took first in every event at Parker, Dak., on September 17, ridden by Frank Montelius.

There's no use talking, the bearings are bound to get there, even if the machine is heavy and made for the road, and when one does ride the CHAMPION on the road, he simply says "MY! it's the easiest running wheel I ever saw." A further acquaintance with the American Cycles can be had by applying for our catalog.

GORMULLY & JEFFERY MFG. CO.

CHICAGO, ILL.

LARGEST AND ONLY CYCLE MANUFACTURERS IN AMERICA OWNING THEIR OWN PLANT and PREMISES.

THE L. A. W. BULLETIN.

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, OCTOBER 14, 1887. | VOL. V. No. 15. WHOLE NUMBER, 120.

EASTERN ROAD RACE.

25 MILES.

Boston and Vicinity, Saturday, Oct. 8, 1887.

[*ALL OF THE MAKES OF HIGH GRADE MACHINES REPRESENTED.*]

WON BY

FRANK CARMEN, of Cambridgeport Bicycle Club, on an

EXPERT COLUMBIA.

Time, 1.34.29. BEATING LAST YEAR'S RECORD.

SECOND POSITION

By R. G. BEAZLEY, of the Chelsea Bicycle Club, on a

COLUMBIA LIGHT ROADSTER.

Time, 1.34.29 1-5.

POPE MFG. CO.

79 FRANKLIN STREET - - - BOSTON.

BRANCH HOUSES: 12 Warren Street, New York. 291 Wabash Avenue, Chicago.

RUDGE RACERS.

As we have decided to discontinue the use of racing wheels as an advertisement, we wish to call your attention to the following novel and special sale of racing machines.

Below we give you the size and full description of racing wheels in stock, numbered in such a way that they can be easily ordered. We have made this list, showing the present selling price of the Racers, also the special price at which we offer them to close. In addition to this we propose to accept bids on any machine in the list, up to September 15th, which bids will be carefully recorded, and any wheels that have not been sold at the regular price, at that date, will be forwarded to the highest bidder.

To insure the genuineness of the bids, each bid must be accompanied by a check for $5.00, for which a receipt will be given, showing the number of the machine for which the bid has been made, and in case the machine has been sold, or has had a higher bidder, the money will be refunded Oct. 1, 1887.

The reputation of the Rudge Racer for strength, durability and speed, has earned for it the name of "King of the Path," and parties wishing a racing wheel, cannot do better than provide themselves by this sale. They are all in good order, fitted with racing saddle, spade handles, and racing rat-trap ball pedals.

		List Price.	Present Price
No. 117.	One 53-inch Rudge Racer, new, - - -	$140	$85
" 118.	" 53 " " " shopworn - -	140	70
" 119.	" 54 " " " new - - -	140	85
" 120.	" 54 " " " shopworn - -	140	70
" 121.	" 55 " " " new - - -	140	85
" 122.	" 55 " " " shopworn - -	140	70
" 123.	" 56 " " " new - - -	140	85
" 124.	" 56 " " " shopworn - -	140	70
" 125.	" 56 " " Semi-Racer, shopworn	140	70
" 126.	" 57 " " Racer, new - - -	140	85
" 127.	" 57 " " " shopworn - -	140	70
" 128.	" 58 " " " " - -	140	70
" 129.	" 58 " " Semi-Racer, shopworn	140	70

MISCELLANEOUS.

No. 130. One 56-in. Rudge Humber Racer, Ridden (A DAISY) by Webber, shopworn, $80
" 131. " Rudge Racing Humber Tandem - - - $125 net.

IF YOU ARE THINKING OF GOING INTO RACING, LET US HEAR FROM YOU.

STODDARD, LOVERING & CO.

125 to 158 CONGRESS ST. - - - BOSTON, MASS.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,
SECRETARY-EDITOR,
For the League of American Wheelmen,
AT THE L. A. W. OFFICE,
22 SCHOOL STREET, BOSTON, MASS.
P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

SINGLE COPIES - - - - - - - 3 CENTS
SUBSCRIPTION PRICE TO OTHER THAN LEAGUE MEMBERS, $1.00 A YEAR.
CLUBS OF FIVE - - - - - - $4.00 "

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith.

Members should be careful to notify the EDITOR promptly of any change in their residence, giving their old as well as new address. Great care is taken with the mailing list. All changes received after Tuesday night can not be attended to until the following week, as at that time the list goes to printer for revision. Members who write for back numbers will have them forwarded on Friday, our regular mailing day.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

WEEKS ago the New York meeting of the Board of Officers bade fair to be a very dull, uninteresting, and unimportant gathering, but as the day draws near for the meeting, it would appear that very many matters of importance will come up for consideration, and those who had determined not to go are packing up their gripsacks. It will be an important and therefore an interesting meeting. The Tri-mountain party goes to Manhattan on Saturday.

FOR the first time since *Outing* has been known to wheelmen, its pages are, this month (October), without any cycling matter whatever. Wheelmen have continued to take it of late for the sole purpose of reading the narrative of the bicycle journey around the world, for there has been no other cycling matter worth speaking of for months past. In the present number, even that is omitted. The "Editor's Open Window," however, contains an intimation that the series will be continued next month. We hope this promise is not on a par with sundry other promises that *Outing's* New York management has from time to time indulged in, and then seemed to forget all about. If *Outing* has given up cycling, we presume that an explanation from its cycling editor would be of interest to many members of the L. A. W.

THE *World* takes us to task because we do not recognize the "Ives" record, in giving credit to Dingley in his recent performance. The League has nothing whatever to do with professional records, but the editor of the BULLETIN tries to be awake to the news and the issues of the day, and he has a litttle book in which he keeps professional records, which he regards as reliable. The Ives record (?) never went down in our book, for we did not consider it one worthy of recording. The rider was timed by inexperienced timers with cheap time pieces, not fit to be used for a distance greater than five miles. The natural consequence was that the watches ran wildly, and the timers themselves were not ready to vouch for all the records, and they threw out as unworthy of consideration all times for distances above seventy-five miles. This run for a record was made to beat the time made by members of the Columbia team, who ran under the eye and hand of experienced timers, holding watches valued at $1,200. The aggregate value of the watches held by the Ives officials was less than fifty dollars. We refused to put the figures on our books at the time, and have never considered them as records.

FROM A FEMININE POINT OF VIEW.

"You must write up that ladies' tour. It was altogether an affair of the ladies, and a lady should be its historian."

This to me from the editor.

"But, my dear friend, I don't know what to say about it. I can't put it all into a tract, and you won't place a volume at my disposal."

This from me to the editor.

"Don't worry about space. Make it interesting, and you can have all the space you want. Go ahead and rush along your copy."

This from the editor to me.

And so here I am to tell you that the ladies' third annual tour to the North Shore of Massachusetts is a memory only, but a memory crowded with so much interest, so many incidents, so much experience, and so much fun, that I almost despair of writing a history that shall do it justice.

IF I put it before you in instalments, don't blame me. If you don't find it running into my letters for months to come, I shall be surprised, for it has given me very much choice material, which I shall put up in my mental preserve jars to be used when winter's snows make wheeling impossible.

HERE is our roster. I will use an asterisk to denote those who were with us last year:—

Mr. and Mrs. W. W. Stall,* of Brighton. In Mr. Stall see our efficient, energetic, and very emphatic tourmaster and photographer.

Mr. and Mrs. Abbot Bassett,* of Chelsea. In Mr. Bassett please to recognize our knight of the notebook and secretary.

Mr. and Mrs. Charles Hopkins,* Wellington. In Mr. Hopkins do not fail to observe our conversationist and our patient and resigned rearguard, whose duty it was to encourage the laggards, keep the ambulance in trim, see that accidents were quickly repaired by the knight of the tool-box, and to make himself generally useful, while the crowd ahead was having all the fun. In Mrs. Hopkins find our musical artist, our impersonator, and the chaperon of the little girls of the party.

Dr. and Mrs. Wyman, of New Bedford, and the "dog Sport." In Dr. Wyman you may see the one who kept us free of strange dogs by driving them away from his own by the use of sundry missiles, etc. The dog won the hearts of all the ladies.

H. L. Spencer, of Pawtucket, R. I., and Miss S. Gertie Howard, of Chelsea. In Mr. Spencer behold our artist, who employed himself with his sketch-book, choosing subjects from many ridiculous situations in which the party placed itself, and from the natural beauties of the country.

Mr. and Mrs. M. H. Gilbert, of Waltham. In Mr. Gilbert also see one of our artists.

Misses Maggie* and Jennie Kirkwood, of Maplewood. Our children, aged respectively seventeen and fourteen, young in years, but strong in limb and body, and able to keep up with the procession.

Mr. and Mrs. A. F. Linnell, of Boston Highlands. In Mrs. Linnell we had a sweet singer, a pianist, and a leader of the midnight choruses. While she played, he enjoyed his cigar on the piazza.

Dr. and Mrs. R. M. Southwell, of Charlestown. The survivors of a wrecked machine.

Mr. and Mrs. William Shakespeare, Waltham. The heroes of the only header on the trip.

Mr. and Mrs. J. G. McArthur, Malden. Quiet and unobtrusive, but they climbed the hills.

Mr. F. F. Gage, Milton, and Miss Penniman Longwood. Very nice and very sociable.

Mr. and Mrs. Elliott Mason, New York. Our scorchers. Bright as a sunbeam was she, and always ready for a romp.

Mr. T. A. Raisbeck and Miss Adelaide Raisbeck, New York. Our distant friends. We were glad to have them compliment us by coming so far to join us.

Mr. and Mrs. W. A. Cary, Malden. Who did n't know how far they could go, but went the whole trip nearly.

Mr. F. M. Gorrie and Miss Lane, of Boston. Late comers, but welcome.

Mrs. Mary Noyes* and Mrs. Waters, Lynn.

Nineteen ladies; fifteen gentlemen.

Mr. and Mrs. J. Rush Green,* Somerville (one day).

Mr. and Mrs. G. W. Smith,* Merrimac (one day).

Mr. J. B. Seward, Chelsea (one day).

Mr. and Mrs. H. T. Conant, Salem (two days).

Mr. William H. Hollis and Miss Nellie Hollis, Chelsea (one day).

Sundry other polite escorts and companions by the way, including Capt. Peck and a delegation from the Massachusetts Club, the Beverly Club, the Salem Club, the Chelsea Club, friends in every town and city on the route, to say nothing of the assembly of friends at the start.

WE met according to the official schedule at nine o'clock in Malden Square. Here many people came to see us start, and the riders who go out with us to dinner the first day were on hand. The barge "Gem" was loaded with our luggage and the spare wheels carried to be used in case of breakdowns. A mechanic was taken along to screw up nuts, oil the machines at night, clean the wheels, and repair damages. The barge and the mechanic were among the choicest and most inexpensive luxuries of the trip.

IT did n't take us long to get acquainted. Wheelmen and wheelwomen are always ready to go half way on such occasions, and people become old friends in a remarkably short space of time. Our distant friends, the Masons and Raisbecks of New York, and young Mr. Spencer of Pawtucket, as well as the Wymans of New Bedford and dog Sport, were warmly welcomed.

THE tourmaster decorated each of us with a silk badge with bullion tassel. Purple (League color), for the rank and file, and crimson for the committee. The secretary set us all into fidgets by announcing that he had lost his gold League badge. We sympathized with him, and a general search was instituted. We did n't find it. He found it that night in his pocket.

WE are off at 9.50. Only twenty minutes after advertised time. Good. Punctuality is one of the virtues often proclaimed, but seldom lived up to. All goes smoothly as the summer sea, until we get to Tower Hill. The Dentist has a hard time and is in troubled waters; but he pushes hard, and makes no complaint. At Tower Hill the mechanic looks at the machine, and announces a broken axle. A spare wheel comes out of the barge, and the lady goes in. The wreck goes to Boston, and smoothness once more prevails. Here we meet the Lynn delegation

SALEM is in holiday attire. The Odd Fellows are out, and banners wave from many roofs. Hector says, "The Odd Fellows are going through Salem, and there 'll be nothing left for us to eat at the hotels; and so we are going through Salem to Beverly." This is one of the many poor jokes perpetrated on the way. Brother Mason spoke to a gamin, and gave him some friendly advice. He was tartly told to "shut up." That urchin did a naughty thing. His evil example was quickly followed, and the epithet was used to squelch enthusiasm time and again on the road. The tourmaster had it at his tongue's end, and it dropped off on the slightest provocation.

AT Beverly we dined at the Trafton House. Forty covers were laid. If Minna Caroline Smith had looked in upon us then I think she would have been proud to be present with such a goodly company, for she organized and carried out the first ladies' run of the series, and gave us the idea which has been so successfully built upon in the years since.

THE dinner was good, and it was well served. Cyclers are a hungry set, and hotel keepers do well when they bring all the food on at once. A group of cyclers like this will keep the ordinary number of waiters busy in supplying water and coffee.

AFTER dinner, Mr. John Wood invited us around to see his steam tricycle. The engineer was getting up his steam, and as the gauge registered 80, 90, 100, 110, the gentlemen began to turn away. "By George!" said one gentleman to me, "I have been on a big steamer where they run it with only thirty pounds of steam. I'm going over to the hotel." Just then a man came up and said the pressure was up to one hundred and thirty pounds, and my friend rapidly disappeared. I was going, too, but the gentlemen said it was a high-pressure engine and there was no danger, and so I remained till I found I was the only lady with curiosity enough to go into a large crowd of gentlemen to inspect a tricycle, and then I retired discreetly and watched the machine at a distance. It ran smoothly, leaving behind it a trail of smoke from the escape pipe.

I DON'T want a steam tricycle. There is oil and dirt enough to suit me in the pedomotive machine, and I don't need a fire to keep warm. I can imagine that one would have little work to do on a vehicle of this kind, and if we consider utilitarianism, there is a demand for such a machine; but we lose the sport when the steam engine comes in.

I FORGOT to say that Beverly is noted for its baked beans. I do not dare say how many times the dish was replenished at the New Yorkers' table, and I can readily believe what one young lady said, who remarked, "The New York people are eating nothing but beans."

GOOD by, Beverly, and good by to our friends who turn back at this point. Our afternoon ride was through a country abounding in the richest and grandest of scenery. Spencer mounted a stone post and caught us in his sketch-book once, having Manchester for a distant background. The tourmaster's wife runs away with the tandem every time he gets off to review the parade.

NOW we approach Gloucester. A reporter comes out to meet us in a hack. He stations himself at Sawyer's Hill to see how many will climb it. He does n't see any one make the attempt. Lady tricycle tourists are not ambitious for hill climbing records at the end of a thirty-mile ride. Here is what he got from the tourmaster: "Say, old man, come out here when we go home and see if we don't all coast down it."

GLOUCESTER, Pavilion, mine host Davis, a bath, boiled clams and lobster. These interested us now. The evening was a jolly one. We had music, vocal and instrumental, the waltz, the polka, the Virginia Reel. We had all of those after we went to bed, for the natives had possession of the hotel for a dance, and the overflow swarmed into the parlor, where noisy choruses ran rampant. And now I will leave the party courting — no, twosing,— that's the new word used on the tour — the drowsy god, and order brakes on and a halt at this point till our next.

DAISIE.

THE OWL.

MY sable brother the "Raven" has taken my view of the Central Park parade project exactly. There will be no parade, because this description of celebration will not meet with support from any of the influential city clubs, who believe that such a form of jubilation would only engender a further bad feeling between wheelmen and the already displeased Park Commissioners, who would not under any circumstances grant a permit for the affair to take place, even though it was otherwise a success, which it certainly is not. To such wheelmen as are actually worrying for a celebration over the passage of the Liberty Bill, I certainly see no better way than that proposed by the "Raven," *i. e.*, contribute to the payment of the expense of its passage, by remitting their subscriptions to Chief Consul Bidwell, and then if they still have a surplus of enthusiasm and coin, let them thunk up some other more sensible method of jubilation.

WHILE on the subject of Central Park, I would request from such wheelmen as ride there an act of justice on their part, which will at the same time prove to be one of profit to them. There are, I believe, only three first-class places of entertainment in the park boundaries, viz., Mt. St. Vincent, Claremont and the Casino. At the two last-named, which are certainly the most inferior ones of the lot, wheelmen are given plainly to understand that their custom is neither appreciated nor desired, while at Mt. St. Vincent, Mr. McCann, the proprietor, as soon as the passage of the Liberty Bill gave wheelmen a chance to dismount at his hospitable doors, issued an order that all cyclists should be a twenty per cent discount upon anything they might order. Now I want wheelman to profit by his generosity, and give unto this gentleman any trade that they may have, believing that this is only justice. In religion it may be right to do unto others as you would *have* them do unto you, but as a rule, I have observed that in wheeling it is well to do unto others as they *do* unto you, and thus, when any one like Mr. McCann makes an exception in the favor of wheelmen, I think that they should in their turn patronize him in preference to any other less obliging boniface, and I therefore make this notice of the fact, and request for it the attention of my readers.

WHAT a pleasure it must be to be a first-class racing man and feel one's ability, just to enter the Bay City Wheelman's races and take the pick from such elegant prizes as they offer! Here are a few of them: Pair dancing pumps. Pair custom pants. Shaving set. Pair fine shoes. Odor case. Archery bow. Dunlap hat. Ocarina, and an Edam cheese. Could art or good taste suggest aught else for the encouragement of manly contests? Look upon this, ye athletes of old! Did Greece even in her palmiest days award the victor of her Olympic games prizes anything that compared with an Edam cheese, or a pair of custom pants? Compare the return home of the victorious youth of ancient Greece with nought but a laurel wreath upon his brow to show for his prowess, with that of a modern athlete who comes back triumphant from Bay City. His parents espy him from afar, and seeing a Dunlap hat up on his head, a pair of custom made pants upon his legs, an ocarina in his eye, and his mouth full of Edam cheese, they know their darling boy has "got there" once again.

I REMEMBER a remark made by Corey some years ago, when standing with him upon the judges' stand at Albany, viewing some well contested races held under the auspices of Albany Club, that I have often intended to put into print, but have always forgotten to do so till now. A close and desperate finish had just been run, and the air yet rung with the cheers of the victor's friends when I turned to Corey and said, "Personal interest aside, Harry, is not a racing wheel the furth rest degree removed from what constitutes the true charm of wheeling?" "I don't know but what you are right," he said. "Neither of those wheels just ridden is of the least use from a practical point of view, and they certainly are not desirable for touring purposes. They seem to me to stand in the same relation to cycling that the race horse does to the draft horse, with the difference that, like O'Connell's mule, they have neither pride of ancestry, nor hope of posterity." And the more I have thought of it, the more I am convinced that he was very near correct.

PROBABLY no one thing causes a writer in the press so much gratification as to see the work of his pen quoted in other papers, and credited to him, and nothing so exasperates him, as to see the same article pirated, and published by some one else as original. It is hard to protect ones self against this last abuse, and the wheel press is probably the most notorious of any I have ever worked on, in their lifting and non-crediting abilities. Just to make a trial to see to what an extent this was indulged in, some months since, I penned a note to the effect that Fred Russ Cook was matched to race against a racing ostrich, and turned the item loose in a daily paper. There was not one iota of fact in the squib and yet I have counted twenty-eight different appearances of it, nine of which were in wheel papers here and abroad. Now that it's all over with, I just make these remarks for the benefit of those who steal and think that they are safe from detection.

THE presence of the Rover-typed safeties, and of cripper steering trikes has lately been utilized abroad for the introduction of a novelty in indoor entertainments, under the title of "cycling jousts." The game consists of two riders mounted upon similar typed wheels, that is, either bicycles or tricycles, and each armed with a lance of ash about six feet in length, the end of which is covered by a heavily padded boxing glove. The contestants are then placed facing each other, at the opposite ends of the arena, and at a given signal charge at each other at full speed, the effort of each being to unseat the other, by bringing the boxing gloved lance against his antagonist's head or body. It is claimed that these tournaments are rare sport for the spectators and repairers, but my informant is discreetly silent as regards the pleasure of the contestants, but of course they must enjoy it, or else why would they enter into it.

THE donation of $100 by the New York Bicycle Club to the subscription to defray the expense of the passage of the Liberty Bill, shows that they mean to honor their position as the first club in the L. A.W., by being the first — and seemingly the only — club to go down in their pockets in response to the New York Division's appeal for aid. There is both a moral and example here that our other city clubs might do well to study and follow.

THE recent bid for the wheelmen's vote in New York State by the George party, who promised in return for it the placing of convicts upon road improvements, reminds me of a trick played by a shrewd Irishman upon his constituents in one of the down-town wards. He promised to build a bridge to Ireland if he was elected. Well, every Irishman worked hard and voted often, and he was elected by an overwhelming majority, but the bridge is not built yet. The only mistake George makes is in taking wheelmen for the same class of voters, when they are not.

THE OWL.

ST. LOUIS.

OUR season of twin agonies, — the Division meet and the Manchester road race, — has come and gone, and we still live. Not only that we live without any bitter feelings toward anybody, that is, no more than we used to have. As non-producers of bad feelings the events were successes; in other respects, failures. There was but a handful of wheelmen at the Missouri club house, Saturday evening, to attend the annual meeting of the division. I think that the small attendance was due more to a mistake about the meeting place than to indifference. At first it seemed as if the bloody scenes of the last annual meeting, in May, 1886, would be re-enacted. When Chief Consul Brewster went to take the chair, somebody noticed that he was wearing long pants and a dudish gray overcoat that gave him a very swell appearance. "Here," said one fellow in the rear, "this will never do. Can't allow this. It's treachery. Like Bougwan in 'King Solomon's Mines,' you must take those pants off." The sentiment grew, and a revolt seemed imminent, when Brewster arose and said he appreciated the apparent breach of cycling etiquette which, under ordinary circumstances, would be enormous, he admitted. But he had hurt his back severely while trying to butt a hole in Cincinnati ground a week ago, and he was still unable to get on a wheel. He hoped the gentlemen (and here he put great stress on the "gentlemen") would pardon the breach. The "gentlemen," touched by their chief's lamentable experience, pardoned the breach and the breeches, and proceeded with business. Brewster had a great deal to say in his report of his own unfitness and the great fitness of the several representatives, all of which did not go down. He advised the division to revise the Constitution and appoint a committee for the purpose, which latter was done, A. C. Stewart, the attorney, being made chairman. Brewster said the road book could not be got out by Oct. 1, and it had therefore been postponed till Jan. 1. Bets of ten to one that it would n't be issued then were offered *sotto voce* at this point, but found no takers. Another good suggestion was made by the chief consul to the effect that chairmen of committees be elected, and that they be allowed to select their own committee. Brewster said this would promote harmony, friction-less working, and subserve the interests of cycling.

THE report of the secretary-treasurer disclosed a gain of eighty-eight members from December to October, and a total membership now of three hundred and forty-six, an increase of nearly one hundred in less than twelve months, about ten a month. The apportionment of $250 from the meet surplus had swelled the treasury and enabled the balance to show up to the extent of $376.85, the largest balance the division ever had, an announcement which was greeted with manifestations of delight.

THE Cycle Club seemed disposed to let by-gones be by-gones, and when Ab. Lewis was renominated for secretary-treasurer there was no voice raised in opposition, and he was elected by acclamation. The new committees for the ensuing year were constituted as follows: Touring: C. H. Stone, St. Louis; DeTar, Kansas City; Sergeant, Joplin; Cake, Clarksville; Miller, Hannibal. Racing: Walter Wylie, Alex. Lewis, E. N. Sanders, E. A. Smith, St. Louis, and E. A. Clifford, Clarkesville. That ended the business of the meeting.

THE starters with their handicaps in Saturday's race from Manchester to the pump, on the Forest Park boulevard, were Snyder, Sanders, Lewis, scratch; Hurck, 2; Smith, 3; Davidson, Mehlig, 4; Downing 4 1-2; Baker, 8. The officers of the race were: W. M. Brewster, referee; C. F. A. Beckers, starter; Lindell Gordon, C. H. Belden and A. K. Stewart, judges: C. H. Belden, Walter Wylie and A. K. Stewart, handicappers. The story is easily told. Smith and Davidson were never caught sight of by the scratch men. A dismount had to be made at Christovel's as the road across to Forest Park was unridable. There Smith and Davidson were together, but in getting across the muddy piece, Smith gained about twenty seconds, and won only by that much. Sanders got away from Alex. Lewis in the same way, and catching Mehlig at the last turn into the boulevard, beat him in by twenty feet, and won third prize, Mehlig getting fourth. Lewis came in right after them. Then Hurck, Baker, Snyder and Downing straggled in. The road, though rained on for five days previous, was in good condition, except the last muddy section. The time would have been under an hour if the boys could have got a chance to train the week before. As it was, Sander's time lowered Percy Stone's record of 1.05. H. W. Baker's time was an eye-opener to his friends, and young Davidson, who is from Little Rock, Ark., and attends the Christian Brothers' College, is considered now a very good man for the scratch next time. Alex. Lewis got a sideache near the Kirkwood Crossing and had to dismount. He caught Sanders again at Bartold's Hill, but was coached wrong by Prof. Stone when he reached the mud, and got left like Davidson. The time of each for the sixteen miles, counting the handicaps, was in the order they arrived: Smith, 1.04.15; Davidson, 1.05.35; Sanders, 1.02.30; Mehlig, 1.06.35; Lewis, 1.03; Hurck, 1.07.25; Baker, 1.15 30. Downing and Snyder practically fell out of the race, and the former fell into the biggest mudhole on the road, which played havoc with a very showy pair of blue tights. The prizes were: First, $50 silver cup; second, $25 gold medal; third, Jersey suit; fourth, cyclometer.

THE *Spectator* has much to say about the ungraceful bending over which many riders indulge in; but I would like to say a word against the more common bow-legged riding in which the knees play not up and down, but in and out apparently, and I doubt if anything has a more prejudicial effect on the general public than this style of riding. I remember when I began riding that the chief question directed at me was, "Does n't cycling make a person bow-legged?" Now, where did this question originate? In the "spread" motion of the careless rider, whose legs looked bow legged on the wheel, and therefore, asked he public, why not on the ground? This habit of riding, I have no doubt, comes in a great measure from riding with long pants. In a desire to keep he bottoms out of the spokes the latter naturally bows his legs out, and when long pants are used much for riding the habit becomes fixed. The man cuts the best figure awheel both for himself and his machine by keeping the inner side of the knee almost rubbing the forks. Better rub them than not. It will keep your forks nicely polished, and straighten your legs. "Polishing the forks" to me seems the best way of avoiding this "spread" style of riding.

THE meetings of the Board of Officers of the Division at Chief Consul Brewster's residence have been very pleasant affairs this summer. The business has all been transacted promptly, but Brewster has made the occasions quite like social reunions. It is said that when Frank J. Suda, the new representative, kicked at first about not proceeding with business, somebody took hold of his ear and said, "Here now, don't get excited. Business is business, but fun is fun, and don't you forg t it." When the evening's duties and pleasures passed off with great *eclat*, Suda was quite taken with the graceful way of combining work and pleasure. This hint, if used by other chief consuls, may do away with that apathy which some chief consuls complain of in the board's attitude toward its meetings.

OMEN.

ST. LOUIS, Oct. 3.

JERSEY.

THE annual ten-mile handicap club road races of the Elizabeth and Hudson County wheelmen called out quite a gathering of cyclers at Irvington, on Saturday afternoon. The course was from the Irvington Hotel to Milburn and return. There was almost a dead calm, but the surface of the road was dusty and in far from high-class trim.

THE H. C. W. race was started first with the following contestants: Charles E. Kluge, scratch; C. A. Stenken, 1m.; E. P. Baggot, 2m.; William Eldridge, 5m. Stenken and Eldridge rode Stars, and the other two Columbia Light Roadsters. There was some surprise at the handicapper giving Stenken so much start over Kluge, and the others so little. The limit men were caught and passed before the turn was reached. The following was the order of finish and actual times made, or rather approximate, for they were taken with an ordinary watch: Stenken, first, 35.00; Kluge, second, 35.05, beaten sixty feet; Baggot, third, 39.30; Eldridge, fourth, 43.00. The performances of Stenken and Kluge were highly meritorious, and far ahead of any previous records over the course.

AT 4.05 the Elizabeth Wheelmen racers were sent on their way, as follows: —

	Machine.	Start.
S. J. Berry, Jr.,	Victor L. R.	10.00
Walter Chandler,	Star,	10.00
F. C. Gilbert,	"	5.30
L. B. Bonnett,	"	4.00
W. H. Caldwell,	Columbia L. R.	Scratch
S. B. Bowman,	Star,	Scratch

Berry had been under-estimated by the handicappers, and won as he pleased. He is but a recent convert to the crank wheel, had done but little riding, and little was expected of him. Gilbert and Chandler were new hands at racing The latter had to give up the battle at two miles, as his rachet spring broke. The men finished as follows: —

	At.	Actual Time.
1 Berry,	4.44.44	39.44
2 Gilbert,	4.51.14	41.44
3 Caldwell,	4 52.17½	37.17½
4 Bonnett,	4.52.57	41.57
5 Bowman,	4.53.27	38.28

Meda's were awarded the first three men, and Caldwell won the championship and a special prize by making the fastest actual time. JER. C.

OCT. 10, 1887.

QUAKERTOWN QUILLINGS.

THE *Press* cycle man advances an excellent idea in last Sunday's paper. He proposes inter-club runs. What a run it would be, to be sure, that included *Cal. Wallace* and *Don Cæsar*, Jno. Wells and Charlie Miller, E. M. Aaron and Frank Read, etc., etc. But perhaps he is right, and a better understanding of each other's views of mooted questions as well as a firmer fellowship might be established by just some such course. John A. Wells has offered a year's subscription to his paper to any one sending in ten miles of unreported roads around Philadelphia. There is room for any one to go north of the city and get such a report of the Montgomery County roads.

FLEMING of the Century has ridden, up to Sept. 25, over 6,300 miles, and fully expects to cover 8,000 before the end of the year.

YOU will remember, Mr. Editor, that some time ago the New York *Wheel* placed J. W. Powers as at least as good as Crist, and better than Rich. Our flier, L. J. Kolb, was placed, properly too, at about fifth or sixth place. Note then the following report of the national championships: —

At the annual fall meeting of the N. A. A. A. in New York, Sept. 17, all the Philadelphians entered won first prizes in their respective events. W. B. Page won the running high jump with consummate ease, and L. J. Kolb won the one and a half mile bicycle race by a few inches, *with J. W. Powers second*, and P. M. Harris third.

THE West Philadelphia Athletic Club race meeting, proposed for 22d inst., under the management of "Chris," has been postponed to Oct. 29, on account of the University sports scheduled for the 22d. A wise move.

HARDING of the Vespers, a new club of this city, is doing good work, and should prove to be a first-class flier. If my money were up on a race for the championship of Philadelphia, however, I should want it placed on Isaac Van Deusen, Jr., of the Tioga Cycling Club, whom, I believe, with a little track practice, would be fields ahead of any other racer in the city.

AT the regular meeting of the Pennsylvania Bicycle Club, on last Thursday evening, between forty and fifty members were present, and measures were taken to clear off the liability standing against the new club house.

AT this meeting Mr. Chares Harvey, of West Philadelphia, and Mr. S. Bernard Chambers, also of West Philadelphia, were elected trustees of the club's mortgage connected with the new club house.

ON Saturday, Oct. 8, Messrs. Jno. A. Wells and Homer Synnesvedt of the Pennsylvania Club, established a twenty-mile tandem record for the road. The course was the same as laid out for the great twenty-mile inter-club road race which never came off — for the "Tioga" cup (somehow that cup has been called the "Tioga Cup" ever since the compositor's blunder in the BULLETIN made it so). Wells and Synnesvedt made the twenty miles in one hour and twenty-three minutes and a fraction, — as good time as either of them has either of them has made on a bicycle, and only four minutes behind Fuller's record. This is really good time and will take a lot of beating. The machine ridden was a Quadrant, geared to fifty-two. The number of vehicles on the road interfered somewhat with fast riding.

MERRYHEW, of the Pennsylvania Club, and McDaniels, of Wilmington, Del., on Sunday last had a try at the troublesome "Pike record" and succeeded in both getting inside of the best previous time. Merryhew did for the fifteen and one half miles fifty-five minutes dead, and McDaniels lowered it still further by getting in in fifty-three minutes forty seconds. Next. PHACTO.

CHICAGO.

THE first annual fall games of the Chicago Amateur Athletic Association were held on their grounds Saturday afternoon, Oct. 1. An excellent programme had been arranged, consisting of the usual athletic sports, and two bicycle events, a one-mile handicap and a five-mile team race for the championship of Chicago.

THE one-mile handicap had a field of nine starters with Ehlert at scratch, and the limit man at the hundred and fifty yard mark. This was a splendid race and resulted in a victory for Fred Van Sicklen, handicap, one-hundred and thirty yards. F. K. Boyden, handicap, one hundred and twenty-five yards, was a good second.

THE Illinois and Owls were the only starters in the team race. Ehlert, Bowbeer and Maas composed the team of the former club, and Winship, Harmon and Sieg represented the latter. Winship was ambitious to lap all of the contestants. This was an easy matter with all save Ehlert, who was an easy winner at the finish of each mile. Bowbeer surprised himself and friends in two ways: First, by keeping third place throughout the race, and second, by riding five miles on the track without falling from his wheel. He was much elated over the victory, and, at the finish of the race, was bawling for a piece of pie. The time 17.06 was remarkable, considering it was made on a heavy cinder track. The points were divided as follows: Illinois, 65; Owls, 46.

THE tug-of-war fever has struck the members of the Illinois Club, and any evening, at their club rooms, you can find a dozen or more awaiting their turn for a three-minute pull. We believe we can defeat the other clubs of the city at this game as easily as we can on the wheel.

THE Æolus Cycling Club has engaged quarters for the winter, at 655 North Robey St., and hope to have same furnished ere the riding season is over.

THE wheelman of Chicago were requested to take part in the procession in honor of the President's visit to the city of inland seas. Chief Consul Van-Sicklen issued an order urging all wheelman to be present. Only sixty five turned out and about fifty

of these were from the Illinois Club. Nearly every wheel was gaudily decorated, and as the wheelmen rode slowly down the boulevard, they were heartily cheered by the crowds along the line of march.

TOM ROE is again among us and this time brings a small fortune with him. He is now associated with the firm of S. L. House & Co., agents for the Star bicycles.

CAPT. EHLERT has now under consideration a hare and hound chase for Thanksgiving, while the energetic Bob Garden is thinking over a Pullman road race for Decoration Day of '88.

SPECTATOR.

ENGLISH RECORDS.

C. POTTER won the 50-miles championship of the Surrey Bicycle Club, Sept. 24, only four men coming to the scratch. He lowered the records from 28 to 50 miles. He rode 37 miles 1,420 yards in two hours, and 19 miles 100 yards in one hour. He was not headed from start to finish.

The following are the new times made. —

MLS.	MILE TIMES. H. M. S.		MILE TIMES. M. S.		PREVIOUS BEST. H. M. S.	
28	1 27 52 2/5	.....	3 9 2/5	.....	1 27 55 4/5	
29	1 31 34	.....	3 11 1/5	.....	1 31 9 2/5	
30	1 34 18 3/5	.....	3 14 1/5	.....	1 34 22 2/5	
31	1 37 34 1/5	.....	3 15 2/5	.....	1 38 38 3/5	
32	1 40 49 1/5	.....	3 15	.....	1 41 4 4/5	
33	1 44 11	.....	3 12	.....	1 44 20 1/5	
34	1 47 15 3/5	.....	3 14 2/5	.....	1 47 21 3/5	
35	1 50 37 1/5	.....	3 12 1/5	.....	1 51 6 3/5	
36	1 53 58	.....	3 21 1/5	.....	1 54 29 2/5	
37	1 57 16	.....	3 18	.....	1 57 58 1/5	
38	2 0 37 2/5	.....	3 21 2/5	.....	2 1 18 3/5	
39	2 3 56 2/5	.....	3 19	.....	2 4 36 3/5	
40	2 7 16 1/5	.....	3 19 1/5	.....	2 7 48 3/5	
41	2 10 35 1/5	.....	3 19 1/5	.....	2 11 9 2/5	
42	2 13 54 1/5	.....	3 18 4/5	.....	2 14 28 2/5	
43	2 17 15 1/5	.....	3 21	.....	2 17 49 1/5	
44	2 20 37 2/5	.....	3 22 2/5	.....	2 21 14 1/5	
45	2 24 1	.....	3 23 3/5	.....	2 24 28 2/5	
46	2 27 20 2/5	.....	3 19 2/5	.....	2 27 53 2/5	
47	2 30 51	.....	3 31 1/5	.....	2 31 13 3/5	
48	2 34 5 2/5	.....	3 13 2/5	.....	2 34 44 3/5	
49	2 37 22 3/5	.....	3 17 1/5	.....	2 38 17	
50	2 40 33 3/5	.....	3 10 3/5	.....	2 41 40 3/5	

SEPT. 22, Furnivall won the 20-mile championship of his club, the Berretta Bicycle Club, on the Surbiton track. He made the pace the whole way, began record cutting at 11 miles, covered 20 miles 675 yards in the hour, and lowered all English records up to 25 miles, which he covered in 1.3.49 3-5. Cassall pulled the eighteenth mile from the champion.

			M.	S.
11 miles. —	Furnivall		32	7 2/5
12	"		35	4 2/5
13	"		38	2 1/5
15	"		41	3 3/5
16	"		43	59 3/5
17	"		46	55 1/5
18	"	Cassall	52	53 3/5
19	"	Furnivall	55	50 1/5
20	"	"	58	50 3/5
21	"	"	61	50 1/5
22	"	"	64	51 1/5
23	"	"	67	51 2/5
24	"	"	70	52
25	"	"	73	49 3/5

AT Leicester, Sept. 24, Dubois won the 50-miles international championship from Lumsden, Robb, and Hawker. Woodside was riding strongly when he retired on his 43d mile on account of a break in his wheel. Dubois won by a foot in 3.6.35 1-5.

AT Crystal Palace, Sept. 21, A. L. Bower lowered the tricycle records from 21 to 25 miles, making the latter distance in 1.22.5 4-50, and covering 18 miles 612 yards in the hour, and 20 miles in 1.5.13 2-5. He afterwards captured all records from 26 to 50 miles, same track, and on Oct. 1 covered 100 miles in 6.9.26, and 150 miles in 10.18.29 3-5.

IN the North Road Cycling Club 100 miles open road race, Sept. 24, there were 29 starters on ordinaries, 10 on tricycles, and 8 on tandems. The tricyclists numbered such men as Nixon, Mills, and Fenlon. Hale, on a Premier Safety, won in the unsurpassed time of 6.46.7. Fenlon retired at 11 miles, when his saddle plate split. Brown and White rode 70 miles on a tandem without a dismount. Their full time was 7.6.50. Crooke, on a New Rapid, made the record for ordinaries at 50 and 100 miles, making the latter distance in 7.9.59. G. P. Mills led the tricyclists home in 7.46.33.

TO VIRGINIA L. A. W. MEMBERS.

PURSUANT to notice, the second annual meeting of the Virginia Division was held at Norfolk, Sept. 29 and 30. Thirteen members were present, including one from Richmond, Mr. Thos. H. Hill, chairman State Racing Board. The only member of the board of officers present being Mr. John C. Emmerson, L. C., of Portsmouth.

On calling the meeting to order it was learned that we had no record of the proceedings of the Richmond '86 meeting, no report whatever from the secretary-treasurer, no report from committees said to have been approved at that meeting; in fact, were it not that the chief consul has received his salary as such, very regularly, he would have doubted the official existence of the Virginia Division. One thing fortunately we had in abundance, that was enthusiasm.

With the assistance of League and non-League members of Portsmouth, and our gallant friends of the Washington Cycle Club, marshalled by Chief Consul Pettingill and Captain Smith, the Seaside Club had given a brilliantly successful racing programme in honor of the second annual meet, and it was given under many difficulties, and with many misgivings, for a motion to "*make an assessment*," there being but seven dollars in the club treasury, was amended "to *make an assignment*."

After the election of representative, secretary, treasurer, and three members of the Racing Board, Messrs. C. A. Field, Norfolk, T. H. Hill, Richmond, and John C. Emmerson, Portsmouth, were appointed a committee on Constitution and By-Laws, and requested to report as speedily as possible, in order that their report might be printed and submitted to the members of the division, for a mail vote upon their adoption.

The chief consul has every reason to believe this committee will report promptly, and upon the adoption of their report the permanent organization of the Virginia Division will be an accomplished fact, and there is every indication that the division will grow and prosper, by a united effort to advance in every way the interests of the wheel in this State. When a small organization of ten members, with no funds in hand, can give, on a track three miles from the town, a financially successful race meet, and have it made successful by the support of those who but a short time ago signed a petition to the Senate and House of Delegates "to prohibit the use of bicycles, tricycles, or any form of velocipede, on any of the highways of the State of Virginia," it shows a great change in public sentiment in our favor; and the enthusiasm of the spectators assures us that the change is permanent. It rests with the members of the division, by each considering themselves a committee of one, to bring non-members into our fold, to make the third annual meet of the Virginia Division compare favorably with those of the older organizations of the League. This can be accomplished by a determined and united effort on the part of our members, and that it may be so, is the desire of

Fraternally yours,
J. C. CARROLL,
Chief Consul.

OCTOBER 3, 1887.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

LEAGUE OUTFITTER.

EDITOR BULLETIN: — Referring to the editorial on the "Club Tailor in Every City" question, and the screech of the "Owl" on the "Misfits of Uniforms," I would state that, from a business standpoint, it would seem to me a matter to be deplored were the contemplated change to be made.

Any division of patronage in a matter of this sort would not result to the advantage of wheelmen at large, for, should "club tailors" be appointed, each could make up but a *limited number* of suits, and thus lose the principal element of cheapness, while, in the present case, the "League outfitter" makes up thousands of them, and it is patent that in the making and cutting of same a great saving is possible on the score of economy and the saving incident to large operations of any sort. The wheelmen derive the benefit from this.

As an instance, the writer offered to furnish the *stuff* to his tailor for the pantaloons, and the latter proposed to charge him $5.00 for the *making alone*, the writer to furnish all other material. The "League outfitter" will provide everything, and charge $4.34 *delivered*. Again, there is prevailing a general idea that the tailor, like all other parties in business, derives the greater margin of his profit in the furnishing of material, and if this source of profit be removed, would it not be reasonable to suppose that there would be even a greater charge for the mere making of the suits? Now, with special reference to the "Owl," would it not be in order for the possessors of the "misfits" to apply directly to the maker, stating his complaint, rather than to the committee, and thus relieve a very good committee from a great source of annoyance. This would place the blame where lies the power to remedy it.

The writer has dealt for years with the present "League outfitter," finding him always to be gentlemanly and ever ready to remedy the errors of his employees, and it is but fair to suppose him to be consistent and ready to remedy any misfits he may make.

Possibly the great majority of errors in suits is due to faulty measurement of the members, owing to their inability to properly apply the instructions given them. Their only remedy, then, is to blame a very patient committee or the much-abused tailor. Another point may not be unworthy of mention: While there may be a number of League members who have the means to pay the higher prices such a change would engender, yet many others are not so fortunately situated, and rather than be compelled to undergo the heavy additional expenses imposed upon him, such a member would resign, for no true lover of the wheel desires to be "of the League" without all of its accompanying necessities. The loss of membership from such a cause might result in serious detriment to the future prospects of the League we all love so well.

L. A. W. NO. 16,680.

PHILADELPHIA, Oct. 3, 1887.

FROM MR. SHRIVER.

EDITOR BULLETIN: — Since the protests against my recent political circular, which have been sent to you, are sufficiently numerous to demand your notice, I will ask just a line or two. First, to make plain to every one that no League official furnished me with the list of names used, and which was mainly compiled from the weekly application lists as published in the BULLETIN for several years back. Second, I want to make a reply to my friends, the protestants, if only to show that I 'm not silent under rebuke. I did nothing in this matter that I had not a right to do, nothing that I 'm ashamed of; and while I didn't in the beginning think the affair was one of such magnitude as to be specially proud of, it seems to have stirred up an amount of opposition that is positively gratifying. My circular was in no sense an official one, nor did it pretend to be. The explanatory note as to who I happen to be (a representative, etc.) was marked as an explanatory note, so plainly that no one with the slighest knowledge of English grammar could mistake it. The presumptive fraternity of the League was used by me as a means of introduction that it might ensure a better hearing, just as a wheelman who was selling goods would be very apt to mention the subject of cycling to a possible customer that was interested in it. Of course, this is a matter that men think strongly about, and a few of the fraternity seem to have lost their heads a trifle. The letters have not all been one way in my own correspondence, for I have heard from men reflecting every shade of opinion.

Yours truly,
EDWARD J. SHRIVER.

NEW YORK Oct. 10, 1887.

MR. SHRIVER'S CIRCULAR.

EDITOR BULLETIN: — Your editorial note in the BULLETIN of Oct. 7, censuring an active and hard-working League member for his political actions, seems most unwise. The members you refer to, who think the columns of the BULLETIN the proper place to ventilate their views on political questions, should read the Constitution and By-Laws of the League at least once. The returns from New York this fall will amply vindicate Mr. Shriver's action in doing all in his power to prevent the perpetuation of the corrupt rings that have so long disgraced his city and State, and of the system that encourages their formation.

W. J. ATKINSON.

PHILADELPHIA, PA., Oct. 10, 1887.

HEAVY WHEELS — FLORIDA.

EDITOR BULLETIN: — In the BULLETIN of Sept. 22, "Spectator" says in his Chicago notes, commenting on a clipping from a Madison (Wis.) paper: "It is a puzzle to us to know what kind of wheels are used in Madison; also if these were the first Experts ever seen there." The writer, together with George B. Morton, of Chicago, was in Madison in August, 1885, having made that point the terminus of a tour from Chicago *via* Milwaukee. The writer rode a Victor, and Morton an Expert. At that time there was only one bicycle in the place, and it was a boy's machine (iron tire). It must be that the Madison editor has forgotten that a bicycle was ever there, although the day after we arrived he published a half column description of our wheels.

If George B. Morton is still a member of the L. A. W., I would like to have him send me his address.

If any bicycle riders come to Florida to spend the winter, ask them to bring their wheels with them. You will not regret it. We have on the beach along the Atlantic coast some of the finest riding in the United States, if not in the world. We have from Mayport to St. Augustine about forty miles, a straightaway ride on a road that will equal any race track at Washington or any other place.

HARRY ROBB.

GAINESVILLE, Fla., Sept. 28, 1887.

THE AGE QUESTION.

EDITOR BULLETIN: — There is a strong feeling in our club in favor of becoming a *League* club; but there seems to be one insurmountable obstacle in the way. *Two* of our members are not as yet League members. They are good riders, and in every way worthy, but after repeated research, and many consultations of family records, they are unable to satisfy themselves that they are over eighteen years of age, though both are over *seventeen*. They certainly will make application for admission to the L. A. W. upon the arrival of their eighteenth birthdays. I write to ask if there is any power in the League which can waive this (pardon me) *absurd* condition. I say "absurb," not that I think for a moment that our League should be made an organization of *children*; but I *do* think that our chief consuls and division committees should have some leeway in cases where circumstances seem to warrant making an exception to the rule. The young men to whom I have referred are in all essentials as fit (and more so) to be members of the League than many members whose years outnumber theirs. This is the only reason we have not ere this registered as a League club, for we all believe in the League with all our hearts.

Pardon my reflection upon a law framed by wiser heads than mine, but it strikes me that way.

FRANK C. BLODGETT,
President Star Bicycle Club, Detroit.

DETROIT, Oct. 5, 1887.

[By direction of the Executive Committee, we have received men who are within three months of eighteen years, but can go no farther. The Reorganization Committee will please note the above. — ED.]

MUSIC IN THE AIR.

EDITOR BULLETIN: — A cyclet in the BULLETIN of Sept. 30, concerning an organ operated by a moving bicycle, suggests an improvement. An attachment might be devised for the hub that would discourse sweet music while it measured the miles. The rider could then start out on a long run to the tune of "Over the Hills and Far away," or rattle off "Oh, Granny, Will Your Dog Bite?" as he passed a farm house.

The advantages of such an invention would be manifold, for as it whiled away the tedium of a long run it would enable the rider by counting the number of times a certain tune was played and without consulting the dial to determine the distance between any two points.

Again, the cylinder containing the pegs might be made so that when the rider tired of that particular assortment of tunes, it could be taken out and replaced by another.

Of course a number of riders going out together and each playing a different tune might produce a rather startling effect.

WILLIAM D. KEMPTON, 14,353.

LETTER FROM BROOKLYN.

THE event of the week was the lantern parade of the Kings County Wheelmen, held on Wednesday evening last. Formation was made on Brevoort Place, right resting on Bedford Avenue. About three hundred wheelmen werein line, including the Kings County Wheelmen, Brooklyn Bicycle Club, Ilderan Bicycle Club, and Calumet Cycling Club of Brooklyn, the Manhattan Bicycle Club of New York, and a number of unattached riders. Each bicycle rider was provided with two Japanese lanterns suspended from the end of a lath tied across the handle bar, while the tricycles were decorated in many ways according to the fancy of the riders, a tandem ridden by Messrs. Perego and Schwalbach being most elaborately decorated and attracting much attention. The line of march was down Bedford Avenue to the fountain, countermarching to Flushing Avenue, and returning to the headquarters of the Kings County Wheelmen, where a very enjoyable entertainment had been prepared for the edification of the guests. The whole affair was most successful, being the best ever given in this city, and the Kings County Wheelmen deserve the hearty congratulations of all their fellow wheelmen.

The refusal of the Long Island Wheelmen to participate in the parade created much comment. The following clipping from the *Eagle* will perhaps explain their position, though I question the policy of their action, as it has caused some feeling in local cycling circles: —

"At last evening's meeting of the Long Island Wheelmen, at the club's temporary headquarters on Bedford Avenue, Mr. E. A. Bradford, as chairman of the Executive Committee, announced that the new club-house on Bedford Avenue was completed and paid for, and that the club and its property would probably be moved to the new quarters next week. The house and its appointments are probably among the best for bicycle club purposes in the State.

"Many affairs of club business were discussed and acted upon, not the least among them being the resolution sustaining the action of the road committee in the matter of moonlight and lantern exhibition parades. The sixty members present voted unanimously in favor of the resolution, indicating that the sentiment of the club was decidedly averse to torchlight processions. The club is composed of business and professional men, who ride for recreation and health, and the members have no inclination to indulge in wheeling for exhibition purposes.

"Another important action was the adoption of a constitutional age limit of "at least twenty-one years" as to all future applicants for membership. This amendment was adopted by a vote three to one, as it was apparent that a limit would have to be established, because of the rapid increase of the club membership. The appropriation asked for by the Reception Committee for fireworks was granted. The committee propose to "blow it off" in honor of the Kings County Wheelmen on the occasion of their lantern parade to-night. It is proposed to receive the Kings County boys in a blaze of fire as they pass the Long Island quarters."

Unfortunately the police interfered, and prevented their setting off the fireworks with which they intended to do honor to the occasion.

The bicycle races at the Queen's track, on Saturday afternoon last, were well contested and much enjoyed by all present. Owing to the postponement, the attendance was small. The events and results were as follows: —

Brooklyn Bicycle Club. *One-mile Novice.*—W. S. Mead won, with W. J. Kenmore, Jr., second. Time, 3.36 3-5.

Queen's A. A. A. *One mile Open Novice.*—Final heat won by W. S. Mead, B. B. C., with Roy Burton, I. B. C., second. Time, 3.27 1-5.

Brooklyn Bicycle Club. *One-mile Championship.*—This was hotly contested, and was the most exciting event of the day. G. E. D. Todd won, with W. S. Mead a close second, and N. F. Waters and F. B. Hawkins close up. Time. 3.25 2-5.

Queen's A. A. A. *One-mile Handicap Open.* — Won by Harold Quartropp, Morris Park Wheelmen (150 yards), with Roy Burton, I. B. C. (150 yards), second. G. E. D. Todd, B. B. C. (scratch), 0. Time, 3.21.

Queen's A. A. A. *Two-mile Handicap Open.* — Won by Newton F. Waters, B. B. C. (140 yards), with G. E. D. Todd, B. B. C. (scratch), second. Time, 7.14.

The handicaps were entirely too much for the scratch man, and the track, which is six laps to the mile, and was rather rough, owing to recent rain.

We have news this week of the formation of a new bicycle club in our midst, a number of unattached riders meeting together, and organizing a club to be known hereafter in history as the Universal Cycling Club of Brooklyn. The following gentlemen were elected officers: President, O. H. Knapp; Vice-President, F. Miller; Secretary, P. Finn; Treasurer, Fred'k Weaver Captain, Wm. Finn; Lieutenant, W. Stanton; Bugler, Edw. Drew.

Lately considerable attention has been called to the frequent occurrence of rowdyism and hoodlumism on the part of certain individuals in various parts of the country, who unfortunately belong to our wheeling fraternity, and in many instances to respectable clubs. We usually find that the outcry is caused by some brainless bawler, of whom we may be informed that he was either a drunken straggler, or one of those loud-mouthed, unsalted individuals who have arrived at that age when they are neither men nor boys, and in their egotism are totally lacking of the usual common sense of the former, and aspire to show their superiority to the latter by eclipsing them in vulgarity and indecency.

We regard hoodlumism, anywhere and everywhere, particularly in club life, as a crime of the first degree, especially henious, as it issues from no motive other than momentary self indulgence and the desire to annoy and humiliate all respectable auditors.

There is no case that has fallen under our observation where any such person has been punished by his club, and we are advised of but one case where a club called to account a member for disgracing himself and his club for appearing in public a drunken outlaw.

This is perhaps due to delicacy on the part of those witnessing such outrageous proceedings, or the fear that the club will suffer through the exposure. This is a mistake. The sooner the thing is taken in hand, the easier it is to stop it, and the better it will be for the club. It is better to be known that a club was prompt in suppressing vice, than finally to have it leak out that vice was tolerated through fear; and it will surely leak out sometime.

We hold the club to a quick and prompt response to all demands for order, peace, and decorum, for it claims, or should claim, to be a model of all that is best in good administration and good citizenship. The club house is a place to which members resort to enjoy life and come in contact with intelligent examples of mankind, and in this number we do not include drunkards, ruffian brawlers or scapegrace breakers of the peace.

BON.

OCT. 10, 1887.

CYCLETS.

NEW YORK,

OCTOBER 17, 1887,

WILL see the fall meeting.

IT will be a large gathering, and many points of interest will be discussed.

ROAD racing will be before the Board on trial. Will the verdict be "guilty?"

WE think the League has enough work to do without adopting a punitive policy in regard to what can well be let alone.

ROWE and Crocker have gone to Atlanta, Ga.

THE Eastern Road Club cup has gone to Chelsea.

THE clerk of the weather was very kind to the ladies.

CHAS. C. RYDER has been elected secretary of the Massachusetts Club.

THE Seaside Club, of Norfolk, Va., has changed its name to "Norfolk Cycle Club."

A RUSH

FOR

THE NEW MAIL!

Since making our offer below, many wheelmen have improved the opportunity of a year to obtain one of these superb wheels, by exchanging their old mounts. Our offer remains open but very short time longer!

GET ONE WHILE YOU CAN.

SPECIAL OFFER.

Our NEW MAIL, through the year, has had an EXTRAORDINARY DEMAND. We have been behind orders since the opening of the season till hot weather set in. Now, as the most active bicycle season is past, though the best riding weather is in the autumn, we have decided to offer for a short time only a few of these SUPERB NEW MAILS in exchange for others. This we have persistently refused to do heretofore, as the demand was so great. Wheelmen desiring to exchange their present old mounts for a

NEW MAIL, WITH TRIGWELL BALL HEAD AND PERFECTION BACKBONE,

will please give us a description of the old wheel and their estimate of value.. This offer is for no length of time, as we do not care to place many in this way. But few more to be exchanged. WRITE AT ONCE.

WM. READ & SONS,

107 Washington St., Boston.

MR. E. J. SHRIVER rises to explain. Those who have condemned him should read his defence.

THERE will be no race meeting at North Attleboro, Mass., on Oct. 15, as announced in some of the papers.

NEW YORK wheelmen talk of a bowling club for winter. Instead of bowling over the roads they want to bowl along the alley.

THOMAS STEVENS writes that he has not yet closed a contract to lecture in England. He has had an offer, but has not decided to accept it.

FRED T. SHOLES has sent us some views of the starts at the Cleveland races, including an instantaneous view of the finish between Rowe and Crocker.

THE Pope Manufacturing Company has presented Editor Fourdrinier, of the *Bicycling World*, with a check for fifty dollars, as a contribution toward meeting that paper's loss in the abandonment of the 1,000-mile road race.

DR. W. G. KENDALL was unanimously elected to the office of first lieutenant of the Boston Bicycle Club, in place of Theodore Roethe, resigned The club is the recipient of an elegant album of photographs taken by the doctor. The collection is the joint gift of Dr. Kendall and W. B. Everett.

WHEN respectable M. F. J. A. Webber was visiting Venice early this year, a bicycle race took place, for which a prize equal in value to fifteen guineas was given. You are asked to imagine the feelings of Webber at seeing a Venetian nobleman win in the much applauded time of seven minutes to the mile.—*Wheeling*.

THE Technology Club, composed of Boston "Tech" students, has organized for the season with the following officers: President, William H. Merrill; vice-president, M. Rollins; secretary treasurer, George M. Basford; captain, E. S. Hutchins; first lieutenant, C. H. Warner; second lieutenant, Charles Heyden; bugler, George A. Hilton; color bearer, W. B. Reed.

ON Sept. 25, as a party of Chelsea Ramblers were riding in the vicinity of Dungeon Rock, Lynn, one of their number, Mr Otto Baron, took a header and was quite badly shaken up. At the time, Mr. W. Basset, of the firm of Basset, Whitney & Co., happened to be passing in a carriage accompanied by three friends. They immediately stopped and rendered every assistance, and gave the use of their carriage to convey the injured man home At a meeting of the Chelsea Ramblers, held Oct. 4, a vote of thanks was passed to Mr. Basset and his friends for their kindness.

RALPH TEMPLE left Leicester, England, Sept. 23, for Ireland, having been engaged to give a series of trick exhibitions there. The united cycling clubs of Dublin honored him with an entertainment in the form of a smoking concert at the Earlsfort Terrace rink on Sept. 28. He was to rejoin the other members of the team in time for the six-day ventures, which commence in Edinburgh, Scotland, Oct. 24, contestants to travel eight hours per day. The tour of the team has been a pronounced success.

THE Malden Bicycle Club has taken possession of elegant new quarters in Stanwood's new brick block, Malden. The suite of rooms on the second floor include billiard, pool, card and reception rooms. The club is in a most flourishing condition, has eighty members, and the change cannot but add to its membership.

THE new club-house scheme of the Cambridge Bicycle Club has begun to draw in the members. Twenty-four were admitted at the last meeting. The new club house is being put into habitable condition as fast as possible. The painters have been brightening it up this week, electric bells and new gas chandeliers have been put in, and partitions in the attic torn away.

GIVE Daisie time enough, and you will get the full story of the Ladies' League Tour. Thirty-two riders, eighteen of whom were ladies, went through the whole trip of four days.

THE Gormully & Jeffery Manufacturing Company will send a team of racing men to Crawfordsville, Ind., to try for the road records. The five men, Dingley, Munger, Whittaker, Knapp and Eck, will be there, and the officials will be men of good commercial standing.

THE annual ten-mile race of the Wakefield Bicycle Club will take place Saturday afternoon, Oct. 22, over the following course: From Rodney down Main street to Water, to New Salem, to Salem, to Lowell, to Vernon, Court, Cordis, Swetser, Main, Church, north side of Main to Rock, and over the same course again, then to Albion, Railroad, Chestnut, Main, west side of Common, Church, Main, Swetser, School, Cordis, Main to Rockery, *via* Church and west side of Common and finish. The prize will be the 10 mile club champion gold medal; second, bicycle lamp, and third, Rudge saddle. The club medal must be thrice successively won to entitle the holder to ownership. Fred B. Patch now holds it.

LIEUTENANT SPIERS, of the Rhode Island Wheelmen, will ride to Rocky Point to-day, and he proposes to get there before steam yacht Eudora, the gallant flyer of Fleet Captain Thornton, of the Rhode Island Yacht Club, does. The bicycle will naturally take the road, and the yacht, as naturally, the water, and the start will be made at two o'clock this afternoon, the bicycle getting away from Trinity Square, and the Eudora from Hill's wharf. A number of wheelmen will pace the bicycle, but who will pace the steam yacht is not known. — *Providence Journal*.

RALPH TEMPLE has been communicating his views on the drink question. He says: "I would advise total abstinence from all alcoholic liquors whatever. I have found pure buttermilk to be the best drink to allay the thirst, but do not advise drinking in quantity. Soda and milk is another good drink. Cyclists should be careful not to drink anything that contains gases. It is not the stomach that is thirsty, but the throat; consequently, clearing the throat often with clean, cool water is as good as anything. Drink as little as possible. Smokers will find more trouble in this respect than those who do not indulge."

ON Monday last, J. Fred Midgely, of Worcester, rode up Corey Hill in one minute fourteen and two-fifths seconds. G. Minturn Worden of the Manhattan Athletic Club, New York, then borrowed the wheel and rode up the front side of the hill, coasted down the back side, and, turning, rode up back of the hill. Worden had never seen the hill before, and was unprepared for riding, as he rode up wearing a business suit and silk hat.

DENVER wheelmen have more days of wheeling than any of their brethren in the country. They can almost live on their wheels there, and little wonder, for the sun is rarely obscured more than a few hours a day, and the roads are of the finest description, needing no care to keep them in condition. The use of wheels in this section has necessarily become more and more widespread, and they have been put to practical tests. Few cities have better riders. The cyclists can all ride with their hands off the bars, and generally have several bundles to carry at that. One can ride from the Denver City Hall to one of the finest boulevards in the country, ten miles long, and not encounter a hill. Despite the level roads, the Safety has come to be the favorite mount, and its riders are daily increasing — *Ex*.

THE fate of the Lynn cycle track is still undecided. Manager Carroll called at the Boston *Globe* office Saturday, and in the course of a conversation on the subject, said: "We have done everything in our power to raise money enough to satisfy our creditors, but the best we can do is to offer them thirty cents on the dollar, and ask for an extension of time to pay the balance. All but two of the creditors are willing to accept these terms, but those two demand dollar for dollar. We may yet arrange things with them, but if we do not all the property of the association will have to be sold. I suppose the matter will be settled one way or the other next week. If the track is sold I suppose it will bring about $900, which, with the $800 we have in the treasury, will net the creditors about sixty per cent, for the total indebtedness is something in the neighborhood of $2,600. We are confident, however, that if we were only allowed more time, that we would be able to pay every dollar we owe. If the track is sold it will probably fall into good hands, and still be used for cycle racing. If we do succeed in keeping the track, we shall run a series of races next year on a different principle than they have been conducted heretofore. We shall ask the League to amend the racing rules, making them more after the style of the National Trotting Association, and providing for short races to be run in heats. We also want a protective association formed of the managers of the different tracks. Then the 'fly' racing men cannot go about imposing on managers in different parts of the country, as they do at present. I have received a letter from Henry Ducker, in which he states that he is trying to arrange for bringing the English, Irish, German and French racing teams over here next year. He thinks that Buffalo will have a good bicycle track before another season has passed."

MORE RECORD BREAKING.

SAMUEL P. HOLLINGSWORTH, of Russiaville, Ind., and Asa Windle, of Lynn, both of the Columbia team, started in a 100-mile bicycle track race on the Lynn track at 9.45 o'clock A. M., Wednesday, Oct. 5, for a purse of $75 offered by the Pope Manufacturing Company. The intention was to lower the records made by Frank E. Dingley, of Minneapolis, of the Gormully & Jeffery team, on Sept. 22.

The officials were as follows: Timers, E. E. Merrill, Boston; C. E. Whitten and W. F. Allen, Lynn. Judges, G. L. Lyons, Lynn; W. S. Doane, Boston; F. W. Goodwin, Lynn. Referee, C. W. Fourdrinier. Starter, W. F. Corcoran, Boston.

ON Friday, Oct. 7, Wm. A. Rowe, of the Columbia team, made the attempt to beat the record, but stopped at 46 miles on account of the high wind. Below we give tables showing the times made by Dingley, Hollingsworth, and Rowe, and comparisons between them can easily be made.

Miles.	ROWE. H. M. S.	DINGLEY. H. M. S	HOLLINGSWORTH. H. M. S.
1	3 08 1-2	0 3 4	0 3 0 2-5
2	6 16	0 6 18	0 6 16 3-5
3	9 22 1-4	0 9 33	0 9 22 2-5
4	12 32	0 12 43	0 12 32 2-5
5	15 42 3-4	0 15 54	0 15 45
6	18 40	0 09 01 2-5	0 18 59 3-5
7	21 59 4-5	0 22 10 3-5	0 22 09 3-5
8	25 06 4-5	0 25 23 3-5	0 25 16 3-5
9	28 15	0 28 38 2-5	0 28 07 2-5
10	31 17 1-2	0 31 52 2-5	0 31 06 1-5
11	34 30 1-2	0 35 03 2-5	0 34 06
12	37 42	38 18 3-5	37 7 1-5
13	40 54	41 31	40 6 2-5
14	44 03	44 41 4-5	43 6 3-5
15	47 17	47 49	46 6 2-5
16	50 27	50 59 3-5	49 7 2-5
17	53 40	54 05 1-5	52 7
18	56 55	57 14 1-5	55 7 2-5
19	1 00 7 1-2	1 00 27 3-5	58 5 3-5
20	1 03 18	1 03 43 2-5	1 01 7 2-5
21	1 06 27 1-2	1 06 53 2-5	1 04 8 2-5
22	1 09 31 1-2	1 10 08 4-5	1 07 10
23	1 12 37 1-2	1 13 22	1 10 14 2-5
24	1 15 47 1-2	1 16 34 4-5	1 13 17 2-5
25	1 18 50 1-2	1 19 53 2-5	1 16 32 1-5
26	1 22 08 1-2	1 23 15 3-5	1 19 31 4-5
27	1 25 18 1-2	1 26 38	1 22 36 4-5
28	1 28 32 1-2	1 29 58	1 25 41
29	1 31 47	1 33 15 1-5	1 28 42 4-5
30	1 35 7 1-2	1 36 31 4-5	1 31 50 2-5
31	1 38 22 1-2	1 39 47 1-5	1 34 55
32	1 41 35 1-2	1 43 02 4-5	1 38 27 1-5
33	1 44 46	1 49 43 1-5	1 41 10 1-5
34	1 48 1	1 49 43 1-5	1 44 13 2-5
35	1 51 15 1-2	1 52 51	1 47 21 2-5
36	1 54 33 1-4	1 56 3 1-5	1 50 38 3-5
37	1 57 56 3-4	1 59 15 3-5	1 53 44 2-5
38	2 01 7 3-4	2 02 25 1-5	1 56 52 2-5
39	2 04 23	2 05 44 1-5	2 00 02
40	2 07 5 3-4	2 09 01 4-5	2 03 12 2-5
41	2 10 52	2 12 20 3-5	2 06 21 3-5
42	2 14 10	2 15 36 4-5	2 09 32
43	2 17 25	2 18 55 3-5	2 12 41 1-5
44	2 20 44 3-4	2 22 13 1-5	2 16 02 1-5
45	2 24 2 1-4	2 25 33 4-5	2 19 30
46	2 27 20 1-2	2 29 04 3-5	2 23 13 4-5
47		2 32 24 3-5	2 27 03 4-5
48		2 35 52	2 30 59
49		2 39 20 3-5	2 35 4 3-5
50		2 42 39	2 39 7 3-5
51		2 45 58 1-5	2 43 11 2-5
52		2 49 17 4-5	2 47 3 4-5
53		2 52 50	2 50 50
54		2 56 14 3-5	2 54 27 3-5
55		2 59 35 3-5	2 57 59 2-5
56		3 02 59 2-5	3 1 32 4-5
57		3 06 26 2-5	3 5 5 4-5
58		3 09 57 2-5	3 8 34 1-5
59		3 13 21 2-5	3 12 9 1-5
60		3 10 42 1-5	3 15 54
61		3 20 09	3 19 27
62		3 23 46 2-5	3 23
63		3 27 21 2-5	3 26 26
64		3 30 48	3 30 24 3-5
65		3 34 13	3 34 11 1-5
66		3 37 47	3 38 17

OVERMAN WHEEL CO. LAMPS.

In view of the ordinances lately passed by a number of our large cities, requiring the carrying of lamps on all bicycles and tricycles after nightfall, we desire to present to the cycling public our claim to the best wheel lamps yet produced. Our lamps are all of the best and strongest construction, and are fitted with the most successful ventilating apparatus ever used. By its use, the air is brought up to a level with the flame before being admitted to the lamp chamber, thus preventing the strong upward draught which has made it so difficult to keep other lamps burning. Try them.

OVERMAN WHEEL CO.

Victor Bicycles, Tricycles and Accessories,

182-188 COLUMBUS AVE. - - - - - BOSTON, MASS.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

(YOST & McCUNE PATENTS),

19 PEARL STREET - - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.

League Uniforms.

John Wanamaker, Philadelphia,

OFFICIAL CONTRACTOR.

These are the prices: Coat, $6.20; Knee Breeches, $4.34; Shirt, $1.95; Hose, 80 cts.; Cap, 84 cts.; Delivered without extra cost to any part of the U. S. where there is mail or express service.

Regulation League Cloth, Burlington Mills, $2.18 a yard; League Buttons, large, 5 cts. each; small, 2 1-2 cts., full set for suit, 55 cts. Uniform sent C. O. D., privilege of examining, and ONLY TO LEAGUE MEMBERS. We do not pay delivery charges on cloth.

All orders must be accompanied by League Number.

JOHN WANAMAKER,

PHILADELPHIA.

Patented 1881. **L. A. W. BADGES.**

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle St., Portland, Me.

The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges,** $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.

Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; G. R. Bidwell, 313 West 58th Street; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.

YANKEE ENAMEL,

The Latest and Best.

Put up and for sale by

BENNETT & HALE,

112 ORANGE ST., NEW HAVEN, CT.

Price Per Bottle, with Brush, 50 cts.

A full line of cycling sundries always on hand. We have an extensive Repair Shop, and pay particular attention to difficult repairs on bicycles and tricycles.



L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1 00.

Ira Perego

128 and 130 Fulton Street, and 87 Nashua Street, NEW YORK.

Send 2-cent stamp for our new 52-page illustrated catalogue.

REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels.

SEND FOR CATALOGUE OF OUR WHEELS.

MURRAY'S

100 Sudbury St., Boston, Mass.

BEFORE YOU BUY A BICYCLE OR GUN



Send to **A. W. GUMP, Dayton, O.**, for ILLUSTRATED NEW AND SECOND-HAND PRICE LIST. Bicycles repaired and nickeled. Second-hand **BICYCLES, GUNS and REVOLVERS taken in exchange.**

DAYTON BICYCLE STAND AND CAMP STOOL

Can be used as a stand or stool; used for cleaning; adjusted to different size wheels. Price **$2**, delivered free of express to any point east of Omaha. Patented by **A. W. GUMP, Dayton, O.**

THE Canadian Wheelman's Association has taken up the question of loafing in path races, and has added the following to its track rules: "The referee shall, acting with or on appeal from the majority of the executive board, suspend from the race, or the remainder of the race meeting then being held, or from any meet held under these rules, for such period as he may see fit, any competitor guilty of loafing or otherwise prejudicing the race; and notice of such suspension shall be at once published by the referee in the official organ, provided always that the party suspended, if it be for a longer period than the meeting in question, shall have the right to appeal to the racing board; said appeal to be made in writing to the chairman of the racing board, accompanied with a full statement of the appellant's claim and a fee of one dollar, which will be refunded if the appeal is allowed. The chairman of the racing board shall at once place the appeal, accompanied with a statement from the referee, in the hands of the racing board, and as soon as possible announce their decision to the appellant."

THE Lynn *Item* has a very interesting and well edited cycling department. Wilder, formerly of the *Bee*, is in charge of it.

EXHIBIT No. 270 at the Massachusetts Mechanics' Fair Building is by Mr. John Harriott, of 3 Winter St, Boston, a gentlemen standing at the head of designers and manufacturers of his specialty. A handsome assortment of gold and silver medals, badges and pins, all sizes and styles, some of these being very elaborate, are here displayed. A large championship medal, in particular, about eight inches long, made of gold of different colors and enamelled in various colors, is a fine piece of work, and commands the admiration of all. There are also several sheets of designs made with that good taste for which Mr. Harriott is noted.

THE PATH.

NEWCASTLE, PA., Sept. 28. — Races under the auspices of the Newcastle Club: —

One-mile Novice. — F. Marquis, (1) 3.07; R. A. George, (2). Marquis was protested for having won a boy's race, and the matter was referred to the racing board.

One-mile Open. — P. J. Berlo, (1) 3.07; W. I. Wilhelm, (2).

One-mile 3.10 Class. — A. C. Banker, (1) 3.17 2-5; R. A. George, (2).

One quarter-mile Open. — W. I. Wilhelm, (1) 40 s.; W. D. Banker, (2).

One-quarter-mile Boy's. — Bertie Greer, (1); I. Campbell, (2).

One-mile Three-Minute. — W. D. Banker, (1); 3.06 2-5; A. C. Banker, (2).

Half-mile Open. — W. J. Wilhelm, (1) 1.23 1-5; P. J. Berlo, (2).

Two-mile Handicap. — P. J. Berlo, seventy-five yards, (1) 5.51; W. I. Wilhelm, (2).

One-mile 3.20. — A. C. Banker, (1) 3.18 2-5; R. A. George, (2).

Three-mile Lap. — P. J. Berlo, (1) 10.23 3-5; A. C. Banker, (2).

SACRAMENTO, CAL., Sept. 19. — Races under the auspices of the Capital City Wheelmen, at fair grounds: —

One-mile Novice. — Hood (1), 3.57 1-2; Cole (2).

One Mile — Biederman (1), 4.06; Tolle, (2).

Two-mile Handicap. — Hood, 200 yards (1), 7.35; Biederman, scratch, (2).

Three Mile. — Breuner (1), 14.29; Mier (2).

Quarter-mile Dash. — Breuner (1), 0.39; Hood (2).

The entries were few, on account of the State Agricultural Association not preparing a suitable track for the contestants.

MITCHELL, DAK. — Races under the auspices of the Mitchell Bi. Club: —

FIRST DAY.

One-mile Professional. — P. Stone, (1) 3.10; Bell, (2).

Quarter-mile Amateur. — F. Montelius, (1) 41 1-4 sec.; D. P. Long, (2).

One-mile Amateur. — F. Montelius, (1) 3.08; Colie Bell, (2).

Half-mile Safety. — F. Montelius, (1) 1.49; Colie Bell. (2).

SECOND DAY.

Quarter-mile Professional. — Prince Wells, (1) 41 secs.; P. Stone, (2).

One-mile Professional Handicap. — Healey, 15 yds., (1) 2.57; Bell, scratch, (2).

Two-mile Amateur. — F. Montelius, (1) 7.37; W. Case, (2).

THIRD DAY.

Quarter-mile Handicap. — D. P. Long, scratch, (1) 42 1-4.

Half-mile Amateur — Rogers, (1) 1.33; Long, (2).

One-mile Mitchell Club. — Rogers, (1) 3.46; Kibbe, (2).

Five-mile Professional. — Grant Bell, (1) 17.08 1-4; P. Stone, (2).

The races were held on a quarter-mile track, with smooth surface, but sharp corners. It has been the most successful meet ever held in the Northwest.

There were two special races on Saturday following: A five-mile race between Bell and Stone, which was won by Bell, Stone slipping a pedal, and a three-mile lap race between Bell and Healey. Healey took the first four laps, when Bell dropped out.

The Club is indebted for valuable prizes to the generosity of the Overman Wheel Co., the Pope Manufacturing Co., St. Louis Wheel Co., H. A. Smith & Co., A. W. Gump, Holmes Knitting Co., Shaw Stocking Co., Strickland & Pierce, Wm. M. Read & Sons, and Geo. D. Barnard & Co.

POUGHKEEPSIE, N. Y. — The races at the driving park, under the auspices of the Poughkeepsie Bicycle Club, attracted a large and brilliant assemblage, there being about two thousand people on the grounds, including many ladies. The events were as follows: —

One-mile Amateur. — G. I. Whitehead (1), 3.07 1-2; F. St. John (2).

One Mile Open. — C. E. Kluge (1), 2.51; H. L. Burdick (2).

One-mile 3.20 Class. — Whitehead (1), 3.07 1-4; Von Der Linden (2).

Two-mile Handicap. — T. W. Roberts, 125 yards, (1), 6.6 1-2; Whitehead, 225 yards (2).

One-mile Poughkeepsie Club Championship. — W. H. Irish (1), 3.18; W. H. Boshart (2).

Half-mile dash. — H. L. Burdick (1), 1.24 3-4; C. A. Stenken (2).

Two-mile Amateur. — T. W. Roberts (1), 6.53 1-4; Von Der Linden (2).

Five-mile Lap. — Kluge (1), 17.14 1-2; Burdick (2).

Race No. 9 was to have been a team contest between Yonkers and Poughkeepsie and Ariel Clubs, but the latter did not start, Yonkers going a mile in 3.21 3-4 and taking the prize, a handsome engraving for club room.

One-mile Consolation. — Baggot (1), 3.06 1-2; Hall (2).

JOPLIN, MO., Oct. 5. — Races under the auspices of the Joplin Bi. Club: —

Half-mile Dash in Heats. — First heat: W. G. Sergeant (1), 1.49; J. B. Glover, Jr. (2). Second heat: Glover (1), 1.57; Sergeant (2). Third Heat: Glover (1), 2; Sergeant (2).

Five-mile Club Championship. — W. G. Sergeant (1); F. L. Combs (2).

The time in the half-mile dash was exceedingly good, considering condition of track and strong head wind.

THE sixteen-mile bicycle race from Manchester to the pump on the Forest Park Boulevard, St. Louis, Mo., was run Oct. 1. The men started from Manchester at 4 P. M., and finished as follows: E. A. Smith, 3m. (1), 1.04.00; Davidson, 4m. (2), 1.15.35; Sanders, scratch (3). The best previous record over this course was held by Percy Stone at 1.05.00.

THE twenty-five mile road race of the Eastern Road Club, occurred at Newton, last Saturday afternoon. This is the second race in a contest for a silver cup, to be won twice in succession before it becomes the possession of a club. In the previous race it was won by the Dorchester Bicycle Club.

There were ten entries, four clubs being represented as follows: Dorchester, W. S. Doane, A. Benson, J. Longstreet; Chelsea, F. A. Woodman, R. G. Beasley, E. A. Phemister; Cambridgeport, E. Hynman, H. L. Caldwell, F. Carmen; Suffolk, G. H. Locke.

The start was made at 3.08½ P. M., and the following gentleman officiated as officers of the course: Referee, A. Kennedy Child; judges, G. L. Haynes, C. E. Walker, B. Gould; starter, W. R. Maxwell; timers, C. W. Fourdrinier, R. E. Bellows.

The men crossed the line at the finish in the following order: Carmen, Beasley, Doane, Hynman, Benson, Woodman, Phemister, Longstreet, Locke. H. L. Caldwell was thrown from his machine, and did not finish. The Chelsea Club won the race, netting a total score of 18 points, while the Cambridgeport and Dorchester Clubs were tied for second place.

The time made by the first four men who crossed the finishing line follows: Carmen, 1.34.20.; Beasley, 1.34.30.; Doane, 1.34.34.; Hynman, 1.38.34. The other men finished in straggling order, some of them barely escaping the time limit. Woodman's stomach went back on him at seventeen miles, but he finished the race, riding in great torture.

THE race for the Citizens' Cup, gotten up by subscription, to be run for by the bicycle clubs of Baltimore, Md., was run Friday, Oct. 7, around Druid Lake. The Maryland Bicycle Club won the race and the cup. It will have to be won three successive times to become the property of any of the clubs without further contest. The cup is a massive silver punch bowl, handsomely engraved with representations of bicyclers, and was gotten up by citizens who take an interest in the sport. Three clubs entered for the contest, Maryland, Rambler, and Baltimore. Each club selected five of its best men to represent it. The rule under which the race was run was that the man who finished first was to score fifteen points, the second man fourteen points, third, thirteen, and so on. The course was ten miles long. The finish line was on the lake drive a little west of the tower, and seven laps were necessary to complete the ten miles. The circuit of the lake is put at about a mile and a quarter. The starters were: Maryland, — Griscom, Whittingham, Bartlett, Shriver, LeCato. Rambler, — Eberman, Kingsland, Hoover, Clotworthy, Warrington. Baltimore, — Pope, Brown, Eisenbrandt, Worthington, Tyler. The men finished as follows: Kingsland (1), 15; Whittingham (2), 14; Griscom (3), 13; Pope (4), 12; Bartlett (5), 11; Brown (6), 10; Clotworthy (7), 9; LeCato (8), 8; Tyler (9), 7; Eberman (10), 6; Worthington (11), 5; Eisenbrandt (12), 4; Shriver (13), 3. Maryland Club, 49; Baltimore, 38; Rambler, 30. Kingsland, 30.44; Whittingham and Griscom, 31.03 1-5; Pope, 32.30.

OFFICIAL ANNOUNCEMENTS.

MASSACHUSETTS APPOINTMENT.

I HAVE appointed Edw. B. Coleman, of Cambridge, an additional representative for Massachusetts.

H. W. HAYES, *C. C.*

PENNSYLVANIA APPOINTMENTS.

I HAVE made the following appointments of representatives for this Division, L. A. W.: J. K. Ewing, Allegheny, Pa.; Geo. L. Weiss, Alden, Pa.; Ira A. Dayton, Williamsport, Pa.; Edw. W. Burt, Philadelphia, Pa.

GEO. A. JESSUP, *C. C.*

SCRANTON, PA., Oct. 6, 1887.

NEW YORK STATE DIVISION.

IT is with regret that I have to announce the death of Jno. A. Caulkins, L. A. W. Consul, at Glen's Falls, N. Y. Mr. Caulkins proved himself to be one of our most enthusiastic League workers, always willing to perform any duty required in the interest of our organization.

GEO. R. BIDWELL, *C. C.*

NEW YORK, Oct. 10, 1887.

ILLINOIS DIVISION OFFICIAL NOTICES.

H. D. RIDGLEY, Local Consul No. 6, Springfield, Ill., having moved from State, resigns.

W. T. Drips, Local Consul No. 14, Rock Island, Ill., having moved from State, resigns.

W. H. Thompson, Rock Island, is hereby appointed Local Consul No. 14, vice Drips, resigned.

J. N. Herdman, Monmouth, Ill., is hereby appointed Local Consul No. 3, vice H. C. Davis, appointed Representative No. 6.

The St. Nicholas Hotel, Decatur, Ill., is appointed L. A. W. hotel; rates to L. A. W., $1.50.

The Jennings House, Elgin, is appointed L. A. W. hotel No. 21; the Nolting House having closed.

The Churchil House, Canton, Ill., is appointed L. A. W. hotel No. 25; regular rates, $2.00; to League members, $1.50, or forty cents per meal, only when travelling with their wheel; at other times, full rates will be charged.

Mr. J. L. Blackadore, Canton, Ill., is appointed Local Consul No. 35.

W. H. VAN SICKLEN, *C. C.*

CHICAGO, Oct. 6, 1887.

THE FIRST SHOT IS FIRED, GENTLEMEN,

And FRANK DINGLEY makes a big hole in the ONE HUNDRED MILE WORLD'S RECORD, At Lynn, Sept. 22d. He knocks everything from 51 miles up.

Time: 5 Hours, 38 Minutes, 44 1-5 Seconds.

Eleven minutes better than the English track record, and twenty-five minutes better than the American track record. The latter by IVES on a Racing Wheel.

DINGLEY USED OUR ORDINARY LIGHT CHAMPION.

They all say the same thing, the Bearings.

GORMULLY & JEFFERY MF'G CO. . . CHICAGO, ILL.

We make a specialty in

SECOND-HAND BI TRI CYCLES.

Have large stock, many as good as new. Enclose stamp for List.

PRICES LOW.

Kingston Knitting Co.

27 Kingston Street -- BOSTON, MASS.

MANUFACTURERS OF

Knit Worsted and Woollen

ATHLETIC GOODS

In all the popular styles of the season.

Bicycle Outfits in Jerseys, Jackets, Tights, Pants. Stockings and Caps to match.

Full Body Tights in Plain and Ribbed Jersey Cloth, with Plain and Fly Fronts, re-enforced, and pockets.

POLO and TENNIS OUTFITS,

With Caps to match.

L. A. W. JERSEY UNIFORMS,

Very stylish, with Knee Pants, Stockings and Caps. These garments we also make in English Navys, and Blacks, and Colors.

The **Cloth** for all of our suits we manufacture ourselves, and it is unsurpassed for quality and durability.

Many novelties in Toboggan and Sporting Goods, in Plain, Striped and Figured Guernseys. Toques and Sashes for ladies and gentlemen.

We are prepared to execute any orders from the trade or clubs at very reasonable prices. Correspondence solicited.

IMPORTANT TO WHEELMEN. — For twenty-five cents in postage stamps I will mail to you a harmless preparation that will prevent all saddle chafing and soreness. Try it and be convinced.

MARTIN RUDY, Cycle Dealer,
Lancaster, Pa.

MAKER OF FINE JEWELRY. HENRY C. HASKELL. MEDALS & BADGES MADE FROM ORIGINAL DESIGNS. 18 JOHN ST. N.Y.

E. R. STOCKWELL,
19 John St., N. Y.
Manufacturers of

RECORD PRIZES.

Bicycle and Athletic Medals.
CLUB PINS and BADGES.

SOLE AGENTS

For New York for the celebrated New Rapids, Quadrant and Sparkbrook Cycles.

New York Bicycle Co,

NEW MANAGEMENT.

No. 38 Park Place.

SEND FOR CIRCULARS.

JOHN HARRIOTT.

MEDALS AND BADGES,

— ALSO —

Bicycle Club Pins of Every Description.

Designs on application.

3 Winter Street - - BOSTON, MASS.

SPADE HANDLES!

Handsomest, Strongest, and best Handles in the Market

Only $2.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.

C. W. SPINNEY - - Fitchburg, Mass

For Sale, Cheap!

BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. O. P. Drawer 64.



"It's a daisy; it works like a charm."
"The boys are all gone on them. Duplicate my order at once."
"The best thing I ever saw; don't think any can be made superior."
"They are selling like hot-cakes; shall want more in a few days."

These are some of the expressions from dealers and wheelmen who have tried the **Ross Improved Detachable Luggage Carrier.** Every wheelman should have one. Attached by means of the set nut on head of wheel; does not interfere in the least with that adjustment, and cannot wear off the nickel. Perfectly secure; made strong and durable. Bundle can be turned entirely out of the way in coasting. Sent by mail for $1.10. A discount to the Trade. *In ordering state name of wheel.*

C. H. ROSS & CO.

SOLE MANUFACTURERS,

46 Columbia Street - - Albany, N. Y

Second-Hand Machines

TAKEN IN EXCHANGE

For New Rapid, Quadrant, Sparkbrook, Victors, Star, New Mail, Facile, Rover, Humbers, or any other machines made.

CORRESPONDENCE SOLICITED.

THE FAMOUS CUSTOM-MADE

PLYLOUTH ROCK $3 PANTS

(Full Suits and Overcoats.)



One pleasure in having clothing **CUT TO ORDER** is that you can have things as you want them. One man likes corner pockets, another, side pockets or an odd pocket here or there. Some want spring bottom (which, by the way

DO YOU WEAR PANTS

is out of style for city trade) or big at one point, small at another. **IT MAKES NO DIFFERENCE TO US,** we cut as we are ordered. The best way, however, is to order us to cut in the prevailing style, leaving it to us to satisfy you, which we will do or **REFUND YOUR MONEY.** Upon receipt of 6 cts, we mail **20** samples of cloth—latest fall and winter styles—to select from, self-measurement blanks, and (if you mention this paper) a good linen tape measure. Or, if you cannot wait for samples, tell us about what color you like, give us your WAIST, HIP and INSIDE LEG measures, together with $3 and 35 cents for postage (or prepaid express) and packing. We guarantee every garment by agreeing to make another or **REFUNDING MONEY FOR ANY CAUSE.** The American Express Co. (capital $20,000,000) will cheerfully reply to any inquiries sent to their Boston office about us and our treatment of customers.

PLYMOUTH ROCK PANTS CO.,

18 Summer Street, Boston, Mass.



EUREKA HOME TRAINER
AND
BICYCLE STAND.

A well-made practical machine that no rider can afford to be without. Develop your muscles and keep in condition. For sale by cycle manufacturers and agents generally, price $7.50.
M. A. WOODBURY, Manufacturer,
Bradford, Pa.

Patents applied for.

ST. LOUIS WHEEL CO.

Difficult Repairing a Specialty.

Enamelling, Nickelling, Etc. at Lowest Prices

LARGEST STOCK OF SECOND-HAND BICYCLES in the WEST. WRITE FOR LIST.

MISSOURI DIVISION.

At a meeting of the Missouri Division, held Oct. 1, the following officers were elected for the ensuing year: —

Secretary-Treasurer. — J. A. Lewis, Continental Bank, St. Louis.

TOURING COMMITTEE.

Chairman. — C. H. Stone, 310 N. 11th Street, St Louis.
J. A. De Tar, Kansas City.
W. G. Sergeant, Joplin.
H. C. Lake, Clarksville.
A. C. Miller, Hannibal.

RACING COMMITTEE.

Chairman. — W. H. Wylie, 1222 Dolman Street, St. Louis.
Alex. M. Lewis, St. Louis.
E. N. Sanders, St. Louis.
E. A. Clifford, Clarksville.
E. A. Smith, St. Louis.

J. A. Lewis, *Sec.-Treas.*

St. Louis, Oct. 8, 1887.

FINANCIAL STATEMENT, OCT. 1.

Cash on hand		$162 21
Accounts receivable, good		2,147 68
" " doubtful		1,072 47
		3,382 36
Accounts payable, —		
Printing and correspondence	$1,196 13	
Divisions	1,725 18	
	$2,921 31	
		$461 05

Oct. 14. Of the above doubtful accounts, $125 have been received since Oct. 1, and it is very probable that we may get other amounts at an early date.

Abbot Bassett, *Sec.-Ed.*

OHIO DIVISION.

To Ohio Members:

Below will be found a complete corrected list of representatives, consuls, and hotels, as appointed for the current year, to date, including a number of appointments not heretofore published.

James R. Dunn, *Chief Consul.*

TABLE OF DISTRICTS AND OFFICERS, OHIO DIVISION, L. A. W.

Dis.	*Counties Included.*		*Rep. in Charge.*
1st.	Defiance.	Lucas.	J. M. Tyron, care Woolson
	Fulton.	Williams.	Spice Company., To-
	Henry.	Wood.	ledo, O.
2d.	Erie.	Medina.	R. B. Cary,
	Huron.	Ottawa.	Elyria, O.
	Lorain.	Sanduskey.	
	Seneca.		
3d.	Cuyahoga.		Geo. Collister, 147 Ontario St., Cleveland, O.
4th.	Ashtabula.	Lake.	D. B. McMullin,
	Geauga.	Trumbull.	Conneeaut, O.
5th.	Allen.	Putnam.	N. E. Matthews,
	Hancock.	Van Wert.	Ottawa, O.
	Paulding.		
6th.	Crawford.	Morrow.	H. B. Hane, Marion, O.
	Hardin.	Wyandot.	
	Marion.		
7th.	Ashland.	Richland.	A. P. Seiler, Mansfield, O.
	Homes.	Wayne.	
	Knox.		
8th.	Stark.		C. W. Keplinger, Canton, O.
9th.	Portage.	Columbi'na.	Dr. C. H. Griffin,
	Mahoning.	Summit.	Ravenna, O.
10th.	Auglaize.	Miami.	W. P. Harmony,
	Darke.	Shelby.	Sydney, O.
	Mercer.		
11th.	Logan.	Champaign.	J. W. Spahr, Springfield, O.
	Clarke.	Madison.	
	Fayette.	Union.	
	Greene.		
12th.	Delaware.	Licking.	F. W. Hughes, care Buck-
	Fairfield.	Pickaway.	eye Bug. Company, Co-
	Franklin.		lumbus, O.
13th.	Belmont.	Harrison.	
	Carroll.	Jefferson.	H. S. Francis,
	Coshocton.	Muskingum.	Urichsville, O.
	Guernsey.	Tuscarawas.	
14th.	Brown.	Highland.	
	Butler.	Montgom'ry.	W. H. Aiken,
	Clermont.	Preble.	College Hill, O.
	Clinton.	Warren.	
	Hamilton.		
15th.	City of Cincinnati.		A. A. Bennett, 6 E. Fourth St., Cincinnati, O.
16th.	Adams.	Pike.	
	Gallia.	Ross.	
	Hocking.	Scioto.	F. N. Smith,
	Jackson.	Vinton.	Portsmouth, O.
	Lawrence.		
17th.	Athens.	Morgan.	
	Meigs.	Noble.	
	Monroe.	Washington.	

Representative at large, F. L. Casselberry, Mansfield.

Town or City.	*Dist.*	*Consul.*	*Hotel.*	*Rate.*	*To L. A. W.*
Ada.	6th.	H. L. Christopher.	Young.	$2 00	$1 50
Akron.	9th.	Grant C. McNeil.	Buchtel.	2 50	2 00
Alliance.	8th.	Dr. Chas. Painter.	Russell House.	3 00	2 00
Ashtabula.	4th.	C. W. Chamberlin.	Stoll House.	2 00	2 00
Atwater Station.	9th.		Dunlap House. (Closed.)		35c. meal.
Bedford.	3d.	John A. Flick.			
Bellaire.	13th.	T. C. Cochran.	Logan House.	2 00	1 00
Bellefontaine.	11th.	E. L. Smith.	Clifton.	1 50	1 00
Bellville.	7th.	L. A. L. Fevre.	Central.		
Bowling Green.	1st.		Sherman.	2 00	1 50
Bridgeport.	13th.	John A. Topping.			
Brooklyn Village.	3d.	C. D. Andrews.			
Bryan.	1st.		Bryan House.	2 00	1 50
Canal Dover.	13th.	C. F. Baker.	Iron City House.	2 00	1 50
Canton.	8th.	Will G. Saxton (if appointed).	The Hurford.	2 00	2 00
Cardington.	6th.	Samuel Brown.	Bell House.	2 00	1 50
Cincinnati.	15th.	Charles E. Hampson.	Gibson.	4 00	3 00
Cincinnati.	15th.	M. A. High.	Palace.	3 00	2 00 & 2 50
Cleveland.	3d.		Stillman.	3 00 & 3 50	3 00 & 3 50
Cleveland.	3d.		Hawley.	2 00	2 00
College Hill.	14th.	S. M. Goodman.			
Columbus.	12th.	Ward B. Perley.	Park.	2 50	2 00
Cuyahoga Falls.			Clifford House.	2 00	1 00 25c. meal.
Dayton.	14th.	A. W. Gump.	Phillips.	2 00	2 00
Defiance.	1st.	Chas. E. Slocum.	The Crosby.		2 00
Delaware.	12th.		Donavin House.	2 00	2 00
Delphos.	5th.	A. W. Cowdin.			
Eaton.	14th.	Chas. F. Ressler.	Reiche.	2 00	2 00
Elyria.	2d.	A. L. Garford.	Beebe House.	2 00	2 00
Findlay.	5th.	Philip B. Oliver.	Joy House.	2 00	2 00
Fostoria.	2d.	A. E. Mergenthaler.	Earl House.		1
Fremont.	2d.	J. W. Pero.	Ball House.	2 00	2 00
Galion.	6th.	Chas. A. Snyder.	Central House.	2 00	1 50
Gallapolis.	16th.	Marcus Moses.	Park Central.	2 00	1 40 35c. meal.
Garretsville.	9th.	Geo. J. Dunn.	Cannon House.	1 50	1 00
Geneva.	4th.	W. C. Austin.	Tuller House.	2 00	20 per cent red.
Girard.	4th.	F. R. Goodrich.	Girard House.	1 50	1 00
Hamilton.	14th.	P. Benninghofen.	St. Charles.	2 00	1 60
Jefferson.	4th.	Sherry Fetch.	Beckwith House.	2 00	1 50
Kenton.	6th.	Perry Sagebiel.	Reese House.	2 00	1 60
Lancaster.	12th.	L. E. Miesse.	Hotel Martin.		
Letonia.	9th.	W. G. Blatt.	Hershey House.	2 50	1 50
Le Roy.	2d.	O. S. Wells.	Richards House.	1 50	1 00
Level.	14th.	H. Williams.			
Lima.	5th.	A. L. Richmond, Jr.	Lima House.	2 00	2 00
Lorain.	2d.		Farrell House.	2 00	1 50 35c. meal.
Louisville.	8th.		Carlisle House.	1 50	1 00 35c. meal.
Mc omb.	5th.	John M. Wright.	M'Comb.	2 00	1 50
Mansfield.	7th.	R. J. Balliet.	St. James.	2 00	2 00
Marion.	6th.	G. B. Schofield.	Kerr House.	2 00	20 per cent red.
Massillon.	8th.	Felix R. Shepley.	Conrad.	2 00	1 50
Medina.	2d.	Blake Hendrickson.	American House.	2 00	1 50 40c. meal.
Middleport.	17th.	H. W. Webb.	Grand View.	2 00	1 50
Middletown.	14th.	Frank A. Jones.	United States.	2 00	2 00
Millersburg.	7th.	E. E. Cary.	Central.		1 50
Morrow.	14th.		Shockley Place.	2 00	1 50
Mount Vernon.	7th.	W. M. Harper.	Curtis House.	2 00	1 50
Navarre.	5th.		Reed House.	2 00	1 50 35c. meal.
New Carlisle.	11th.	Iowa Smith.			
New Knoxville.	10th.	James Slack.	Diedrich House.	1 25	
New Lisbon.	9th.	F. M. Benner.	Hostetter House.	2 00	2 00
New London.	2d.		Gregory House.	2 00	2 00
New Philadelphia.	13th.	Geo. L. Taylor.	Exchange.	2 00	1 50
North Lewisburg.	11th.	J. N. Emlrey.	Orsborn House.	1 50	1 00
Norwalk.	2d.	Geo. F. Titus.	St. Charles.	2 00	2 00
Oberlin.	2d.		Park House.	2 50	2 50
Orrville.	9th.	Proctor Seas.	Hurd House.	1 50	1 00
Ottawa.	5th.	Chas. F. Olney.			
Oxford.	14th.		Girard House.	2 00	1 40 35c. meal.
Painesville.	4th.	George Blackmore.	Stockwell.		30c. meal.
Perrysburg.	1st.		Exchange.		
Plainville.	11th.	T. Eustus Flynn.			
Plymouth.	7th.	Frank E. Strong.			
Polk.	7th.	E. H. Field.			
Pomeroy.	17th.	Norman Horton.			
Preston.	14th.	J. L. Wakefield.			
Ravenna.	9th.	F. B. Carnahan.	Etna House.	2 00	1 50
St. Mary's.	10th.	Leroy Piper.	Decker House.	2 00	1 50
Salem.	9th.	Chase Ambler.	Gruner-Brainerd.	2 00	1 50 50c. meal.
Sandusky.	2d.	W. T. O'Brien.	Sloan House.	2 50	2 00
Seville.	2d.	O. S. Wells.	American House.	1 50	1 25
Shelby.	5th.	Edwin Mansfield.	Florentine.	2 00	1 50
Sidney.					
South Charleston.	11th.	Wm I. Musgrove.	Arcade.	2 50 & 3 00	2 00
Springfield.	11th.	Geo. Kepsay.	Imperial.	2 00	1 50
Steubenville.	13th.	J. B. Griffith.	Pratt's.	2 00	2 00
Tiffin.	2d.		Citz.	2 00	1 50
Tippecanoe City.	10th.	E. L. Crane.	The Jefferson.		2 00
Toledo.	1st.	H. E. Richards.			
Upper Sandusky.	6th.	Will B. Gordon.	Centrals.	2 00	1 50
Urichsville.	13th.	J. A. Everett.	Van Wert House.	2 00	2 00
Van Wert.	5th.	H. W. Scott.	Bennett House.	2 00	1 50
Wapakoneta.	10th.	C. E. Davis.	Park.	2 00	1 60
Warren.	4th.	C. D. Rice.	Cherry.	2 00	1 50
Washington, C. H.	13th.				
West Farmington.	4th.	M. W Hammon.	P well House.	2 00	1 50
Wiloughby.	4th.		Archer House.	2 00	1 50
Wooster.	7th.		(None.)		
Wyoming.	14th.	J. J. Archibald.	St. George.		
Xenia.	11th.	S. D. Kingsbury.	Yellow Spring House.		50c. meal.
Yellow Springs.	11th.	Dr W. H. Humphrey.	Todd House.	2 00 & 2 50	2 00
Youngstown.	9th.	L. Grove.			
Zanesville.	13th.	Chas. E. Pinkerton.			

Massillon, O., Sept. 26, 1887.

APPOINTMENT FOR CHIO.

Mr. A. O. Sloan, of Athens, is this day appointed representative for the seventeenth district, including Athens, Meigs, Monroe, Morgan, Noble, and Washington Counties.

Frank C. Meyer, *Sec.-Treas.*

Canton, O., Oct. 10, 1887.

RHODE ISLAND APPOINTMENTS.

The following appointments have been made, viz: H. L. Spencer, consul at Pawtucket; and S. Winfield Himes, consul at Phenix.

Chas. S. Davol, *C. C.*

OHIO APPOINTMENTS.

Please note the following appointments of representatives for the Ohio Division, L. A. W.: —

George Collister, third district, vice F. T. Sholes, resigned.
D. B. McMullin, fourth district.
Dr. C. H. Griffin, ninth district.
Joseph W. Spahr, eleventh district.
Walter H. Aiken, fourteenth district, vice H. S. Livingston, resigned.
N. E. Mathews, fifth district

James R. Dunn, *C. C.*

Massillon, Oct. 1, 1887.

LEAGUE OFFICERS.

OFFICERS OF THE BOARD.

PRESIDENT. — T. J. Kirkpatrick, Springfield, Ohio.

VICE-PRESIDENT. — H. W. Hayes, Cambridge, Mass.

TREASURER. — W. M. Brewster, 309 Olive St., St. Louis, Mo.

SECRETARY-EDITOR. — Abbot Bassett, 22 School St., Boston, Mass.

EXECUTIVE COMMITTEE. — T. J. Kirkpatrick, H. W. Hayes, Geo. R. Bidwell.

STANDING COMMITTEES.

MEMBERSHIP. — James R. Dunn, Massilion, Ohio; Dr. G. Carlton Brown, 40 Orchard Street, Elizabeth, N. J.; Harry H. Hodgson, 13 Carondelet Street, New Orleans, La.

RIGHTS AND PRIVILEGES. — C. H. Luscomb, 280 Broadway, New York; Winfield S. Slocum, *Herald* Building, Boston, Mass.; A. C. Stewart, Equitable Building St. Louis, Mo.

RULES AND REGULATIONS. — C. S. Butler, 263 Main Street, Buffalo, N. Y.; W. W. Share, 336 Navy Street, Brooklyn, N. Y.; W. T. Williams, Norwich, Conn.

RACING BOARD. — Dr. J. H. Cooley, Plainfield N. J.; W. M. Brewster, 309 Olive Street, St. Louis, Mo ; Chas. H. Potter, 99 Superior Street, Cleveland, Ohio; Gerry Jones, Binghamton, N. Y.; Sanford Lawton, Springfield, Mass.; Col. Geo. H. Sanderson, Scranton, Pa.

TRANSPORTATION. — Burley B. Ayres, 152 S. Hoyne Avenue, Chicago, Ill.; Fred T. Sholes, Box 93, Cleveland, Ohio; Geo. R. Bidwell, 313 West 58th Street, New York; W. S. Bull, 360 Main Street, Buffalo, N. Y.

TOURMASTER. — W. S. Bomberger, Hagerstown, Md.

BUREAU OF INFORMATION. — A. B. Barkman, Chairman, No. 608 4th Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

FOREIGN MARSHAL, Joseph Pennell, care of S. S. Morgan & Co., 22 Old Broad Street, London, England, can be appited to for information regarding roads and routes abroad by intending tourists. Always enclose stamp.

TOURING DEPARTMENT.

W. S. Bomberger, tourmaster, Hagerstown, Md.; A. B. Barkman, Bookmaster, 608 Fourth Ave., Brooklyn, N. Y.; Geo. R. Bidwell, Chief Marshal, New York; Joseph Pennell, Marshal Foreign Division, London, England; H. D. Corey, General Agent, Boston, Mass.; Fred. Jenkins, Chief Quartermaster, New Rochelle, N. Y.; Edwin Oliver, Secretary, Chicago, Ill.

The following works are officially recommended by the L. A. W. Bureau of Information:

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, advertisements. Price, 15 cents. Address C. A. Underwood, 386 Tremont Street.

L. A. W. ROAD AND HAND-BOOK OF CALIFORNIA (Official): — Officers, Consuls, hotels, and rates of California Division, California bicycle clubs and officers. Over 2,000 miles reported roads, 100 pages, tabulated form. Bound in flexible leather, $1.00. Ready Aug. 1, 1887. Address J. W. Gibson, No. 612 Hyde Street, San Francisco, Cal.

L. A. W. ROAD-BOOK OF CONNECTICUT (Official): — In progress. Address Charles G. Huntington, Hartford, Conn.

L. A. W. ROAD-BOOK OF LONG ISLAND, with the best riding within fifty miles of New York City — very thorough. Three fine maps on one sheet folded in the book, bound in flexible cloth. Price, $1.00. Address A. B. Barkman, 608 Fourth Ave., Brooklyn, N. Y.

L. A. W. HAND-BOOK OF MASSACHUSETTS (Official, 1884): — Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address S. Lawton, Springfield, Mass. New Road Book in preparation; will probably be issued early in 1888.

L. A. W. ROAD-BOOK OF MICHIGAN (Official); with best roads of Ontario and through route from Chicago to N. Y. City Sectional and general maps; lists of Consuls, hotels, repair shops, and points of interest. Flexible leather cover. Free to Division members joining before July 1; after that date, 25 cents extra. Price to L. A. W. members of other States, $1.00. Address J. H. Johnson, 197 Second Ave., Detroit, Mich. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

L. A. W. HAND AND ROAD BOOK OF NEW YORK (Official) — Two hundred pages, numerous maps, lists of Consuls, hotels, and repair shops, general information about the L. A. W. and N. Y. Division, etc., with complete indexes. Tabulated reports of 14,000 miles of roadway, extending east to Mt. Desert, Maine; west to Cleveland, Ohio; north to Quebec, P. Q., and south to the Natural Bridge, Virginia, and Washington, D. C. General description of local riding districts, and much other information of value to cyclers, bound in flexible leather. Free to Division members joining in the first quarter; 17 cents to those joining in the second quarter, ending June 30, 1887; after that date, 50 cents Price to League members of other States, $1.50 per copy. Address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

L. A. W. ROAD AND HAND-BOOK OF PA., N. J., AND MD. (Official): — Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, bound in flexible leather. This work is now out of print. A revised edition will probably appear in 1888.

RECORD BOOK OF SHELL ROADS IN VICINITY OF NORFOLK. — A description of the shell roads around the city of Norfolk. Contains in addition several pages for records of rides. Bound in paper: 10 cents. By V. Paul Ellis, Norfolk, Va.

L. A. W. HAND-BOOK OF OHIO (Official): — Complete lists of officers, Consuls, hotels, etc. Full description of riding districts and large folding road map of the State. Price, bound in flexible leather, $1.00; cloth, 50c. Address Frank C. Meyer, Secretary-Treasurer, Room 26 Saxton Block, Canton, Ohio.

ROAD-MAP OF CENTRAL INDIANA (L. A. W. Official), covering 90 miles N. and S., and 153 miles E. and W., and showing the famous Crawfordsville record-breaking district. Contains list of Consuls and hotels, and shows towns, railroads, etc. Free to Division members joining in first quarter, 13 cents in second quarter, 25 cents in third quarter, and 38 cents in fourth quarter. Price, to other League members, 75 cents. Scale of nine miles to one inch. Address Josh. Zimmerman, Secretary-Treasurer, 37 So. Alabama Street, Indianapolis, Ind.

ROAD-MAP OF NEW JERSEY (L. A. W. Official): — Three parts, Northern, Central, and Southern, folded in stift covers. Price, 50 cents each, or $1.50 for the set. Address Dr. J. H. Cooley, Plainfield, N. J.

TEN THOUSAND MILES ON A BICYCLE; A Gazetteer of American Roads. — Cloth bound, gilt top, 41 chapters, 908 pages, elaborate indexes, no advertisements. Mailed on receipt of $2 00, by Karl Kron, University Building, Washington Square, New York City, D. Analytical contents-table, descriptive circulars, and specimen pages sent free.

ROAD-MAP OF OHIO (L. A. W.). See *Ohio Hand-Book.*

ROAD MAP OF BOSTON AND VICINITY (Warren's).

MARTINET'S ROAD-MAP OF MARYLAND: — Splendid work. Price, $10.00. J. L. Smith, as below.

COLTON'S ROAD-MAP OF PENNSYLVANIA: — Three parts, Eastern, Central, Western. Price, $2.00 per section. J. L. Smith, Map Publisher, Sixth Street, above Chestnut, Phila., Pa.

ROAD-MAP (WHEELING CHART) OF SPRINGFIELD AND VICINITY. Address Henry E. Ducker, Springfield Mass.

IN AND AROUND CAPE ANN, bound in cloth; finely illustrated. The wheelmen's hand-book of Gloucester, Mass., and vicinity. Price, 75 cents. Address John S. Webber, Jr., Gloucester, Mass.

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS.— Sketches of cities towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. Address George Chinn. Beverly, Mass., price 20 cents.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$1.25,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public, or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, ruler, and ice skating."

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$1.25*** *for initiation fee and dues in the League of American Wheelmen to Dec. 31, 1887. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *P. O. Address,* .....

City and State, ...

REFERENCES: .....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

AND now racing men are retiring from the track for the season. So say the daily papers. Well, yes! We think they will all retire within a short time.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them.* After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 108 — Total 92 — 11,624.

BOSTON, Oct. 14, 1887.

CALIFORNIA DIVISION — 1. — 336.

Unattached.

16902 Cardeman, Stanley J., Riverside.

CONNECTICUT DIVISION — 2. — 626.

Meriden Wheel Club.

16892 Borst, Fred C., Meriden.

Unattached.

16876 Finch, F. A., 90 Prospect St., New Haven.

ILLINOIS DIVISION — 24. — 604.

Æolus Cycling Club.

16903 Barr, H. C., 526 Milwaukee Ave., Chicago.
16904 Bray, Thomas, 412 Carroll Ave., "
16905 Burman, C., 913 California Ave., "
16906 Carlson, A., 45 Heime St., "
16907 Dose, C. C., 232 W. Division St., "
16908 Koester, Geo. F., 766 W. Ashland Ave., "
16909 Lausten, Chas., 93 Fowler St., "
16910 Le Gros, R. C., 8 Humboldt St., "
16911 Low, J., 1 Humboldt St., "
16912 Peterson, J. W., 645 W. North Ave., "
16913 Pumb, Walter, 88 No. Franklin St., "
16914 Schuler, C. Newton, 651 W. Chicago Ave., "
16915 Smith, W. C., 930 Mitchell Ave., "
16916 Stamm, Geo. C., 42 Board of Trade. "
16917 Stege, Edw., 9 Raymond Ct., "
16918 Stege, Paul, 9 Raymond Ct., "
16919 Thomwig, C., 184 No. May St., "
16920 Ward, J., 50 Basil Ave., "
16921 Weinberger, F., 27 Ewing Pl., "
16922 Wittenberg, C., 174 Evergreen Ave., "

Capitol City Cycling Club.

16923 Walker, Robert G., 1125 South 5th St., Springfield.

Evanston Bi. Club.

16870 Farwell, H. S., Evanston.

Unattached.

16924 Naramore, M. O., 326 Bissell St., Chicago.

KANSAS DIVISION — 3. — 172.

Cloud County Wheelmen.

16894 Bond, R. T., Glasco.

Pawnee Cyclers.

16877 Hughes, Otis A., Larned.

Unattached.

16925 Murphy, C. H., 523 Kansas Ave., Topeka.

MASSACHUSETTS DIVISION — 5. — 1,299.

Lowell Bi. Club.

16853 Baker, Fred A., Box G, Lowell.

Unattached.

16871 Brooks, Rev. Arthur Anderson, Greenfield.
16854 Hopkins, Chas., 39 Cornhill, Boston.
16926 Sproat, Clinton, Taunton.
16927 Sproat, Mrs. Clinton, "

MINNESOTA DIVISION — 1. — 104.

Unattached.

16895 Swift, G. E., 1121 Washington Ave., Minneapolis.

MISSOURI DIVISION — 3. — 352.

St. Louis Cycle Club.

16878 Clark, R. B., 916 Olive St., St. Louis.

Unattached.

16896 Robbins, J. M., 2012 Tracy Ave., Kansas City.
16879 Stigers, W. A., 2125 S. 11th St., St. Joseph.

NEW JERSEY DIVISION — 4. — 858.

Elizabeth Wheelmen.

16855 McNeill, H., 518 Meadow St., Elizabeth.

Unattached.

16939 Baldwin, C. E., 9th St., Hoboken.
16940 Lynch, Frederick G., 17 Halleck St., Newark.
16941 Peck, Herbert W., Plainfield.

NEW YORK DIVISION — 26. — 2,251.

Albany Wheelmen.

16856 Sohni, Chas. J., 124 Lexington Ave., Albany.

Calumet Cycling Club.

16857 Day, Edward S., 42 Bleeker St., New York.

Citizens' Bi. Club.

16858 Hunter, Robert J., 105 East 25th St. "

Long Island Wheelmen.

16928 Horner, R. W., 143 Lefferts Pl., Brooklyn.
16929 Howe, Wm. N., 111 Rodney St., "
16930 Stafford, Chas. M., 234 Halsey St., "

Manhattan Bi. Club.

16859 Collis, Lloyd, 1055 5th Ave., New York.
16860 Kuhn, W. K., 318 W. 26th St., "
16861 Shipsey, E. J., 64 Lexington Ave., "
16862 Thistle, D. H., 524 W. 157th St., "

Syracuse Cycling Club.

16863 Butler, Wm. Allen, 89 James St., Syracuse.

Troy Bi. Club.

16931 Connor, C. E., 483 River St., Troy.
16932 Fellows, J. F., 513 Fulton St., "
16933 Geer, A. M., 171 Congress St., "
16934 Snyder, F. G., 2502 5th Ave., "
16935 Stone, A. H., Manufacturers' Bank, "
16936 Walden, L. P., 2 Keenan Building, "

Y. M. C. A. Wheelmen.

16937 Yates, Wm. J., 472 W. 34th St. New York.

Unattached.

16864 Hubbell, Paul R., 101 W. 86th St., "
16865 Schaffner, Ernest M., 76 W. 50th St., "
16938 Scudder, E. C., Jr., care Rev. H. N. Cobb, 26 Reade St., New York.
16866 Stern, Geo. T., 218 W. 48th St., "
16867 Sullivan, David C., 1045 3d Ave., "
16832 Baldwin, N. J., Cincinnatus.
16868 Slocum, G. W., care Wash. Glass Co., Ithaca.
16897 Weaver, Fred W., 434 Hart St., Brooklyn.

OHIO DIVISION — 8. — 923.

Central Wheel Club.

16869 Grever, F. H., 411 W. 9th St., Cincinnati.

Findlay Wheelmen.

16873 Van Tine, Chas., Findlay.

Unattached.

16898 Bowman, J. S., New Lisbon.
16899 Miller, L. H., "
16900 Pritchard, W. H., "
16942 Atwell, Grant C., Alliance.
16874 Cressinger, Eugene, Ashland.
16943 Linsley, A. F., Marion.

PENNSYLVANIA DIVISION — 13. — 1,689.

South End Wheelmen.

16880 Caryl, George, 1172 So. 11th St., Philadelphia.
16881 Coulter, Chas. D., 623 Siegel St., "
16882 Edwards, James, 13 No. 7th St., "
16883 Geistweit, George, 1247 So. 17th St., "
16884 Green, Jno. A., 236 Pine St., "
16885 Jackson, W. D., 1101 So. Broad St., "
16886 Kirkbride, B. H., 315 So. 7th St., "
16887 Lehman, John A., 107 So. 13th St., "
16885 McArdle, Harry, 1125 Dickinson St., "
16889 Roberts, W. W., 603 Owen St., "
16890 Young, Samuel, 1841 Christian St., "

Williamsport Wheel Club.

16875 Decker, E. J., Williamsport.

Unattached.

16944 Stout, R. Paul, 57 Market St., Bethlehem.

WISCONSIN DIVISION — 2. — 85.

Milwaukee Wheelmen.

16901 Miller, H. R., 276 5th St., Milwaukee.

Unattached.

16891 Robinson, W. J., Waukesha.

LEAGUE CLUBS.

186. — Capital City Cycling Club, Springfield, Ill. Organized as a League Club Sept. 23, 1887.

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

ADVERTISEMENTS will be inserted in this column as follows: Fifty cents for four lines, first insertion; twenty-five cents for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FOR SALE. — Butcher Cyclometer with King of the Road Lamp and attachment, for 52-inch wheel. both nearly new, cost $16. Price $10. M. H. DURYEA,
72 Williams St., New York City.

FOR SALE. — 51-inch Sanspariel, nickelled, $65, good as new; 52-inch Standard Columbia, ball bearings, $60; 52 and 54-inch enamelled Victor Roadsters, $85 each. Four big bargains. WM. TAYLOR, Topeka, Kan.

FOR SALE. — 48-inch Star, $30, balls to little wheel, new tires. SMITH & CO., Oraton Hall, Newark, N. J.

BARGAINS. — 54-inch Special Star, enamel finish, first-class order, $60: 54-inch Road Star, very little used, $40; 54-inch British Challenge, good order, $40. I. GROVER, Youngstown, O.

FOR SALE. — Columbia Light Roadster, 57-inch, nickel finish, with Lakin cyclometer, and nickel hub lamp attached, spade handles, long cranks, and one extra handle bar, dropped low for racing; spokes in large wheel somewhat rusty, also rear fork, otherwise in fine condition, for $100; also, 58-inch Rudge Racer, never hurt, for $50. Address C. H., 1420 Farnam St., Omaha, Neb.

FOR SALE CHEAP. — One Victor Safety, new; correspondence solicited. A. J. KOLP, Scranton, Pa.

WANTED. — A Singer & Co.'s "Adjunct," must be cheap for cash. I. D. LYON, 1216 Fairmount Avenue, Philadelphia, Pa.

FOR SALE. — 54-inch Rudge Light Roadster, cost $145, in perfect order; price $75; correspondence solicited and inquiries promptly answered. P. H. McKeen, 136 Madison Ave., Albany, N. Y.

FOR SALE. — Columbia two-track tricycle, in tip-top condition; best offer over $75 accepted. Address, L. A. W. 8,038, No. 1 East 39th St., New York City.

FOR SALE. — 51-inch Special N. P. Star bicycle, in unusually fine condition, has never had loose s; oke, tires good as new, machine in perfect order; price, $75 cash. C. H. HUNT, 37 No. Fourth St., Camden, N. J.

54-INCH EXPERT COLUMBIA, ENAMELLED, 1887, ridden two hundred miles; price, $90; cost $130; will exchange for 51 or 52-inch L. Roadster, as it is too large for owner; 50-inch Standard Columbia; run five hundred miles; splendid condition; price, $40. F. H. McKEE, No. Adams, Mass.

BARGAIN. — 48-inch Special Star, has been run about twenty-five miles, two thirds nickelled, in perfect order. For further information, address J. D. L., Clinton, N. Y.

A BARGAIN. — 54-inch American Sanspareil Light Roadster; cost price, $140.50; good condition; best offer over $70 accepted. For particulars, address R. S. HASBROUCK, Jr., 293 Clinton St., Brooklyn, N. Y.

FOR SALE. — 51-inch Rudge, L. R., 1887 pattern, Kirkpatrick saddle, hanger and lamp, hub cyclometer, etc: equal to new; ridden less than fifty miles; price $110; cost $153. H. C. JONES, Box 1407, New York.

FOR SALE. — 52-inch American Rudge, run 200 miles, condition excellent; best offer over $70 accepted. Victor tricycle, 1886 pattern, fine condition, $95. VICTOR R. PYLE, Wilmington, Del.

TO EXCHANGE. — Three good Violins, one eight-key D Flute, small lot of fine plated Jewelry (balance of stock), for good Safety Bicycle, Rover type or Columbia Safety preferred. Big trade for any one that can use the above.
Address, L. A. W. 9937,
Box 305, HORNELLSVILLE, N. Y.

SECOND-HAND BICYCLES. — Fine assortment. Prices $30 and upwards. Wheels bought, sold, and exchanged. Old mounts received in part payment for new. Sole New York agents for New Rapid and Quadrant Cycles. Send for list of bargains. NEW YORK BICYCLE CO., No. 38 Park Place, New York.

WANTED. — A Traveller or Columbia Tandem, in exchange for a three-track Columbia and a two-track Apollo tricycle; both machines in fine condition; correspondence solicited, 1909 L. A. W., 1817 Ridge Ave., Philadelphia, Pa.

BARGAINS IN BICYCLES AND TRICYCLES, HART CYCLE CO., No. 811 Arch St., Philadelphia. Send for our price lists of second-hand machines for comparison.

JUST RECEIVED — A superb line of Beeston Humber Crippers, everywhere acknowledged to be the finest tricycle manufactured. Send for catalogue and prices to the sole importer, L. H. JOHNSON, 401 Main St., Orange, N. J. A few good agents wanted in districts not represented.

BICYCLES, SECOND-HAND. — If you wish your wheel sold quickly, at a small commission; or if you wish a choice from the biggest list of big bargains in America, send to MANHATTAN WHEEL EXCHANGE, 49 Cortland St., N. Y.

CHEAPEST AND BEST Second-hand Wheels in the market. Send for list. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

LARGE STOCK OF SECOND-HAND BICYCLES, all sizes, always on hand, at extraordinary bargains; sole Brooklyn agents for Columbia cycles; wheels sold on Instalments. BROOKLYN BICYCLE COMPANY, 161 Clymer Street, Brooklyn, N. Y.

We don't go in for track racing very heavily, but then, you know, we are "in the swim."

AT NEW ORLEANS OUR ROAD MACHINES CAME OVER THE TAPE FIRST, IN SIX OUT OF THE NINE EVENTS.

THE CHAMPION

Also captured all, or nearly all, the Medals and Prizes at

MEMPHIS, TENN., CLARKSVILLE, TENN., AND PAOLA, KAN.

Then take that Professional Handicap at North Attleboro' the other day, when Munger won easily, with Rowe, McCurdy, Hollingsworth, and others in the field. Munger rode an ordinary LIGHT CHAMPION, while all his competitors were on 21-pound wheels. The LIGHT CHAMPION took first in every event at Parker, Dak., on September 17, ridden by Frank Montelius.

There's no use talking, the bearings are bound to get there, even if the machine is heavy and made for the road, and when one does ride the CHAMPION on the road, he simply says "MY! it's the easiest running wheel I ever saw." A further acquaintance with the American Cycles can be had by applying for our catalog.

GORMULLY & JEFFERY MFG. CO.

CHICAGO, ILL.

LARGEST AND ONLY CYCLE MANUFACTURERS IN AMERICA OWNING THEIR OWN PLANT and PREMISES.

THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED WEEKLY.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, OCTOBER 21, 1887. | VOL. V. No. 16. WHOLE NUMBER. 121.

EASTERN ROAD RACE.

25 MILES.

Boston and Vicinity, Saturday, Oct. 8, 1887.

[*ALL OF THE MAKES OF HIGH GRADE MACHINES REPRESENTED.*]

WON BY

FRANK CARMEN, of Cambridgeport Bicycle Club, on an

EXPERT COLUMBIA.

Time, 1.34.29. BEATING LAST YEAR'S RECORD.

SECOND POSITION

By R. G. BEAZLEY, of the Chelsea Bicycle Club, on a

COLUMBIA LIGHT ROADSTER.

Time, 1.34.29 1-5.

POPE MFG. CO.

79 FRANKLIN STREET - - - BOSTON.

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THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

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A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith.

Members should be careful to notify the EDITOR promptly of any change in their residence, giving their old as well as new address. Great care is taken with the mailing list. All changes received after Tuesday night can not be attended to until the following week, as at that time the list goes to printer for revision. Members who write for back numbers will have them forwarded on Friday, our regular mailing day.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

THE regular fall meeting of the Board of Officers, L. A. W., was held in New York the present week, and is fully reported in these columns.

HARMONY prevailed, and although all the measures were not passed upon unanimously, there was no dissatisfaction expressed at results.

THE Board rejected the amendment offered by the Racing Board anent road racing, and will continue to pursue its policy of disapproval and non-interference.

FOR the first time in the history of the League, the Board has failed to confirm a member appointed to its body. The majority of those present felt that a man who has recently been removed from the Board for malfeasance was not the man to be accepted as a member again, and many proxies were received, with special instructions to vote against his confirmation.

INCIDENTAL to the meeting, a great deal of work was done by the Executive Committee and the Committee on Reorganization. Plans for the future were mapped out, and the present financial condition of the League was carefully considered.

WE are invited to a "smoker" to be given by the Omaha Wheel Club, and the invitation comes on a very pretty silver card. We do not doubt the boys will have a good time, but we don't smoke, and we should'nt be happy in a room where every other man was smoking. We have prejudices in favor of pure air, and we don't care to spend much time in a smoke-saturated atmosphere. When we go to a smoker, we will spend our evening in the banquet hall.

FALL MEETING, BOARD OF OFFICERS.

THE regular fall meeting of the Board of Officers, L. A. W., was held in Parlor A, Grand Union Hotel, New York City, on Monday, Oct. 17, at 10 A. M.

The first business in order was the appointment of a Committee on Credentials. President Kirkpatrick appointed Dr. C. S. Butler, of Buffalo, N. Y.; C. S. Davol, of Pawtucket, R. I., and E. T. Pettengill, of Washington, D. C.

They reported thirty-one members personally present, holding seventy-two proxies, all in proper form. Report received.

The Secretary-Editor then read the list of chief consuls appointed by the president and the list of representatives appointed by chief consuls of the States, all of which have been published in the BULLETIN.

Dr. Butler, of Buffalo, moved that all the appointments be confirmed, except that of John A. Wells, of Philadelphia, appointed representative for Pennsylvania by Chief Consul Jessup.

Mr. S. Jackson, Jr., of Philadelphia, called for a statement of reasons why Mr. Wells should be refused confirmation.

Chief Consul Jessup said that he had been requested by the Pennsylvania Club to appoint Mr. Wells. The Club is a large and influential one, and he felt that they deserved recognition of this kind. He had made the appointment for the good of the division and in the interest of peace and harmony. He hoped to see Mr. Wells confirmed.

Dr. Butler's motion prevailed. All of the appointments were confirmed except that of Mr. Wells.

The roll was called, and the following members were shown to be present: —

President Kirkpatrick.
Secretary-Editor Bassett.
District of Columbia. — Chief Consul Pettengill.
Massachusetts. — Chief Consul Hayes. Representatives, Dr. W. H. Emery, W. R. Maxwell, J. B. Seward, Geo. W. Parker, A. W. Robinson.
New Jersey. — Chief Consul Dr. J. H. Cooley. Representatives, Dr. G. C. Brown, Dr. A. J. Wright, Dr. F. A. Kinch.
New York. — Chief Consul, Geo. C. Bidwell. Representatives, E. J. Shriver, John C. Gulick, Knight L. Clapp, Frank Egan, M. L. Bridgman, A. B. Barkman, Chas. H. Luscomb, Chas. Schwalbach, Joshua Reynolds, F. R. Adriance, C. S. Butler, W. W. Share, W. J. Gilfillan, George M. Nisbett, A. I. Barton.
Ohio. — Chief Consul, J. R. Dunn.
Pennsylvania. — Chief Consul, Geo. A. Jessup. Representatives, S. Jackson, Jr., J. J. Van Nort, Col. Geo. Sanderson.
Rhode Island. — Chief Consul, C. S. Davol. Representative, H. L. Perkins.

Reports of officers and committees were submitted as follows: —

SECRETARY-EDITOR.

Gentlemen of the Board of Officers, L. A. W.:

The Secretary-Editor presents for your consideration at this time many facts and figures calculated to show the financial condition of the League, its membership, and its prospects for the future.

Including the applicants published Oct. 7 and 14, we have now a membership of 11,624, apportioned among the States as per the annexed table: —

Our financial condition, so far as this office is concerned, is shown by the financial statement published in BULLETIN of Oct. 14, dated Oct. 1, as follows: —

Cash on hand	$162 21	
Accounts receivable, good	2,147 68	
Accounts receivable, doubtful	1,072 47	
		$3,382 56
Accounts payable.		
Printing, correspondence	$1,196 13	
Division	1,725 18	
		2,921 31
Balance		$461 05

If all the doubtful accounts could be collected, we should have a balance of $461.05, as above, to turn over to Treasurer Brewster, and this sum would not, we fear, pay all the bills he has on hand. Since Oct. 1, we have collected $125 of the doubtful accounts, and there is good prospect that we shall get more; but if all the accounts prove worthless, we cannot meet our obligations by the sum of $486.42 in addition to the liabilities which the Treasurer can exhibit.

The policy of the Secretary-Editor has been to pay all bills held by creditors outside the organizations, and to throw upon the Divisions the financial burdens we are obliged to bear. We have to conduct the office with no capital outside these debits, as it is impossible for a business concern to collect all its bills from month to month, and the money goes out as fast as it comes in.

It will be remembered that we took charge of the affairs of this office when the League was several thousand dollars in debt; that we had to assume and carry out contracts for advertising made at prices less than cost; that we have faithfully carried out these contracts, and that we have good progress towards solvency. We are encouraged to believe that we can put the League upon a good financial basis at an early date after the opening of the new year, though we cannot hope to improve upon our condition during the months between this and January, 1888. We shall sink some money on the BULLETIN during these coming winter months, for they are the dullest of all the months of the year so far as advertising goes.

We have printed and circulated, thus far in 1887, 429,200 copies of the BULLETIN, a number larger by 99,350 than was printed during the same months of 1886, and the expense of printing these has been less by $271.73 than that of 1886.

We have many plans to save money during the next year, and it is fair to presume that our outgo will be materially decreased. New plans of registration have been approved by the Executive Committee, and these will simplify matters at the office and save not a little in the way of clerk hire. We are in hopes that the Board, in its wisdom, will vote to change the rule relating to the annual election of consuls and representatives, and save to the League a very large amount formerly spent in printing and postage.

Other schemes are on foot, all of which are in the interest of economy. We cannot believe that we shall have the extraordinary expenses that we had to meet during the early part of 1887, and we are encouraged to think that 1888 will see us out of many of our difficulties. I wish to state here, that I am indebted to the officials of the State Division for the consideration shown me, and the patience with which they have waited for remittances. We have sent money where it seemed to be most needed, and we have kept on hand no more than was absolutely necessary. We shall have to ask them to bear with us a little longer, and to expect much of the future.

ABBOT BASSETT, *Secretary.*

TABLE showing the number of League members to Oct. 14, including the names published in the BULLETIN of Oct. 7 and 14. These latter do not fully qualify till two weeks after date of publication. Figures at the left show the numerical position of States based on membership. Non-division States are in italics.

		No.	Reps.
36	*Alabama*	7	0
34	*Arkansas*	12	0
9	California	336	6
28	Colorado	40	0
6	Connecticut	626	12
32	*Dakota*	20	0
29	Delaware	34	0
20	District of Columbia	97	1
34	*Florida*	12	0
30	*Georgia*	28	0
39	*Idaho*	3	0
7	Illinois	604	12
12	Indiana	233	4
15	Iowa	145	2
13	Kansas	172	3
21	Kentucky	96	1
25	Louisiana	69	1
17	Maine	125	2
11	Maryland	272	5
3	Massachusetts	1399	25
10	Michigan	276	5
19	Minnesota	104	2
30	*Mississippi*	3	0
8	Missouri	352	7
37	*Montana*	5	0
18	Nebraska	115	2
16	New Hampshire	129	2
5	New Jersey	858	17
41	*New Mexico*	1	0
1	New York	2250	45
35	*North Carolina*	9	0
4	Ohio	923	18
40	*Oregon*	2	0
2	Pennsylvania	1689	33
14	*Rhode Island*	171	3
41	*South Carolina*	1	0
22	Tennessee	85	1
31	*Texas*	23	0
33	*Utah*	14	0
22	Vermont	92	1
24	Virginia	83	1
26	West Virginia	56	1
23	Wisconsin	85	1
27	Wyoming	42	0
40	*Arizona*	2	0
37	*Austria*	5	0
41	*Bermuda*	1	0
35	*Canada*	9	0
38	*England*	4	0
41	*France*	1	0
38	*Nova Scotia*	4	0
	Total	11624	213
	Renewals	7725	
	Renewals, since become life members	12	
	Life members of 1886	30	
		7,767	
	Applicants, 1887	3857	
		11,624	
	Members of the Board of Officers: —		
	Ex-Officiis	10	
	Chief Consuls	51	
	Representatives	213	
		274	

Treasurer.

To the President and Board of Officers of the League of American Wheelmen:

Gentlemen: — I respectfully beg leave to submit the following memorandum of the transactions of the treasurer's office from June 1 to date: —

June 11.	Cash from Sanford Lawton	$326 94
July 14.	Cash from League Meet Ent. Committee	258 03
Aug. 4.	Cash from Secretary-Editor	360 00
	Total	$944 97

I have paid out on bills approved by the Executive Committee, as follows: —

June 18.	S. Lawton, expenses to St. Louis	$64 62
18.	T. J. Kirkpatrick, expenses, postage, etc.	7 70
18.	N. M. Beckwith, expenses	18 34
Aug. 9.	Jas. L. Yopp, balance due on the N. C. case,	200 00
9.	A. B. Barkman, expenses, postage, etc.	5 30
Sept. 20.	Geo. R. Bidwell, expenses, Boston, Aug. 14,	18 00
20.	Geo. R. Bidwell, expenses, Uniform Committee	35 00
	Total	$348 96
	Balance on hand	$596 01

Of the amount on hand, $225.00 belongs to the Reserve Fund, and I have invested it in certificate of the Continental Bank, drawing interest at the rate of four per cent per annum. This leaves $371.01 actually on hand and available for the payment of current bills.

I have on hand the following bills, duly approved by the Executive Committee, viz: —

	Jno. C. Gulick, fees, expenses, etc.	$340 45
	T. J. Kirkpatrick, printing, etc.	14 25
	T. J. Kirkpatrick, expenses President's office	92 65
	Total	$447 35

W. M. Brewster,
Treasurer.

Membership Committee.

To the President and Board of Officers, of the L. A. W.:

The Committee on Membership beg to submit the following report: —

After our appointment, we took such steps as we could to obtain possession of the books and papers belonging to this committee, and through the President's efforts, finally secured the documents from Mr. Hill, the former Chairman, who, under date of June 2, forwarded them (without books or records, however), to the President. Among these papers, we found several protests, which we have reason to suppose were acted upon by Mr. Hill, in 1886. Among those awaiting action, we found the resignation of E. M. Aaron, of Philadelphia, dated April 9, which we accepted. The following protests were also found awaiting action, viz.: F. T. Andrae, Milwaukee; H. T. Burpee, New Bedford, Mass.; Robert H. Ehlert, Chicago; Prof. Cyrus, G. Focht, Gettysburg, Pa.; Jas. B. Ferguson, Princeville, Ill.; H. A. Keplinger, of Fort Wayne, Ind.; E. K. Lowe, Newport, Ky.; and Henry A. Stewart, Gettysburg, Pa.; and request for expulsion, G. L. Schneider and E. B. Andrews, of Williamsport, Pa.

The following protests have been filed with the present committee: John M. Troy, Suffern, N. Y.; Chas. M. Ostrander, Poughkeepsie, N. Y.; Albert F. Brooks, Washington, D. C.; M. O. Spring, St. Louis, Mo.; and request for expulsion of eight members of the Camden Wheelmen for non-payment of dues, etc.

Your committee have recommended the admission of the following: F. T. Andrae, E. Kinney Lowe, Robert H. Ehlert, J. B. Ferguson.

The following protests have been withdrawn: Albert F. Brooks and H. A. Keplinger; and the application of Prof. C. G. Focht was also withdrawn.

The following protests were sustained by your committee, viz.: C. M. Ostrander, M. O. Spring, and the following members of the Camden Wheelmen: K. P. Ashley, Levi Hurst, George L. Barker, and B. Royal, who have failed to reimburse their club for League dues paid for them. The cases of John M. Troy and H. T. Burpee are still undergoing investigation. No action was had in cases of requests for expulsion of J. L. Schneider and E. B. Andrews.

Respectfully submitted,
James R. Dunn,
G. Carleton Brown,
For Membership Committee.

Rights and Privileges.

To the Board of Officers, L. A. W.:

The Committee on Rights and Privileges submit the following report:

The usual number of inquiries as to the right of the American wheelman to blow a calliope whistle, and to permit his aggressive and awe-inspiring bicycle to occupy roadway when a road hog is in the vicinity, have been received and answered.

It is still apparent that in many sections of this country the wheelmen must battle, not only for his rights, but often for his personal safety as well.

It does not seem to occur to the average road hog that there is no legal difference between using his horse and wagon as a weapon wherewith to assault a human being, and the use of a club for the same purpose. The fact that the victim happens to be on a wheel, instead of on his feet, does not alter the status of the case.

Of course, it requires time and frequent pounding to compel these gentry to recognize the rights of others besides themselves to the public highways.

It is sometimes extremely difficult to overcome the desire to apply directly to the person of the offender the only argument he is capable of fully comprehending; but unfortunately (in this respect) we are not a League of prize fighters, and it would not be profitable to the good standing of the L. A. W. to recommend frequent and unceremonious scrimmages.

The present Committee received from its predecessor only the unfinished North Carolina Wilmington turnpike case. In this case the North Carolina Supreme Court, in a long opinion, sustaining the Court below, held that a man should not ride a bicycle, where it frightened horses and caused injury through the failure of the horse to understand that the wheel was not an infernal machine and would not explode.

The judges, however qualified their opinion in so far as to hold that the discretion of roadway commissioners must be exercised within proper limits only, and the reasonable interpretation of the decision would be that when wheeling becomes more common and less calculated to alarm and frighten horses, the question may be again raised, with a fair chance of securing proper recognition of the cycler's rights, especialy as the Court declares "that there may be occasions, or times, or seasons when bicycles may be used on the roads."

This sapient utterance, taken in connection with the remainder of the opinion, would indicate that the "occasions or times or seasons" when the bicycle might venture forth from its lair would be when the lordly horse was enjoying his repose in the seclusion of his private stable.

In the present state of development, however, in North Carolina the sense of propriety of the horse must be duly respected, and care taken not to disturb him during his reflective moods.

This decision and the grounds upon which it was based, together with the financial condition of the treasury, and the small League membership in Alabama, were the moving reasons controlling the committee in its action on the Mobile Bay Beach road matter.

This came before us upon the report of Mr. W. W. Crane, of Louisiana, who was denied the right to ride a bicycle upon the road in question.

It was recommended that the wheelmen in Mobile endeavor to secure a limited privilege upon the road mentioned, and when the popular prejudice became somewhat less, by reason of the greater familiarity of horses with bicycles, and the probability of accidents therefore lessened, a contest for the rights of wheelmen could be maintained with far greater likelihood of success. This very question of frightening horses, practically determined the North Carolina case against us, and if in every instance, litigation be resorted to, only after some headway shall have been made against popular prejudice, the most dangerous and persuasive argument of our opponents would be wanting.

The case of Mr. Robertson, of Beatrice, Neb., who was imprisoned and fined for riding upon a public street, in violation of an ordinance of the City Council, prohibiting the riding of bicycles upon certain streets, received the attention of this committee.

The District Judge, having discharged Mr. Robertson, holding the ordinance to be unconstitutional, the City Council determined to carry the case on appeal to the Supreme Court of Nebraska. The matter was admirably presented to this committee by the Chief Consul of that State, and we were enabled to take speedy action upon it.

On the approval of the Executive Committee, it was determined to employ counsel, and join issue with the city authorities of Beatrice, on appeal, and the Chief Consul of Nebraska was thereupon directed to proceed without delay.

This case reached a very satisfactory ending, without further litigation, as the Beatrice City Council repealed the objectionable ordinance and withdrew their appeal.

This committee took notice officially of the bill introduced in the New York legislature, defining the rights of wheelmen and prohibiting unjust discrimination against them, and one of its number attended and spoke in favor of the bill, at the hearing before the Governor of New York, and further assisted the State committee, whenever opportunity could be found.

The committee has been in considerable correspondence with the Chief Consuls of Michigan, Nebraska, Kentucky, North Carolina, and New York upon various matters of wheeling and League importance in their several States.

The unfortunate unfamiliarity of our League officials with the contents of our By-Laws and the duties of their offices was strongly demonstrated by the action of a local consul, who informed this committee by letter, that a boy aged fifteen, having left his bicycle in the street gutter, where it was subsequently run over and injured, he — the local consul — had taken official cognizance of the case, and engaged counsel to represent the League, and further requesting the Committee on Rights and Privileges to authorize him to maintain an appeal should it become necessary, stating that he had not time to acquaint the committee more fully as to the facts, etc. The consul was politely instructed as to the proper course to be pursued in all such cases, and the powers and duties of a consul kindly pointed out to him. The sequence was an impertinent letter, with the usual reference to red tape, criticism of the L. A. W. and an expressed intention of not further troubling the committee.

This matter is only adverted to because of its force as an example, to point the necessity for careful selection and instruction of subordinate officials. The possibilities and probable result, should a few score of local consuls suddenly benome possessed of a like inspiration to take cognizance of, and engage counsel on behalf of the League for the many small cases of injustice to wheelmen, constantly arising, without duly reporting the same to the proper officials for investigation and action, furnishes us an illustration so instructive that the necessity for caution is at once apparent.

The work of the committee has been seriously embarrassed by the lack of available funds wherewith to maintain and progress the cause of wheeling where unduly restricted: and it must labor under this disability until the National Treasury is in condition to warrant us in declaring an offensive campaign wherever and wherever the road hog or the antiquated legislator, magistrate or municipal officer attempts to set himself in the way of the freedom and progress of the wheel.

It is recommended:

I. That cases of minor importance, like the ordinary road collisions, where no general question of importance to the rights of the fraternity at large is involved, be primarily conducted by the State Divisions, reporting to, and using this National committee as an advisory office.

II. That there be created and maintained in the office of the Rights and Privileges Committee, a reference library, compiled from Statutory enactments and Court decisions in the several States, upon the road laws and the rights of wheelmen.

III. That the question of road improvement deserves the immediate attention and action of the L. A. W.

And in this connection, that united action by wheelmen and owners and drivers of horses, should be sought, and legislation attempted in every State, and continued until the work is accomplished.

This unity of interest and action in the wheelman and his natural enemy, should make them allies and friends, and so solve peacefully and effectually the long struggle of right of way upon the public highways.

Dated, New York, Oct. 17, 1887.

The Committee on Rights and Privileges, L. A. W.
Charles H. Luscomb.
Chairman.

Racing Board.

Mr. President and Members of the Board:

The amateur rule is so thoroughly well understood, and the penalty for violation so certain to follow, that during the past five months only six protests have been entered upon charges of professionalism, and so far as investigated have been dismissed, as the charges were not sustained. Racing men who had previously lost their amateur standing, have shown an inclination to repent and return to the fold and obey the amateur rule. Thomas Stevens, Frank Hentz, Charles Marsden, Willie Haradon, C. H. Smith, C. E. Kluge, and J. B. Ferguson have been reinstated.

National championships have been located and won as follows: —

Half-mile Bicycle. — Williamsport Bicycle Club; won by W. E. Crist; time, 1.21 2-5.

One-mile Bicycle. — Cleveland Bicycle Club; won by A. B. Rich; time, 2.47 1-5.

Two-mile Bicycle. — Wilkes Barre Bicycle Club; won by W. E. Crist; time, 6.52 2-5.

Three-mile Bicycle. — Detroit Bicycle Club.

Five-mile. — New Jersey Division; won by J. W. Powers; time, 16.25 1-5.

Ten-mile. — Central Cycling Club, Junction City Kansas; won by F. S. Ray.

One-mile Tricycle. — Cleveland Bicycle Club; won by A. B. Rich; time, 3.27.

Shortly after its appointment the attention of your Committee was called to the question of Road Racing, by a circular letter of President Kirkpatrick, addressed to all the members of the standing committees, and the replies, twenty in number, were placed before the Racing Board, with the request that such action be taken and such rules passed as would effectually control racing upon the public highway. In looking into the matter it became at once apparent that if the League exercise any jurisdiction whatever, it must be that of prohibition. The policy of the past has been that of non-interference, and although it may have been expedient, it certainly has not been in accord with the letter and spirit of the amateur rule, which says: "A cyclist ceases to be an amateur by competing with a professional in public, or for a prize." The rule does not say that it shall be on a race track, nor does it say that it shall not be upon the public highway. Under the policy of the past, members have been allowed to disregard the amateur rule, and no questions asked. Shall we exercise jurisdiction and make rules to regulate and restrict road racing which is acknowledged and understood to be unlawful? To do this we must depart from all the traditions of the League, and nullify the Constitution, which declares that the League of American Wheelmen is organized to ascertain, insure, and protect the rights of wheelmen under the law. We cannot regulate the unlawful acts of our members, for to regulate would be to encourage, and in that we would become accessory before the fact. It has been suggested that road racing might be permitted where consent of the authorities can be obtained. We are certain that in New Jersey (and that State is perhaps more grievously afflicted with road racing than any other), no such power is vested in the road overseers, or in the Board of Chosen Freeholders, and the only effect of such permission would be to indemnify any person injured, and you will find that they will be very slow to do that. The abutting property owners have no right to grant you the privilege, for once a road is accepted by the Board of Freeholders, it is no longer under the control of the property owners, but becomes public property and dedicated to the public use. Certain persons are appointed to attend to the construction and repair, but their power extends no further, except to see to it that they are kept in a safe and passable condition. Recognizing road racing to be illegal, the Racing Board does not deem it expedient that the League should recognize road racing, or that it should permit a few of its members to jeopardize its interests by unlawful acts. Your Committee has adopted the following rule, to be known as rule K: Road racing, being unlawful, is prohibited. Any member taking part in an organized race upon the public highway, shall for the first offence be liable to suspension for such a time as the Racing Board may determine; upon a second offence he shall be expelled from the League, and recommend that, if it meet with your approval, the necessary changes be made in the By-Laws, giving us authority to carry it into effect.

Respectfully submitted,
J. H. Cooley,
Chairman.

Report of Bookmaster.

To the Board of Officers, L. A. W.:

Gentlemen, — The Bookmaster would briefly report that the principal work of his department, since his appointment, has been the answering of numerous letters of inquiry, chiefly regarding roads and routes, the majority of which have been from members of the Western Divisions or prospective tourists in that direction.

The great increase in the number of persons undertaking extensive tours has made apparent the necessity of compiling such information as is obtainable regarding the main through routes between the important cities of the country, with a view to the publication, at some future date, of a national road book of through routes.

In this direction considerable preliminary work has been accomplished; and with the aid of the Chief Consuls of the various States, it is hoped that some substantial results may be obtained during the coming year.

The majority of the important Divisions have already published, or have in progress, satisfactory road books; but in many of the lesser Division no attempt has as yet been made toward the compilation of road information. It is therefore recommended that all the Divisions who have not done so, be urged to organize some system for the gathering and recording of road information; that in case the Division be unable to print the same, it may be on hand for use in a national road book, or for the purpose of answering inquiries, or for use by the "Bureau of Information."

Inquiries are frequently received from isolated wheelmen regarding the L. A. W., its objects, benefits, etc. It would be a great convenience if the League would provide a suitable circular to be mailed to such applicants. Such a circular would be inexpensive, save considerable labor, and be far more explanatory than the average manuscript letter, and would, I think, result in much good.

The necessity of a new addition of the hand book is very apparent, and I would recommend that the League take steps to issue one at an early date.

Respectfully submitted,
A. B. Barkman,
Bookmaster and Chairman, Bureau of Information.

Oct. 17, 1887.

The amendment offered by H. W. Hayes, and published in Bulletin of Sept. 30, was passed. It reads as follows, and simplifies the system of the election of members of the Board by a ballot in the Bulletin, and doing away with sending ballots to each and every member. The new rule reads as follows: —

Section 1. During the month of March, each year, the Secretary shall cause to be printed in the official organ a voting blank for Chief Consuls and Representatives, together with a statistical table, showing the number of Representatives each State is entitled to. And there shall also be published in the Bulletin, at the same time, full and explicit directions to members regarding the votes which are to be sent to the Secretary-Editor, and full and explicit directions from the Chief Consuls of States where special regulations governing the ballot have been adopted.

Dr. J. H. Cooley offered on behalf of the Racing Board the amendment prohibiting racing on the highway under penalty of expulsion from the League.

In this connection resolutions and protests were sent in by the Hudson County Wheelmen, the Union County Wheelmen, and the Elizabeth Wheelmen, all of New Jersey.

A long discussion took place, and finally the Board adopted the following resolution, which was offered as a substitute to the amendment by C. H. Luscomb: —

Road Racing.

Resolved, That organized races by wheelmen upon the public highways are unlawful and prejudicial to the best interests of the League of American Wheelmen;

Resolved, That the League strongly disapproves road racing, and earnestly urges upon its members that they refrain from participation therein or encouragement thereof;

Resolved, That officers of the L. A. W. should not identify themselves with road racing by acting in an official capacity in such road contests.

All recommendations in the reports of committees were referred to the Executive Committee, with power.

Adjourned at 1.23 P. M.

FROM A FEMININE POINT OF VIEW.

North Shore Tour, II.

Whizz! Saints preserve us, how we fly! I was rushing down a steep and rocky hill on the front seat of a tandem. The Duke of Wellington was on behind, holding the brake with an iron grasp. The party was watching us with awestricken faces. Mr. Gage was dancing wildly about, shouting, "A crown of laurel to the hero who saves them." Young Mr. Spencer was sketching the scene. The tourmaster was rushing after us on foot. A great rock has fallen from the mountain and obstructs our path. "Stop us, duke, or we perish." Too late. Crash! Bang! I make one desperate leap for safety. Pshaw! It is but the summoning club of the call-boy sounding on the panel of the door. I had been dreaming, and was awakened suddenly by the summons to breakfast. The club of the call-boy lacks the poetry of the clarion crow of the chanticleer, but it arrives at its destination just the same.

The second day of the ladies' tour was ushered in under the most favorable circumstances. The clerk of the weather had bade fair skies to gently smile upon us, and had prevailed upon the atmosphere to make our pathway hard and smooth. This was to be the days of all our days the choicest. We knew there were great hills to climb and soft roads to travel, but we carried in our minds only the down grades and the hard roads, and delighted in the joyful anticipation of the scenery magnificent.

Over the breakfast table we exchanged experiences of the night. The duke had been quartered over the dance hall and directly above the bass viol. He dreamed of thunderstorms, and his dreams transferred the rolling of the surf into a howling cataract. The Masons were over the piano, and were lulled to sleep to the music of "White Wings" and "Rock a Bye, Baby." The tourmaster was over the piazza, and was forced to drink in the soft and saccharine utterances of young lovers who had sought the seclusion that the piazza grants. But all this ended at the witching hour of midnight, and then the deep breathing of the tourists mingled with the beating of the waves upon the beach.

Procrastination is indeed the thief of time, Mr. Young, and the thieving wretch made many successful raids upon us. There was confectionery to be bought, photographs to be taken, and walks upon the beach to be indulged in. Our machines gave us little trouble. We left them at the door of the hotel at night, and Martin, the knight of the tool box, stabled them, oiled them, cleaned them, and delivered them to us at the door the next morning. Take this hint from our experience, all ye who tour in large companies, and take a man along to do this service for you.

The photographer caught us with his camera on the steps of the hotel. It was not the only picture. I think we were taken some forty times, including a separate picture of each couple. The Boston papers came to us with the first day's tour fully set forth. How lucky it was that we did n't go far from a paper. Put a gentleman out of reach of his morning journal and behold a most unhappy and altogether unsatisfied being. We got the papers, and the gentlemen were beaming all over with satisfaction.

We are off. Thirty-two in the party, not including the driver and mechanic, the horses or the dog. The thirty-two are all that appear on the roster, but the others count at dinner.

Gloucester is a pleasant place indeed, but it is very pleasant to get away from it when one is a-wheel. There is very much sand, and very often a palpable suggestion of decayed fish in the air. But it does not take many revolutions of the pedals to carry us beyond the borders of the town made famous by the visit of Deacon Foster, who went to Gloucester in a shower of rain, and we are soon at Beaver Dam. We know it is Beaver Dam, because it says so on a great stone barn; but we have never yet seen the dam.

Just beyond Beaver Dam we had a photograph taken. The Duke was full of spirits, — not alcoholic nor etherial, — and regaled us with his conversation till the photographer told him to hold his mouth still or it would be taken going. He talked no more. Here we decorated our wheels with bittersweet, alder and bayberry.

Rockport, with its great hill, its granite quarry, and its pickled limes, gave us much entertainment. We discreetly walked the hill, and at the summit we stood upon the grand arch and looked far down below us into the great opening with its high palisades of granite, and we thought how many magnificent buildings now rear their walls to accommodate the business of mankind, and to beautify cities by reason of these great granite storehouses whose treasures have lain idle for centuries till man came and tore the rocks piecemeal from their beds, and fashioned them to his needs. And how many more graceful shapes and ponderous architectural stones now lie sleeping in these mountains of granite waiting for the chisel to awaken them to their uses. The gentlemen bought all the pickled limes to be had in Rockport, and the party was refreshed and reinvigorated.

Now, we go by Pigeon Cove and beyond to Folly Cove. Here we dine. The barge goes for water, and the great hamper is thrown open. We are sitting on a high hill just above the rocks which fringe the shore. Halibut Point is on our right, and the rocky headland hides Hoop Pole Cove from our view. Folly Point is on our left, and within the embracing clasp of these two lies Folly Cove. Far out to sea we can see white wings just above the horizon, while in the foreground fleet schooners are bending their proud hulls beneath the pressure of a land breeze which kisses their sails. A lobster man in his dory is gathering in his pots just below us. In the air above, the sea gulls float, and occasionally dart into the waters to catch the unwary fish that has ventured near the surface. A flock of ducks passes over, and we watch them till they go from our sight. Meanwhile, the hamper is lightened. Young Mr. Spencer sits upon a post and sketches the party. He catches the Secretary on a rock with a handful of Irish moss, and down upon the book goes the Secretary. The Doctor's wife has brought a mysterious bundle from the hotel. Not even the Doctor has been able to make her tell what it contains. And now we find out. It is a pillow, and Mrs. Doctor gets her postprandial nap upon the grass. There is a fight for the pillow at first, but the party finally leaves her in peaceful possession, singing a lullaby to soothe her to slumber, and clambers over the rocks, drinking in the view. Artist Gilbert gets a fine sketch of the cove.

The tourmaster's whistle sounds, and we must be off. The songstress carries a bottle and administers a tonic to the weaker ones. The Secretary tries to drink lying down and gets an eyeful. Some facetious one suggests that he has had a drink of Rock port, and the dog whines.

And now for Lanesville. As we approach it our ears are greeted with the sound as of artillery. Are they giving us a salute? No, it is another quarry, and gunpowder is serving mankind in the useful arts, not strewing the fields with carnage. We stop to see the quarry, and then on again. We have left the rocky shore, and now we are enjoying inland waterscapes and landscapes. We lose the road that would have taken us by the great boulder and over the rustic bridge at Lobster Cove, and we save a mile of wheeling, but the saving does not compensate for the loss, and we are somewhat disappointed. We wheel over Goose Cove, by Mill River to Riverdale. It was here that William Shakespeare took his header, but he saved his Bacon. Excuse me, it is the atmosphere.

Under the trees at Willow Road we ride in ecstacy. The sun is behind the hills, the foliage is all aglow with brilliant shades, and the bending willows gracefully arch the road above. Young Mr. Spencer draws his sketch book and goes to work. Artist Gilbert enjoys the view, but his sketch book remains in his pocket. "Webber 's got that in his book; I don't want it," is his remark. Mr. Gilbert would never enjoy a chromo.

The tourmaster halts us and gives us a position in line. We are getting back to Gloucester, and we must enter town in good military order. The Pavilion receives us. We are in high spirits. The ride has been one long to be remembered. The fun has been great. Fatigue has failed to visit us. And now, your Grace, the Duke of Wellington, bring forth those who will entertain us, and let them be heard.

Our concert was a colossal artistic success. Our artists were Mrs Chas. Hopkins, guitarist, vocalist, reciter, and impersonator; Miss Hattie Stearns, guitarist, vocalist, pianist; Mrs. Southwell, reciter; Miss Gertrude Howard, reciter, and Mr. C. N. Barker, 'celloist and baritone.

The instrumentalists and vocalists gave us some very choice concerted pieces well rendered. Mrs. Hopkins sang very finely "The Drum Major," and had to sing it again, and she recited "The Chinese Question," in costume, and several other selections. Miss Stearns exhibited a beautiful contralto voice in several solos, and gave us the "Siege of Sebastopol" on her guitar. Mr. Barker was a host in himself, with his 'cello and as a soloist. Mrs. Southwell and Miss Howard read selections with good taste.

The entertainment gave great satisfaction, and the various members received a great deal of well-merited applause. We went to the theatre one night of the tour, and we got an enter tainment far inferior to this little affair of our own. The Duke of Wellington was master of ceremonies, and he was abundantly equal to the task.

And now the quiet ones of the party retire to their rooms, while the noisy element gathers about the piano for an overflow concert. They overflowed till past midnight, and we of the quiet contingent tried in vain to sleep. And now another good night, and another chapter is closed.

Daisie.

A RUSH

FOR

THE NEW MAIL!

Since making our offer below, many wheelmen have improved the opportunity of a year to obtain one of these superb wheels, by exchanging their old mounts. Our offer remains open but very short time longer!

GET ONE WHILE YOU CAN.

SPECIAL OFFER.

Our NEW MAIL, through the year, has had an EXTRAORDINARY DEMAND. We have been behind orders since the opening of the season till hot weather set in. Now, as the most active bicycle season is past, though the best riding weather is in the autumn, we have decided to offer for a short time only a few of these SUPERB NEW MAILS in exchange for others. This we have persistently refused to do heretofore, as the demand was so great. Wheelmen desiring to exchange their present old mounts for a

NEW MAIL, WITH TRIGWELL BALL HEAD AND PERFECTION BACKBONE,

will please give us a description of the old wheel and their estimate of value. This offer is for no length of time, as we do not care to place many in this way. But few more to be exchanged. WRITE AT ONCE.

WM. READ & SONS,

107 Washington St., Boston.

LETTER FROM BROOKLYN.

THE all-absorbing topic of conversation in the clubs at present is the coming interstate road race, and, from present indications, election day will see the largest and most enthusiastic assemblage at Orange that has yet turned out to do honor to this great semi-annual struggle. From what can be learned, there will be changes in all the familiar teams, and important ones, too; but whether the changes will be for the better or worse remains to be seen. The Kings County, who are generally looked upon as the winners, will ride without Valentine, who is at present said to be riding but little and out of form. It is generally supposed that Val's repeated failure to secure first place is the real reason of his not riding; but this, I think, is a mistake Rumor had it that Rich was to ride in Val's place, but this has been contradicted; in fact, since Rich joined the Citizens, it has been generally understood that he had withdrawn from membership in the Kings County Wheelmen. The Elderans lose their old champion, Greenman, who, since his marriage, has almost given up riding. They still have Bradley, who did so nobly at the last contest, and they speak of a dark horse whom they say is even better than Bradley. These two, together with Schoffer and Hornbostle, will probably constitute their team, and it will be a very good one. The Hudson County Wheelmen are evidently intending to make a grand effort to retrieve their past hard luck, and secure first place if possible. Stenken rides with them of course, and the rivalry between him and Hall of the Kings County Wheelmen will made an exciting race for first honors. Kluge, who has bu recently been readmitted to the league as an amateur, is to make an attempt to ride in the team of the Hudson County. Unless I am mistaken, the rules of the association provide that no person can compete unless he has been, for three months previous to the day of the race, an active member of the club for which he rides. I fail to see how Kluge can ride under this rule, when he was a professional or a promateur about three weeks ago. I am informed that he will be protested, and also that he will ride under protest; in which event, some interesting developments may be looked for.

The Brooklyn Bicycle Club are to have a hundred-mile road race on Saturday, Oct. 29, the course to be on Long Island, probably on the Jericho Pike from Jamaica to Jericho, fifteen miles straight-away. Hawkins, Todd, and Waters are working hard for the event, and a lively race is anticipated.

Harry Hall, of the Kings County Wheelmen, is to be seen in the Park almost any afternoon, practising on the West Drive Hill, for the coming road race. Wilson, of Schwalbach's Brigade, generally makes pace for him, though he is occasionally accompanied by one of his clubmates Harry has fire in his eye, and evidently means business. The trial for first honors between him and Stenken will be a contest worth witnessing. BON.

THE OWL.

IT will bring a pang to many a fair one's heart when they learn that Kennedy-Child has at last centred his affections on one of their number, and will in consequence thereof bestow his hyphenized cognomen upon a fair daughter of Boston. This is, I think, the first intimation in print of the near approach of this happy event, and is, I assure you, official and correct. Boston's postmaster may, in consequence of this, prepare himself for a deluge of missives from all over the world, the fair writers of which will upraid the fickle and talented Child for his perfidy. One of these will be from a young lady he met no later than the recent New York State Division's meet at Cooperstown, and if he is as wise as I am prone to think he is he will just kind of dodge anything from that fair one, as her hair has more than a faint suspicion of that color that causes one intuitively to look around for a white horse, and such lasses are not noted for sweetness of temper.

IT has been one of the few unpleasant results of my long and intimate association with wheelmen to be often brought into contact with their ingratitude and parsimony towards their benefactors; but in no case have I seen such a glaring exhibition of this as in their failure to respond to the call for aid from Chief Consul Bidwell to enable him to meet the expenses incurred by the State Division in its recent battle for the passage of the "Liberty Bill," which was the great legal battle and victory for wheelmen. There are estimated to be in this district from eighteen hundred to two thousand wheelmen, about six hundred of whom are members of the L. A. W., and they have contributed to date about $290 towards the $800 needed by the State Division to pay off the indebtedness incurred in its fight for the benefit of these two thousand gentlemen, who have shown their appreciation of it by an *average contribution of less than fifteen cents per man*. Could anything more clearly stamp the parsimonious *personnel* of these individuals than this? These same gentlemen were willing though to pay *five times this amount* for a badge that an unjustly discriminating Park Commission forced them to wear when they passed through only a *small portion* of the park, and now that they have secured to them the free use of *all* of the roads they offer in return to pay for it only *one fifth* the amount per capita that they were formerly glad to expend for only a small portion. Here's logic and generosity for you!

CAN any wheelman ride through Central Park, and thus make use of the labor and money of others, and, without aiding same, consider himself a gentleman? If so, then please consider me out of this category of gentlemen. A little closer inspection of the source of this $290 is interesting. One hundred of it comes from the New York Club, about thirty dollars is from the Citizen's Club members, individually, which will be followed later by a club contribution of $300, I am informed. Now, this leaves just $160 as the sum representing the patriotism of the remaining 1,800, of the two thousand wheelmen estimated to be in the city. It shows that the Harlem wheelmen, Manhattan wheelmen, and Y. M. C. A. Club, as clubs, care nothing for the privileges given them by the passage of the bill, nor for the honor of the State Division, that stands in jeopardy through the non-payment of the debt it contracted in their behalf. It may be claimed by these clubs that they have contributed individually. Well, then, perhaps they did, but they have only $160 to divide between themselves and the remaining four hundred division members in the city, and it will not prove flattering to either their patriotism or their generosity. What is the consequence of this? The divis on treasury is bankrupt, the hands of its officers tied, while their hearts are discouraged at so flattering a proof of the appreciation of those they have labored to benefit. Bad as this is, it is not the worst. I am in possession of the proofs of the determination of the Park Commissioners to offer an amendment to the Liberty Bill, at the forthcoming session of the Legislature, excepting Central Park from the freedom of road use guaranteed elsewhere by the enactments of the bill. To meet this, we have what? A division bankrupt and in debt, officers dispirited and disheartened by the apathy of those benefited; and the result can only be overwhelming and irredeemable defeat, and the victory it has taken us seven years of struggle to gain will be swept away in a moment. Can it be, that this army of wheelmen will stand idly by and see such a thing happen? And it will happen just as sure as I pen this article, if they do not, like men, come together and present an unbroken and defiant front to their common enemy. One more point, and I am through. When it became necessary to retain competent aid to secure the passage of the bill, it could only be obtained by the Chief Consul becoming personally responsible for the payment of the bills. This he did, and to-day finds him, gentlemen, through your generosity, in a position to put his hand into his pockets to the tune of two or three hundred dollars to pay *your* indebtedness, for such it must be considered, since it was contracted in your benefit. Will you sit supinely by and see him do this, or will you individually assume it yourselves, as you should? It is to be hoped that, for your own honor, you will adopt the latter course, and relieve the division from the cloud that at present rests upon its fair name. The country has its eyes upon you, and awaits your decision with no less interest than does your friend, THE OWL.

ST. LOUIS.

BELDING and Prof. Stone rode to DeSoto last Sunday, the 25th, on their 1887 Safeties, accomplishing the distance, 45 miles, in 6.03. The actual riding time, deducting an hour for dinner, was 5.03, which they both triumphantly announce as a record. "All these years of my active cycling," says the professor, "I have been yearning for a record, and now I've got one. Suppose it is divided with another, it's a record. Let 'em call me 'Henry and his little velocipede;' if I can get there, that's enough." His allusion to "Henry" arose from the fact that in a recent run to Fenton with the Missouri Club, he was a participant on a Safety, and some joker dubbed him as "Henry and his little velocipede." Belding, who, on his Star, has for years been at the tail end of the average run, is wonderfully elated, and has the temerity to publish an inclination to meet Greenwood over the same road.

THE growing popularity or prominence of the wheel have so far forced themselves upon the benighted editor of the *Globe-Democrat* which has slighted and insulted wheelmen so often, that Monday last it published a cut of the scene on the boulevard the day before, when the carriages were all trying to keep up with the President's vehicle. In the foreground was a bicyclist lapping the hind wheel and existing in the full light of a rather impossible smile from the Chief Magistrate. So one by one the roses fade. In the same account it made the laughable error of resurrecting the Ramblers and making them parade before the President's house Sunday morning. The paraders were a mixed detachment of Cycle and Missouri club men, who having found a bundle of flags left by the G. A. R. at Forest Park, formed an impromptu parade at the pump and rode back to the city where they proceeded to the Mayor's residence in Vandeventer Place, and made so many pretty evolutions that President Cleveland, who was nearly ready for church, stepped to the door and nodded to the group

I HAVE a little incident about the Fair Ground boycott, which will interest every one who attended the League Meet. At that time prohibition was removed because of a very vigorous protest from the committee, who threatened to make a public protest if the visitors were n't allowed to ride inside the grounds Maybe you did n't know of this before, but it is correct all the same. Well, the grounds were opened for the two days of the meet *but* after that were closed as tight as ever against wheels. During the Fair just closed, a wheelman, through a friendly gatekeeper, managed to get his machine through, and rode it inside. The management interrogated every keeper to find who had been guilty, for the purpose of chopping off his head, but they could n't locate him, so he escaped. But the next day that bike stayed outside. I just mention this to let the wheelmen of St Louis know that when they ridicule the narrow-mindedness of other cities, they must n't forget the beam in their own eyes.

CHIEF CONSUL DUNN, of Ohio, was in the city last week and was taken around to see the elephant. He attended the Veiled Prophet's ball, saw the parades, shook hands with Grover, and then was given a "full dress" dinner at the Planters by half a dozen of his friends and their wives. OMEN.

QUAKERTOWN QUILLINGS.

I SEE by the last BULLETIN, Mr. Editor, that John A. Green, one of our first really good Star riders, is again an applicant for League membership. Mr. Green is universally and deservedly popular with the wheelmen, and will be a welcome addition to the ranks, if admitted.

The bicycle races at the sports of the Chester City Cricket Club were well contested, and of course the most interesting portion of the programme. The sports were given last Saturday at the Club's grounds on Twelfth Street, with a good attendance. The one-mile handicap fell to R. P. Bernard, of Lehigh University, to whom the handicapper had been exceedingly liberal; J. J. Potter, of the Camden Club, took second place. Bernard captured the two-mile handicap, but when he came to buck up against H. B. Schwartz, of Reading, in the mile scratch, it was an entirely different matter. Schwartz is a flier of the liveliest kind, and on Thursday last he and F. M. Dampman, of Honeybrook, Pa., with Richard Dallett, of the Tioga Club as a pace maker, tackled the record from Paoli to 52d street, on the Lancaster pike, recently lowered, as first reported in these columns, by McDaniels, of Wilmington. Wells and Synnesvedt, on a quadrant tandem, were given five minutes start over the course (16 1-2 miles) and the pair succeeded in making a 58.05 record for the three-wheeler. Schwartz got in to the tune of 52.05, beating McDaniels' record by one minute and thirty-five seconds. Dampman rode well, and gained rapidly on Schwartz for the last mile, making up two hundred yards or more, and finishing in 52.07, hardly thirty feet behind. Dallett, who started merely as a pace maker, kept it up and did fifty-six minutes dead; not at all bad for the smiling Tioga infant, within a week or so of changing from a fifty-five to a fifty-three inch machine. The West Phila. races,

THE TEST OF TIME

Adds to the esteem in which **VICTOR CYCLES** are held. LIGHT ROADSTER, TRICYCLE and SAFETY, all give evidence of expense in time and money applied to their production. More distinctive points than any others, and no change except for improvement. Nothing too expensive for VICTORS. Send for Catalog.

OVERMAN ✣ WHEEL ✣ COMPANY,

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SECOND-HAND BI TRI CYCLES.
Large Stock! Many as Good as New! Bargain List FREE upon application!
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OLD MOUNTS
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For New Rapids and Quadrants. We are prepared to make exceedingly liberal allowances.
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BICYCLE STAND.
A well-made practical machine that no rider can afford to be without. Develop your muscles and keep in condition. For sale by cycle manufacturers and agents generally, price $7.50.
M. A. WOODBURY, Manufacturer,
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MEDALS & BADGES
MADE FROM ORIGINAL DESIGNS
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League Uniforms.

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OFFICIAL CONTRACTOR.

These are the prices: Coat, $6.20; Knee Breeches, $4.34; Shirt, $1.95; Hose, 80 cts.; Cap, 84 cts.; Delivered without extra cost to any part of the U. S. where there is mail or express service.

Regulation League Cloth, Burlington Mills, $2.18 a yard; League Buttons, large, 5 cts. each; small, 2 1-2 cts., full set for suit, 55 cts. Uniform sent C. O. D., privilege of examining, and ONLY TO LEAGUE MEMBERS. We do not pay delivery charges on cloth.

All orders must be accompanied by League Number.

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L. A. W. BADGES.
For **Gold Pins** of the Official Design, send direct to
CHAS. H. LAMSON,
177 Middle St., Portland, Me.
The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges**, $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.

Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; G. R. Bidwell, 313 West 58th Street; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.

YANKEE ENAMEL,
The Latest and Best.
Put up and for sale by
BENNETT & HALE,
112 ORANGE ST., NEW HAVEN, CT.
Price Per Bottle, with Brush, 50 cts.

A full line of cycling sundries always on hand. We have an extensive Repair Shop, and pay particular attention to difficult repairs on bicycles and tricycles.



L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1 00.

Ira Perego
128 and 130 Fulton Street, and 87 Nashua Street,
NEW YORK.

Send 2-cent stamp for our new 52-page illustrated catalogue.

REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels.

SEND FOR CATALOGUE OF OUR WHEELS.

MURRAY'S
100 Sudbury St., Boston, Mass.

BEFORE YOU BUY A BICYCLE OR GUN
Send to **A. W. GUMP, Dayton, Oh o,** for ILLUSTRATED NEW AND SECOND-HAND PRICE LIST. Bicycles repaired and nickeled. Second-hand **BICYCLES, GUNS and REVOLVERS taken in exchange.**



DAYTON BICYCLE STAND AND CAMP STOOL
Can be used as a stand or stool; used for cleaning; adjusted to different size wheels. Price **$3**, delivered free of express to any point east of Omaha. Patented by A. W. GUMP, Dayton, O.

under the supervision of "Chris," Mac Owen, begin to look like success. One new idea is that it shall be distinctively local in its attractions, but one race being given in which a "foreigner" can enter. It is announced that if this meeting is successful, the track will be raised at the corners and "given a coat of cinders." We pray deliverance from the *cinders*, but raising the corners is a necessity if the track is ever to be a track, and if improvements are in order, the shape of the course could be advantageously attacked. However, with proper care and attention to the surface, a good time can be had on the 27th, and wheelmen should give the meeting the support that anything Mr. Mac Owen fathers deserves.

The Century will give their smoker on the 27th inst. A jolly time is assured. On Tuesday, Oct. 11, Mr. H. B. Hart, founder of the Hart Cycle Company, and the pioneer dealer in wheel goods in Philadelphia, was married to Miss Gertrude A. Crocker, of Vineland. Mr. Hart has the *hearty* congratulations of his many friends, who are indebted to him for their sturdy Columbias

On Saturday, 22d inst., the annual fall sports of the University will be held at the groun 's, 37th and Spruce. The events will all be interesting, and the bicycle events particularly so, as W. J. Wilhelm, of the Reading club; J. Fuller, Dental University of Pennsylvania; John J. Bradley, S. E. W.; Frank J. Beechtold, H. J. McArdle, S. E. W., and Louis J. Kolb, Med. University of Pennsylvania, will be in the race. Many Pennsylvania men believe Kolb to be the winner. He was recently defeated by Wilhelm, and there is every prospect of a close and fast race for blood. My idea is that Kolb will find the old man from Reading a little more than he can handle, despite the laudatory opinions of the Pennsylvania men.

PHACTO.

NEW ORLEANS NOTES.

171 St. Joseph Street knows the New Orleans Bicycle Club no longer. The club has moved, and is now duly installed in its new quarters, No. 178 Baronne Street, which place was remodelled specially for the use of a cycle club, and is consequently well equipped with the many conveniences which go to make club life comfortable. There was no regular house-warming, the nearest approach to it being the annual election, which occurred on the 3d inst., and resulted in Edward A. Shields rising from a high private to a full-blown president. When Mr. Shields is absent Frank Fenner will preside, having been elected vice-president. Harry Fairfax will keep the records and handle the cash, and Ben C. Rea will lead the boys on all their runs during the ensuing year. George Dear Gaudry will hold down the first base, — lieutenancy, I mean, — and if Charles H. Fenner ever returns from a seemingly never-ending summer vacation, we will bask in the sunshine of his smiles while he learns of election to the second lieutenancy. Bob Abbott will guide his mates over the worst spots in the road, and then ride hands off and grin while they get up and brush the flies and dust off; and Samuel M. Posen Patton will toot the bugle for another year whenever occasion requires. Gentlemen, congratulations. No, thanks, never drink anything stronger than bicycle punch.

WE did it. The developments are full and complete, and the pin now nestles snugly in the centre of Chief Consul Hodgson's scarf. It was at a special meeting of the Louisiana Cycling Club on the 10th, after two new members had been elected and an invitation to the New Orleans Bicycle Club to join in the club's run and "sugar cane eat" on the 27th inst., authorized, the presiding officer arose and told Mr. Hodgson in substance, that his many efforts in advancing the interests of the wheel had stamped him as a true and faithful "worker," that his work had been appreciated, and his name endeared to that portion of the local wheel world which recognized and admitted true merit"; and "I am happy to be able to state," added the speaker, "that the Louisiana Cycling Club is numbered with that class, but, as action speaks more forcibly than words, the members of club ask me to act for them and present to you this little trinket as a token of their sincerity. It cost considerably less than a thousand dollars, but such gifts are measured by the feelings which prompt, not by the value of the article itself." The cheery Harry H. responded in a neat little speech, full of gratitude and commendation and encouragement to the club, and when the time for the Division meeting arrived every one felt the better for the little act of the few minutes before.

BI.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

STEVENS EXPLAINS ABOUT *OUTING*.

EDITOR BULLETIN: — *Dear Sir*, you were quite right in pointing out in last week's BULLETIN, *Outing's* shortcomings in the matter of unfulfilled promises. I am quite ready to admit that an explanation is due from me, or at least, from somebody, to members of the L. A. W. As you suggested some time ago, there are doubtless many members of the League who subscribed for the magazine on the strength of the promises made, when I returned from the journey around the world, that there would be a revival of cycling literature in its columns. It is no more than reasonable that these subscribers should want to know why these promises have not been kept.

It is highly probable, also, that many a reader has associated *Outing's* delinquency in this respect, with my own name. Very naturally so, too. What more natural than to attribute some of the blame to the decline of the magazine's cycling department, to its "cycling editor," pray? In justice to *myself*, I ought to have explained long ago; but anything savoring ever so slightly of "personal grievances" are, I know, a bore to others.

The fact of the matter is: *Outing* has not had any cycling editor for the past five months. I might dilate upon the why and wherefore of this, perhaps to the enlightenment of many wheelmen who remember the "pomp and circumstance" of my own installation therein a couple of months earlier. As this is a matter of persons, however, rather than of public interest, I deem it best at present to merely clear myself from possible suspicion that I am in any way to blame for the non-fulfilment of *Outing's* promises.

Outing's good genius was sadly remiss in her duty to the cause of cycling when she permitted the magazine to pass into the control of the erratic and unreliable individual who blazoned forth so pompously as its "Editor and Proprietor" a few numbers back. The "New York Management," Mr. Editor, of the magazine, has consisted solely of this same "Editor and Proprietor" and his own "quips and fancies." No one else is responsible in the least for broken promises. Indeed, delusive promises, made only to be broken, have been that slippery party's chief stock-in-trade, so far as my experience goes; and were it not that he is now virtually at the end of his managerial string, I should not feel like predicting any fixed policy for *Outing* in the immediate future. I understand, however, that henceforth the management will be in competent hands.

Anyhow, I can promise wheelmen subscribers, for certain, that the art department of the magazine will be improved at once and that the November number will contain the next chapter of Around the World on a Bicycle. I had a talk with the new management the other day, and received the assurance that it is their intention to make every effort to regain the *prestige* among wheelmen that has been lost by the suicidal policy of the last few months.

There is no denying that *Outing* has done noble work for the cause of wheeling in the past; and, given proper support, there is no reason why it should not do it in the future also.

Sincerely,
THOMAS STEVENS.

JERSEY.

YOUR proof-reader or typo, made Kluge's time in the ten-mile road race read 35.05. It should read a minute faster.

LAST Wednesday's meeting of the Elizabeth Wheelmen was an important and interesting one. In addition to the full discussion of the road-racing question, there were several presentations of medals. Ex-Captain Martin in a witty speech awarded medals for century runs, to S. J. Berry, Jr., E. J. Runyon, F. C. Gilbert, and Walter Leary; also a medal to W. H. Caldwell, one for being the first to beat three minutes on the road, he having ridden a mile in 2.56. At the conclusion of his remarks, the Ex-Captain was surprised to have Secretary Pennell step forward and present him with a gold-headed cane from the club as a token of his labor in its behalf, during his long service as captain. He, however, soon recovered his presence of mind, and thanked the members for giving him a prize he had not won, in spite of his many efforts to gain distinction.

THE Elizabeth Wheelmen will have a lantern parade on the 20th. The Roselle Ramblers, Plumfield Bicycle Club, Orange Wanderers, and Atalanta, Union County, and New Jersey wheelmen will assist.

SAICH, the veteran bicycle maker, has severed his connection with the King wheel, and is building a machine after an idea of his own.

THE Oranges were well travelled on Sunday. Among the clubs out was a large delegation from a Philadelphia club. There were several ladies in the party. Some of the King's County men were on the Irvington-Milburn road watching five of the candidates for the team taking a fifteen-mile trial scorch. Kluge has taken up his training quarters at the Irvington Hotel, and has a ten-mile spin morning and afternoon. Others of the racers will join him there shortly. The ex-amateur Star champion is celebrating his return to amateur ranks by doing some wonderful pedalling on a crank, and proving that the Star is not the only road machine, even over the Irvington-Milburn course.

JER. C.

Oct. 17, 1887.

THE DISTRICT DIVISION.

AT a division meet held Tuesday, Oct. 11, much enthusiasm was manifested, and several important questions discussed, and resolutions adopted tending to an awakening of interest in League matters in our division.

The report of the Secretary-Treasurer showed something like $35 in the treasury, after paying all bills incurred by the committee in charge of the reception during the May drill, and $15 due the division from the Secretary-Editor.

It was decided to hold meetings of the division on the first Saturday in each month hereafter, to give a run to Cabin John Bridge on Thanksgiving Day, and to have a League dance at an early date, — all with a view to increasing our membership, which is now nearly a hundred.

A committee on new constitution was appointed and set to work.

A chronicler for the division was appointed, with instructions to write up League matters in the local and wheel press.

The question of posting our roads with signboards was discussed at length, and the matter of our jurisdiction over Maryland territory, in the immediate vicinity of the district, was also considered. It was decided to open correspondence with Maryland division officials on this subject, as well as with reference to the appointment of League hotels at Cabin John Bridge and Marlboro', our two favorite runs.

A membership committee was appointed "to inquire into the standing of every applicant for membership in the District Division," and in this connection a protracted discussion arose; but as Chief Consul Pettengill will bring that matter before the Board meeting next Monday, I will refrain from comment.

As a result of all this, you may expect to hear more of our little division in the future, and I trust that what I may be called upon to chronicle will be in the nature of good tidings indicating progress and enthusiasm.

CODCLAW.

H. C. WALLACE, and Eugene Heeley, of Scranton, Penn., made a century run of one hundred and two miles in twelve hours on Oct. 9. Actual riding time, nine hours.

LIEUTENANT J. L. SPEARS, of the Rhode Island Wheelmen, recently raced on his bicycle from Trinity Square to Rocky Point against steam yacht Eudora, which ran from Hill's Wharf to the Point. The bicycle made the distance by road in forty-nine minutes, and beat the yacht twenty-four minutes. The distance is twelve miles.

SEPT. 30, A. L. Bower brought the world's tricycle record for one hundred miles down to 6.9.26, riding a "Beeston Humber Cripper," on the C. P. track, in wind and rain. He also lowered the one hundred and fifty miles time to 10.18.29 2-5. A wonderful performance.

HE spurts fastest who spurts last. — *Cyclist.*

VICTORS!

Easiest Hill Climbers, —— Fastest Coasters.

STIFFEST, STRONGEST AND HANDSOMEST!

You will make a mistake if you buy without seeing them. Send for Catalog.

OVERMAN WHEEL CO., MAKERS OF VICTOR BICYCLES, TRICYCLES AND SAFETIES, 182-188 COLUMBUS AVENUE, **BOSTON.**

The ten-mile race from East Haven Four Corners to Branford, and return, for members of the New Haven Bicycle Club was run Oct. 13, and was won by H. C. Backus. Time, 42 30. C. E. Larum was second in 43 30, and W. H. Hale third in 44.30.

THE Portland (Me.) Wheel Club took possession of its new headquarters in Bever Block, Oct. 13.

SAMUEL B. STERLING, of Bridgeport, Conn., started last Monday, to ride to Florida. He will take four weeks for the trip. He will remain in Florida all winter, and then ride home. His address will be 95 West Forsyth Street, Jacksonville, where he will be glad to meet wheelmen.

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

ADVERTISEMENTS will be inserted in this column as follows: Fifty cents for four lines, first insertion; twenty-five cents for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FOR SALE.—One Royal Crescent Tandem Tricycle, run but very little and good as new in every way, not marred in the least. Will sell for one hundred and seventy-five ($175) dollars *cash*. W. E. PEIRCE, 41 Superior St. Cleveland, Ohio.

FOR SALE.—Special Rover, new; Springfield Roadster, good as new; Star, 48-inch, latest pattern, second hand; one ball-bearing crank (English) 52-inch, second hand. Box 73, New Knoxville, O.

48-INCH SPECIAL STAR, SILENT RATCHETS, in excellent condition; $60 takes it; pattern of 1886. B x 65 Norwalk, O.

FOR SALE.—52-inch 1887 Victor Light Road ter, has been ridden very little, and is as good as new; price $100 cash. R. J. SCOFIELD, Naugatuck, Conn.

FOR SALE.—New 1887 Columbia Light Roadster tricycle for $135 cash. Address HENRY PURINTON, Detroit, Mich.

BICYCLE.—58-inch, full-nickelled Expert, ball pedals, in good condition; price $25. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

BICYCLE.—54-inch Expert, full nickelled, ball pedals, cow-horn bars, and in excellent order. $80. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

FOR SALE.—A 45-inch 1887 model Star. H. W. ROBINSON, 10 Salem St., Charlestown, Mass.

SINGER STRAIGHT STEERER TRICYCLE, NEW, 1886, cost $180; nearest approach to absolute perfection, enormously increased rigidity, twisting strain removed, straining leverage of handle bar reduced one half. 210 Quincy St., Brooklyn, N. Y.

STOLEN.—Star bicycle, No. 1,680; number is at head of steering bar; 48-inch back wheel, 22-inch front wheel, both wheels enamelled, frame nickelled, hollow frame, hollow rims, hollow levers, spoke cyclometer, Star step; examine the number of every Star wheel you do not know; if it is 1,680, get a reward of $25 by returning to A. W. IVES, 490 Brush St., Detroit L. A. W. number 4,211.

FOR SALE.—51-inch Sanspariel, nickelled, $65, good as new; 52-inch Standard Columbia, ball bearings, $60; 52 and 54-inch enamelled Victor Roadsters, $85 each. Four big bargains. WM. TAYLOR, Topeka, Kan.

FOR SALE.—48-inch Star, $30, balls to little wheel, new tires. SMITH & CO., Oraton Hall, Newark, N. J.

BARGAINS.—54-inch Special Star, enamel finish, first-class order, $60; 54-inch Road Star, very little used, $40; 54-inch British Challenge, good order, $40. I. GROVER, Youngstown, O.

FOR SALE.—Columbia Light Roadster, 57-inch, nickel finish, with Lakin cyclometer, and nickel hub lamp attached, spade handles, long cranks, and one extra handle bar, dropped low for racing; spokes in large wheel somewhat rusty, also rear fork, otherwise in fine condition, for $100; also, 58-inch Rudge Racer, never hurt, for $50. Address C. H., 1420 Farnam St., Omaha, Neb.

FOR SALE.—51-inch Special N. P. Star bicycle, in unusually fine condition, has never had loose spoke, tires good as new, machine in perfect order; price, $75 cash. C. H. HUNT, 37 No. Fourth St., Camden, N. J.

BARGAIN.—48-inch Special Star, has been run about twenty-five miles, two thirds nickelled, in perfect order. For further information, address J. D. I., Clinton, N. Y.

SECOND-HAND BICYCLES.—Fine assortment. Prices $30 and upwards. Wheels bought, sold, and exchanged. Old mounts received in part payment for new. Sole New York agents for New Rapid and Quadrant Cycles. Send for list of bargains. NEW YORK BICYCLE CO., No. 38 Park Place, New York.

WANTED.—A Traveller or Columbia Tandem, in exchange for a three-track Columbia and a two-track Apollo tricycle; both machines in fine condition; correspondence solicited, 1909 L. A. W., 1817 Ridge Ave., Philadelphia, Pa.

BARGAINS IN BICYCLES AND TRICYCLES, HART CYCLE CO., No. 811 Arch St., Philadelphia. Send for our price lists of second-hand machines for comparison.

JUST RECEIVED—A superb line of Beeston Humber Grippers, everywhere acknowledged to be the finest tricycle manufactured. Send for catalogue and prices to the sole importer, L. H. JOHNSON, 401 Main St., Orange, N. J. A few good agents wanted in districts not represented.

BICYCLES, SECOND-HAND.—If you wish your wheel sold quickly, at a small commission; or if you wish a choice from the biggest list of big bargains in America, send to MANHATTAN WHEEL EXCHANGE, 49 Cortland St., N. Y.

For Sale, Cheap!

BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. O. P. Drawer 64.

ST. LOUIS WHEEL CO.

Difficult Repairing a Specialty.

Enamelling, Nickelling, Etc. at Lowest Prices

LARGEST STOCK OF SECOND-HAND BICYCLES in the WEST. WRITE FOR LIST.

JOHN HARRIOTT.

MEDALS AND BADGES,

—— ALSO ——

Bicycle Club Pins of Every Description.

Designs on application.

3 Winter Street - - BOSTON, MASS.

BICYCLES ON EASY PAYMENTS.

New Rapid, American Champion, Star, Rival, Otto, and other Bicycles and Tricycles sold on easy payments, with no extra charge, except for interest. Prices guaranteed as low as the lowest. Low freight and express rates to all points. Large stock of accessories, including all latest novelties. Nickel-plating and repairing.

SECOND-HAND WHEELS

bought for cash, taken in exchange, and sold on instalments. Liberal discounts to agents. One of the largest stocks of new and second-hand wheels in America; rarely less than 200 wheels on hand to select from. Send for large illustrated catalogue and latest descriptive second-hand list and terms of easy payments; of interest to every actual or prospective wheelman. Correspondence solicited.

GEO. W. ROUSE & SON, 25 G Street, Peoria, Ill.

Kingston Knitting Co.

27 Kingston Street - - BOSTON, MASS.

MANUFACTURERS OF

Knit Worsted and Woollen

ATHLETIC GOODS

In all the popular styles of the season.

Bicycle Outfits in Jerseys, Jackets, Tights, Pants. Stockings and Caps to match.

Full Body Tights in Plain and Ribbed Jersey Cloth, with Plain and Fly Fronts, re-enforced, and pockets.

POLO and TENNIS OUTFITS,

With Caps to match.

L. A. W. JERSEY UNIFORMS,

Very stylish, with Knee Pants, Stockings and Caps. These garments we also make in English Navys, and Blacks, and Colors.

The **Cloth** for all of our suits we manufacture ourselves, and it is unsurpassed for quality and durability.

Many novelties in Toboggan and Sporting Goods, in Plain, Striped and Figured Guernseys. Toques and Sashes for ladies and gentlemen.

We are prepared to execute any orders from the trade or clubs at very reasonable prices. Correspondence solicited.

THE FIRST SHOT IS FIRED, GENTLEMEN,

And FRANK DINGLEY makes a big hole in the ONE HUNDRED MILE WORLD'S RECORD, At Lynn, Sept. 22d. He knocks everything from 51 miles up.

Time: 5 Hours, 38 Minutes, 44 1-5 Seconds.

Eleven minutes better than the English track record, and twenty-five minutes better than the American track record. The latter by IVES on a Racing Wheel.

DINGLEY USED OUR ORDINARY LIGHT CHAMPION.

They all say the same thing, the Bearings-

GORMULLY & JEFFERY MF'G CO. . . CHICAGO, ILL.

"THERE are no flies on these roads," said a tourist on the North Shore roads the other day. "Just wait till the snow flies," said his companion.

THE PATH.

PLUM CREEK, NEB.—Races under the auspices of the Plum Creek Bicycle Club at the second annual fair of the Dawson County Agricultural Association.

FIRST DAY.

Quarter-Mile Club Championship.—First heat: W. B. Branson (1), 44 3-5; H. V. Temple (2).

SECOND DAY.

Second Heat of Quarter-Mile Race.—F. L. Temple (1), 49; P. J. Jeffries (2).

One-Mile Handicap.—Dunlap 35 yds. (1), 3.16; Branson, 35 yds. (2).

Half-Mile Dash, J. S. Prince and Horse.—Prince (1), 1.33 1-4.

THIRD DAY.

Third Heat Quarter-Mile Race.—E. Dunlap (1), 46; P. Jeffreys (2).

One-Mile Open.—Dunlap (1), 3.14; Temple (2).

Half-Mile Hands Off.—C. Gilmore (1), 1.42 1-4; Jeffreys (2).

Fourth Heat, Quarter Mile.—F. L. Temple (1), 41 4-5; Dunlap (2); Branson (3).

Two-Mile Lap.—Briggs (1), 7.20; Hewitt (2).

One-Mile Club Championship.—Temple (1), 3.22 1-4; Dunlap (2).

OFFICIAL ANNOUNCEMENTS.

RHODE ISLAND APPOINTMENTS.

PLEASE announce the following appointments:—

CONSULS.

J. H. Cross at Westerly, R. I.

HOTELS.

The Briggs Hotel at Phenix; The Dixon House at Westerly.

CHAS. S. DAVOL, *C. C.*

WARREN, Oct. 11, 1887.

NEW YORK REPAIRER.

I HAVE appointed F. P. Edmans, 106 King St., Troy, a League repairer.

GEO. R. BIDWELL, *C. C.*

NEW YORK, Oct. 12, 1887.

TRANSPORTATION.

AN arrangement has been made with the Wabash line between Chicago and Peoria, Ill., whereby wheels will receive special care between these points. The transfer at Forest will be attended to by the *railroad company* hereafter. In consideration of this special accommodation, the Wabash is appointed the wheelmens' route between Chicago and Peoria. Solid through day trains, but night trains change baggage car at Forest. No fees are allowed. Should any be demanded, or anything done contrary to the above agreement, report same to the committee.

B. B. AYERS, *Chairman.*

Approved for the Illinois Division. Wheelmen will consult the interests of the Division by noting above.

N. H. VAN SICKLEN, *C. C.*

CHICAGO, Oct. 10, 1887.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:—

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment or an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them.* After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 109—Total 69—11,693.

BOSTON, Oct. 21, 1887.

CALIFORNIA DIVISION—1.—337.

Alameda Scorchers.

16945 Michaels, C. F., Alameda.

COLORADO DIVISION—1.—41.

Denver Ramblers.

16993 Peck, Herbert E., Box 2140, Denver.

CONNECTICUT DIVISION—2—628.

Meriden Wheel Club.

16965 Newport, H. E., Meriden.

Unattached.

16970 Daniels, Wm. F., Stamford.

DISTRICT OF COLUMBIA DIVISION—1.—98.

Unattached.

16998 Childs, A. F., 203 H St., Washington.

ILLINOIS DIVISION—1.—605.

Unattached.

16999 Pike, Frederick J., 31st St, Cottage Grove Ave., Chicago.

KANSAS DIVISION—5—177.

Fleetwing Cycling Club.

17011 Clark, Ed. S., Osage City.
17012 Price, T. B., "

Unattached.

16947 Johnston, J. B. W., Newton.
16948 McLain, Ernest, "
16949 Munn, Charles, "

LOUISIANA DIVISION—2.—71.

Louisiana Cycling Club.

16994 Graham, E. M., 306 Louisiana Ave., New Orleans.
18317 Hill, P. M., 403 Dryades St., "

MARYLAND DIVISION—2.—274.

Hagerstown Bi. Club.

16996 Cushwa, V. Munroe, Hagerstown.

Maryland Bi. Club.

16971 Creery, Walter E., Box 192 Baltimore.

MASSACHUSETTS DIVISION—7.—1,306.

Chelsea Cycle Club.

16988 Guilford, W. W., care of W. C. Brooks & Co., Union St., Boston.

Hyde Park Ramblers.

16967 Cook, Frank, Hyde Park.

North Adams Wheelmen.

16989 Card, Elmer, L., Box 846, North Adams.
16990 Coon, W. A., 16 Willow Dell, "

Northampton Wheel Club.

16946 Lovell, C. O., Northampton.

Unattached.

17000 Leeds, Miss Mary H., Reading.
16991 McArthur, G. J., 23 Union St., Boston.

MICHIGAN DIVISION—1.—277.

Battle Creek Wheelmen.

16972 Zang, Chas. E., 95 Frelinghuysen Ave., Battle Creek.

MINNESOTA DIVISION—1.—105.

Unattached.

16992 Bartlett, Geo. H., 14 So. 4th St., Minneapolis.

MISSOURI DIVISION—9.—361.

Joplin Bi. Club.

16973 Davis, H. E., Joplin.

St. Louis Cycle Club.

17001 Blair, Theo. S., 6721 S. 7th St., St. Louis.
17002 Coste, R. C., 10 Nicholson Pl., "
17003 Enderle, A. G., 9th and Carr Sts., "
17004 Gordon, Harry C., 1802 Olive St., "
17005 Mueller, F. C., 409 S. 23d St., "
17006 Richards, Jno. S., 3031 Cass Ave., "
17007 Seager, Fred A. J., Bank of Commerce building, "
17008 Van Norstrand, G. S., Bank of Commerce building, "

NEW HAMPSHIRE DIVISION—4—133.

Nashua Cycle Club.

16950 Blackmar, Warren H., 111 W. Pearl St., Nashua.
16951 Ingram, L. E., 84 Walnut St., "
16952 Jaquith, C. E., 66 Ash St., "
16953 Peckham, Fred E., 15 Palm St., "

NEW JERSEY DIVISION—2.—860.

Camden Wheelmen.

16968 Clayton, A. O., 42 N. 5th St., Camden.

Owl Bi. Club.

16969 Adams, Eugene, Bordentown.

NEW YORK DIVISION—9.—2,259.

Brooklyn Bi. Club.

16974 Capen, E. A., 435 State St., Brooklyn.
16975 Cole, B. M., 126 So. Elliot St., "

Newburgh Wheelmen

16954 Bigler, James M. Newburgh.

Unattached.

16955 Anderson, T. D., 261 Clinton St., Brooklyn.
16956 House, A. I., 623 Warren St., "
16957 Packard, J. W., 299 Park Ave., "
16976 Van Antwerp, H. L., 43 So. Elliott Pl., "
16977 Hoyt, Wm. A., Ancram.
16953 Jackson, A. P., 753-5 Broadway, New York.

OHIO DIVISION—2.—925.

Unattached.

17009 Dimond, Dr. Henry C., Springfield.
16978 Lenthold, Michael, Rogersville.

PENNSYLVANIA DIVISION—19.—1,708.

Mountain Wheel Club.

17010 Melot, J. G., Philipsburg.

Pennsylvania Bi. Club.

16978 Brandon, Chas., 858 No. Broad St., Philadelphia.
16979 Cadmus, C. W., 1118 Spring Garden St., "
16980 Crugan, F. F., 311 No. 33d St., "
16981 Johnson, W. W., 2039 Girard Ave., "
16982 McLeod, Wm. C., 412 Saunders Ave., "
16983 Smalling, E. E., 253 No. 12th St., "
16984 Smith, Harry, 119 So. 4th St., "
16985 Stedem, F. W. E., 1401 Fairmount Ave., "
16986 Symmesved, Homer, 709 Corinthian Ave., "
16987 Wayne, Chas. L., Ridge and Girard Aves., "

South End Wheelmen.

16958 Bechtold, Frank E., 329 No. 18th St., "

Unattached.

16959 Buck, Wm. T., 4th and Concord Ave., Chester.
16960 Entwisle, Jos., 224 W. 4th St., "
16961 Hooper, Charles, 320 Kerlin St., "
16962 Price, W. G., Jr., 503 Kerlin St., "
16963 Shaw, Alexander 431 E. 4 h St., "
16964 Smith, Fred M., 21 E. 4th St., "
16997 Wieland, Fred. A., 102 Middle St., Allegheny.

We don't go in for track racing very heavily, but then, you know, we are "in the swim."

AT NEW ORLEANS OUR ROAD MACHINES CAME OVER THE TAPE FIRST, IN SIX OUT OF THE NINE EVENTS.

THE CHAMPION

Also captured all, or nearly all, the Medals and Prizes at

MEMPHIS, TENN., CLARKSVILLE, TENN., AND PAOLA, KAN.

Then take that Professional Handicap at North Attleboro' the other day, when Munger won easily, with Rowe, McCurdy, Hollingsworth, and others in the field. Munger rode an ordinary LIGHT CHAMPION, while all his competitors were on 21-pound wheels. The LIGHT CHAMPION took first in every event at Parker, Dak., on September 17, ridden by Frank Montelius.

There's no use talking, the bearings are bound to get there, even if the machine is heavy and made for the road, and when one does ride the CHAMPION on the road, he simply says "MY! it's the easiest running wheel I ever saw." A further acquaintance with the American Cycles can be had by applying for our catalog.

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CHICAGO, ILL.

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THE L. A. W. BULLETIN.

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, OCTOBER 28, 1887. | VOL. V. No. 17. WHOLE NUMBER, 122

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25 MILES.

Boston and Vicinity, Saturday, Oct. 8, 1887.

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THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

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All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith.

Members should be careful to notify the EDITOR promptly of any change in their residence, giving their old as well as new address. Great care is taken with the mailing list. All changes received after Tuesday night can not be attended to until the following week, as at that time the list goes to printer for revision. Members who write for back numbers will have them forwarded on Friday, our regular mailing day.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

THE *World* thinks we question the Ives' record at a late day, and says it would have been better had we called attention to the erratic action of the watches at the time, and given our reasons for doubting the record then and there rather than at this late date. We called attention to erratic action of the watches at the time, gave a statement written by the referee, to show that the timing was not what it should have been, and we made a statement showing that the watches used were not fit for long-distance timing.

WOULDN'T it read well if we could say, "Chief Consul Bidwell received money enough in three days by popular subscription to pay the bills incurred in passing the Liberty Bill." But we can't say it. "Wheelmen like privileges, but hate to pay for them," is what we are forced to say. League workers can find little encouragement to go ahead and work for the interest of wheelmen if wheelmen will not support them. It may be that Mr. Bidwell will have to call for help on wheelmen outside the State.

THESE are the days when the true cycler, the one who rides for the enjoyment to be gotten out of it gets his best sport from his wheel. No other season of the year finds the roads in as good condition as the Fall. In regular racing trim, packed, and hard, and clean swept by the autumn winds, and over them the rubber glides noiselessly save the mellow crunching of the leaves, or the musical ping of a spoke in response to the endeavor of a festive twig to scrape its acquaintance. Freed from the heat and dust of summer, cycling acquires a new zest, and hills which were doubtful three months ago, are now taken with a rush, while a level stretch is simply an anticipation of the toboggan slide. There is a time for everything, and this is the time for touring.

IT is pleasant to note the success of the ladies' tour, and easy to imagine the delightful times the company must have had. Not but what success is always attendant upon feminine energy and persistency, but rather that success is always a pleasure. It is always the social side of these tours which has most of interest for the participant, the distance travelled being simply the thread upon which are strung the various experiences of the trip. Memories of different intensities as circumstances may have invested them. Cyclers are, as a rule, very companionable, and touring always brings out the best side of their nature; due, no doubt, somewhat to their entire sympathy with the sport and the presence of congenial companions. Touring is, above all, conducive to the formation and development of individuality. Here there is no restraint, and the natural inclination is followed, aided and abetted by pressure of animal spirits. But no one goes too far, for the cycler is of necessity a well-balanced individual. Success to all tours, and let us have more of them.

FROM A FEMININE POINT OF VIEW.

NORTH SHORE TOUR III.

WITHOUT leave or license I married one of the couples who were with us the first and third day of the trip, and I hasten to divorce them now. Mr. and Mrs. H. T. Conant appeared on the roster, but hereafter they will be known as Mr. Conant and Miss Isadora E. Bacon. The secretary insisted on calling them Mr. and Mrs. Smith, and as such he introduced them, and after finding out that they were not the Smiths, he made them man and wife under another name. I can believe that Mr. Conant desisted from setting him right in sheer desperation.

I THINK I may have neglected to set down the statistics of our ride, but since we were not riding for records, and since we had plenty of time to go over the routes laid out we were not at all particular about cyclometer records. It is very hard to find a man that is not an earnest advocate in favor of the accuracy of his watch, and let the time of day be mentioned in a party of gentlemen and you will soon get a heated argument upon a question of seconds. Not so with the cyclometer, especially on this occasion. I believe no two recorded the same distance, and the party seemed to be wholly indifferent as to the distance run or the time taken to make it.

FROM Malden Square to Gloucester, our first day' run, was thirty-one miles, and as very many had to ride to the rendezvous the mileage was in nearly every case greater than this. The run around Cape Ann covered sixteen miles. Those are cold facts and figures. No instrument could measure our delicious fun nor our joy-jewelled experience.

I WAS awakened on the morning of the third day by the "Miserere." Mr. Barker was enjoying himself with his 'cello. I have often wondered what could induce a man to learn to play "the big fiddle." Certainly no thought of serenading his lady-love nor of entertaining a company could induce him to adopt such an ungraceful and stridulous instrument. Utilitarianism alone can be responsible for his act. But Mr. Barker has selected an instrument nearly as ungraceful as "the big fiddle," though in sweetness of tone it rivals the smaller ones. I can imagine Mr. Barker playing love airs on his 'cello, under the moonlit sky, beneath the window of his charmer. He gave us a morning concert. I don't believe he knew that he was disturbing us, for undoubtedly he awoke at first break of day, and hurried to commune with his favorite. I will not suggest that he was practising.

BUT I am wasting time. We must be off. We take our farewell meal at the Pavilion, and the Tourmaster wins the name of "Pirate" for raiding upon certain exclusive delicacies that the Songstress has bribed a waiter to bring her.

WE coast Sawyer's Hill. A big dog tries to eat the Masons. Sport comes to the rescue. The big dog endeavors to eat Sport. The gentlemen bombard the big dog with stones, and he retires with his caudal appendage between his legs.

AND now for Magnolia. Only four miles. We arrive early in the forenoon. Under the apple trees we leave our wheels, and take up our line of march to Rafe's Chasm. The tide is out, and the rocks are well exposed.

THE reef of Norman's Woe shows its huge proportions. It looks harmless now. When the tide is full, and it just shows itself above the water, we know it for a treacherous destroyer, though it has a peaceful aspect.

THE iron cross erected to the memory of Martha Marvin turns our conversation to the details of the fearful tragedy once enacted on this spot. But the cross tells another story and it is one of vandalism.

"Fools' names, as well as faces,
Oft appear in public places,"

and the iron cross is covered with the names of fools who have put themselves on record as such. Who but a fool, would inscribe his name on another person's tombstone?

THE photographer catches us in a group on the rocks, with the chasm for a background. To do so he stands with his tripod on a rock, over which the waves break. He gets his feet wet, but he minds it not. One wave reaches his pile of plate holders and the dry plates are no longer dry. He threw the plates away. He dried his stockings that night by beating the water out of them on the door between his room and my own.

MR. BARKER brings his instrument along and we have a service of song on the rocks. Under the shadow of a great rock I sit me down to drink in the panorama of beauty laid out before me. The scene is enchanting. My eyes take in the grand ocean view, while the sweet strains of music fall upon my ear. I am awakened from all this by a call to gather for another photograph.

OUR dinner at Willow Cottage was a success. Mrs. Foster knows the taste and capacity of wheelmen and she caters well to them. And now another photograph. The photographer's supply of plates seems inexhaustible. Each couple wheels before the camera and gets a picture.

THE ride to Salem from Magnolia was a delightful one. The roads were grand and the scorchers were happy. There are few hills. No stopping for laggards now. The roads are so good that the slow ones can ride fast. Even the sociable riders were seen to lean forward and scorch. But when Tandem rides with Sociable, it is "good-by, Sociable." At Beverly Farms we fall in with the Apalachian Mountain Club. They have been climbing a mountain. Our friend Mr. Parsons, who has been with us in previous years, is with them. I would rather see Mr. Parsons on a wheel than on a mountain.

AT Beverly the populace turns out to welcome us. A druggist invites the party to indulge in a free glass of soda. Happy party. I really believe they enjoyed that soda better than anything else on the trip. What the boys call "a free blow" sweetens a draught and garnishes a morsel. The Duke of Wellington was particular to wash his hands before drinking and he lost his soda by the delay.

SALEM welcomes us. We avoided the home of the witches on our outward trip for fear that we could not be accommodated. Our accommodations now made us wish that we had passed through. By doubling up here and there, the greater portion found sleeping room, but several had to look up lodging places outside. I gave you last week a portion of the experiences of Deacon Foster, who went to Gloucester, but I didn't complete the poem, for it's closing line did not echo our sentiments regarding Gloucester. Did you think I had forgotten it? Let me put it in right here and I think some of the party will not object. "He vowed he would never go there again."

A SCRIMMAGE in the parlor. The Songstress insists that the Secretary's well-developed calves are stuffed and tests them with a penetrating pin. A glass of water is distributed equally over Secretary and Songstress. The Doctor's wife had candy in her lap, and munched, and munched and munched; "Give me," quoth one, "for not since noon I've lunched." "Nay, not so," the Doctor's wife replied, "these sweets are not for men, sweets to the sweet, go elsewhere for your lunch," she cried. The gentlemen make a raid, and behold a great pile of struggling humanity on the floor. "Shut up," cries the Tourmaster, and the combat ends. The lady retains her confectionery.

AT Salem, we met a delegation from the Massachusetts Club, headed by Capt. Peck. Here, also, came the Smiths, of Merrimac, and so warm was their welcome that the waiters could not take orders. Mr. J. Fred Adams, of Haverhill, also joined us, and delegations came from Beverly, from Peabody, and from Lynn. We spent the evening at the theatre, and saw a stupid play given by a poor company. But cyclers on a holiday are not given to complaining. We were out for a good time, and we accepted the entertainment without a murmur.

SUNDAY morning, our sociable couple went to see the House of the Seven Gables, and brought back photos of its interior and exterior. We are delayed in getting off. The minutes are flying, and our visit to Nahant is imperilled. We are escorted beyond the town limits by scores of wheelmen, and we take on the appearance of a grand parade. On the rocks at Swampscott, we sit down to enjoy the delightful scene. The photographer gets us into posit on once more, and we are taken with our wheels. We ride along the beach road, through Ocean Street, Lynn, to the Mildred Range. The party called it the "Mildewed Range." We had a good dinner, well served.

AND now we separate. One section starts for home; another starts on a run to Nahant. I cannot go to Nahant, and I join the former party. Report comes to me that the ride over the isthmus was greatly enjoyed, and that our beautiful peninsula delighted the visitors from afar. Our journey homeward was greatly enjoyed.

AND now good-by to the North Shore tour of 1887. It was altogether a success. The weather was perfect; the roads were good; the company was choice. It was a combination sure to result in experiences of pure delight. We shall all look back upon it as a bright spot in our wheeling careers. It will make us look forward to the tour of 1888 with eager expectation. May we all be at roll call at that gathering, and may we find new friends gathered with us then and there.

ONE or two supplementary tours were organized for the week following the grand tour. I have not heard the particulars of these, but I am pained to hear that the tourmaster's wife met with an accident at Newport, which confined her to her bed for many days. I hope to hear good news of her before my next. DAISIE.

PROCEEDINGS OF THE FIRST QUARTERLY MEETING OF THE LOUISIANA DIVISION, L. A. W.,

HELD AT NEW ORLEANS, MONDAY, OCT. 18, 1887.

MEETING called to order at 8.20 P. M., Chief Consul Hodgson presiding, and Messrs. Betts, Buhler, Crane, Dodge, Dwyer (W. H.), Fairfax, Hill, Jones, Patton, Rea, Renaud, Ruhlman, and Ziegler present.

The minutes of the previous meeting (July 8) were read and adopted.

The Secretary-Treasurer's report for the period beginning July 8, 1887, and ending Sept. 30, 1887, showed the total membership to be sixty-nine, and the Division in debt to the extent of $40.40, account expenses incurred in Division race meet Sept. 15. Report received and ordered filed. On motion of Mr. Fairfax, seconded by Mr. Dwyer, the Secretary-Treasurer was authorized to call for individual subscriptions from the members to make good the deficit.

The standing committees having no reports to make, the Chief Consul then read his report, which was, in brief, a *resumé* of the various Division matters which had transpired since his election. The need of greater harmony and a more general sharing of the work was urged. C. M. Fairchild's good work in posting League signboards was favorably mentioned, the deficit resulting from the races of Sept. 15 was touched on, and the members urged to do the proper thing. The need of a suitable track in New Orleans for cycle racing, and the good results that would ensue from the establishment of one, were commented on, and some move looking to that end recommended.

On motion of Mr. Hill, seconded by Mr. Dwyer, the chair was authorized to appoint a committee of five to inquire into the matter of a track and solicit funds for its construction. Chair appointed A. M. Hill (chairman), B. C. Rea, H. W. Fairfax, R. G. Betts, and C. B. Guillotte.

There being no further business, the meeting adjourned. RITCHIE G. BETTS,
Secretary-Treasurer.

PORTLAND WHEEL CLUB.

BEING in Portland a few days last week, I had the good fortune to attend the opening of the new rooms of the Portland Wheel Club, on Congress Street. Here they have two large, connected, well-lighted rooms, one front and one back. An entry gives a separate entrance to each, and the general arrangement is peculiarly well suited to the club. The smaller room is used as a smoking room and the serving of early breakfasts of oatmeal, etc., while the larger one is for receptions, reading, and music. Carpets, plush easy chairs and sofas, a parlor stove, draperies, upright piano, files of daily and weekly papers, etc., render this apartment very pleasant and attractive, while the artistic disposal of pictures, scarfs, and various trophies of the club's phenomenally successful minstrel show of last winter combine to form an effect which few clubrooms present. The evening's programme consisted of an informal reception, solos by Mr. Thompson, and quartette numbers by Messrs. Thompson, Stevens, Beckett, and Pierce. After the company had been sufficiently "moved by concord of sweet sounds," they adjourned to the supper room, where the merits of a fine spread were discussed with much interest and attention, and when subsequently the atmosphere had attained the proper degree of discoloration, some little business was transacted, and the company slowly departed, after a most pleasant and auspicious dedication of the new quarters. The club has now some fifty-four members, and there seems no reason why it should not gain as many more with the advantages which membership holds forth.

QUADRANT.

JERSEY.

WITH the Semi-annual Team Road Race but two weeks off, little wonder is it that it is the absorbing topic of conversation among clubmen. Seven clubs have officially announced their intention of entering teams. Kings County, Brooklyn, and Ilderan will do battle for Long Island; Union County, Hudson County, and Elizabeth for New Jersey; and Harlem for New York. All the candidates for the teams are hard at work, be their prospects of winning small or great. The repeated victories of Kings County do not seem to dishearten the defeated ones a particle, and they are ever ready to "up and at 'em again." This is the true sportsman's spirit. Let the persevering ones remember that all the glory is not with the victors, and that a plucky race will bring, honor even to a loser. A well-fought fight is a good fight be it a winning or a losing battle. There are to be many changes in the *personnel* of the teams this time, which may cause a considerable shifting in the former relative positions. The race seems to lie between the Kings County and Hudson County teams, and to my mind it is the toss of a penny between the two,—The Hudson County boys will put forth Stenken, Baggot, and Eugene Smith as last spring, and will have the powerful assistance of the reinstated Kluge. Valentine and Webber will not wear the Kings County colors, and it remains to be seen whether Tim Hall and Wilson can fill their places. I look for Kluge, Hall, Stenken, and Knox to be the first four in; but in what order I will not venture to prophecy. If these are not the first four I think that the surprise will come from the Harlems or the Ilderans. The Union County men will miss Pierson and Moore, and rely on Burnett, Farrington, Warner, and Rhett. The Elizabeth boys will choose from Caldwell, Bowman, Jenkins, Berry, and Gilbert. I understand that there has been some talk in the executive committee of the association of giving the second and third teams in, some rewards for meritorious endeavor, by way of consolation.

THEY are repairing the long hill on the Irvington-Milburn road and the surface will hardly be in apple-pie order by the day of the race. This may affect the time somewhat, and stand in the way of the 1.30 being beaten, as many prophecy it will under favorable conditions.

THERE is a good prospect of there being a big turnout on the occasion of the lantern parade of the Elizabeth Wheelmen next Saturday evening. Ten Jersey clubs have been invited to brave the terrors of Belgian block riding at night, with the encumbrance of a festoon of lanterns. I should not be surprised to see two hundred of the unterrified in line. JER. C.

Oct. 24, 1887.

CHICAGO.

A GENERAL run of Chicago wheelmen to Pullman on Nov. 6, is now being arranged. Some think that we can get three hundred wheels into line, while others predict a scorch from beginning to end, and think it will only call out the "flyers." I think the above figure is a little large, and have estimated the representatives from the various clubs as follows: Illinois, 65; Owls, 35; Lincolns, 45; Æolus, 30; Unattached, 25. This is surely the limit from the clubs and if we get ten of the "unwashed," we will be in luck. As everybody knows, Pullman is located seventeen miles south of Chicago, and is reached by the South Park Boulevards, which extend over the former half of the distance, while the latter half is of fine macadam which renders the road ridable, rain or shine. A run of this kind once every month would be benefi cial to cycling, and would increase the friendly feeling between the general public and wheelmen.

CAPTAIN EHLERT seems determined to have a successful Hare and Hound chase on Thanksgiving. I have been unable to obtain any definite information, and so far as I can learn, his idea is to give the hares five minutes start of the hounds; the hares to be provided with bags of paper and will drop a piece at every corner they turn. In this way the hounds will have no difficulty in following them. The hares may go in any direction they choose, and the chase will be from 9 A. M. till 1 P. M.

YOURS truly, was one of a parts of fifteen wheelmen, consisting of twelve Cranks and three Stars, that attempted to make the trip from Maywood to Desplains, over ordinary dirt roads, after a week's rain. Part of the distance we were in luck to find good walking. Eight headers were the order of the day—five of these being from the Star machine. McCurdy was one of the party, but did not hold up his end in a very creditable manner. Mc. is a fine fellow, but as Burley says, "He can't ride bicycles."

THE Lincoln Cycling Club, the last to be organized in the city, is now in a prosperous condition. Their membership is now at sixty, with a good prospect for a rapid increase. They have engaged quarters for the winter within a block of Lincoln Park, and will formally open same on the evening of Nov. 1.

THE ball that was to be given by the Illinois Cycling Club took place at the appointed hour. It is needless to say that it was a grand success, both financially and otherwise. One hundred couples tripped the light fantastic toe to the music of Friedburg's famous orchestra. An elegant supper was served at 11.30 o'clock, and the boys seemed to enjoy it as much as they would the usual country dinner which is so familiar to all touring wheelmen. The committee on arrangements for this ball deserve an unlimited amount of credit, for they had "failure" preached to them from all sides. The Illinois Club has yet to fail its first time, and I believe they can maintain their reputation if they continue to work together.

WHILE at the rooms of the Pope Company, this morning, I learned of a road race between Ehlert and McCurdy, for a nickel-plated leather medal, same to take place Sunday morning, at nine o'clock. The start will be made from Drexel Boulevard and Thirty-ninth Street, thence through Washington and Jackson Parks, and back to starting point. I was unable to learn what brought about the match, but hope to give a full report in my next. A telegram from Dr. Cooley says that Ehlert's amateur standing will remain uninjured. SPECTATOR.

QUAKERTOWN QUILLINGS.

ONE of the coming Philadelphia racing men, if he takes proper care of himself and drops his everlasting cigarette smoking, is Johnny Fuller, of the Pennsylvania. He captured the trial heat of the club in preparation for the Tryon Road Race in the record time, for the twenty-mile course, of 1.19. Last Saturday at the sports of the University he captured second place from Wilhelm, and there are plenty of us who think that Kolb, had he ridden, would have had to content himself with third place.

The starters were: W. I. Wilhelm, Reading Bicycle Club; John Fuller, Pennsylvania Cycle Club; John J. Bradley, South End Wheelmen; and H. T. Harding, Jr., Vesper Club. Wilhelm took the lead from the start, closely followed by Fuller, Bradley, and Harding. In this order three laps were ridden, Wilhelm and Fuller gradually leaving the others. In the last lap at the 220 yards mark, Fuller spurted, but Wilhelm also quickened his gait, and on the homestretch gradually pulled ahead, winning by fifteen yards. Time, 3 1. Bradley came in third. This is good for about 3 3 for Fuller, and with the splendid natural spurt that he possesses, a little careful training would make him a dangerous antagonist for any one in the city.

THE races at the West Philadelphia Association grounds, next Saturday, promise to be of more than ordinary interest. Shafer, Middleton, Hill, and Fuller, of the Pennsylvania; Potter, Weaver, and Strong, of the Camden Club; Harding, of the Vesper; and Van Deusen, of the Tioga,—are among the entries for the club events, the winner of each club event to start in the Inter-Club championship. Fuller, Van Deusen, and Potter should do battle royal for the championship—barring accidents. Wilhelm and Schwartz have entered for the three-minute limit, the only race open to them, and will bring a lot of Reading men down for the class events.

The following programme has been decided upon: One-mile novice; half-mile, open to Philadelphia riders only; one-mile annual club race of Camden wheelmen; one-mile, 3.20 class; one-mile annual club race of South End wheelmen; one-mile, 3.10 class; half-mile, for boys under sixteen; one-mile annual club race, Tioga Club; one-mile, inter-club race; one-mile, 3. class; one-mile, 3. limit. In the latter race no prize will be given unless 3. is beaten. Gold and silver medals are offered for each open event, and it is probable that a special, and handsome, medal will be given to any one lowering the track record, which is now 2.50 for the mile.

There is a great deal of dissatisfaction expressed in various quarters, over the non-confirmation of John Wells appointment as Representative, and Mr. Frank Read gives it as his opinion that the Pennsylvania Club will withdraw from the League. It is to be hoped that the club will do nothing of the kind. It would not materially cripple the National organization if the club did withdraw, however,—witness the action a few years ago, of the Capital Club, then a proportionately larger club than Pennsylvania. The wisest thing for all in Philadelphia is to allow all personal quarrels to be permanently dropped.

"CAL WALLACE" seems to think that I proposed a race between him, Mr. Read, Wells, and D. Cæsar, Esq. Mr. C. Wallace is mistaken; I simply seconded a suggestion for an inter-club run, of the easy going kind. And how really ill it must make Editor Wells to have one of his own correspondents class him as a "little pistol" in racing—right after scooping pike records too! If "Cal" really wants to tackle a big little pistol, he might lay hold of good old Abe Powell; who, without a day of preparation, rode the "Paoli-to-52d St." job last week, on a Victor Safety, to the tune of fifty-four minutes *without* pace-makers. I consider this a better performance by far than the record—Schwartz's fifty-two minutes five seconds, with pace-makers all the way.

WILHELM failed in his attempt to break the Paoli record on Sunday, 23d inst. He did fifty-eight minutes, however, against a very strong head wind.

PHACTO.

WESTERN child (in railroad car, pointing to tourer in cycling costume)—"Say, pop; does that man wear boy's clothes so as to ride for half-fare?"—*Puck.*

THE OWL.

WELL may L. A. W. members cry "deliver us from our friends." On every plea they are begged for financial aid. The last and by far the most outrageous attempt to induce them to put their hands into their pockets, is the editorial in the last issue of *The Wheel* to the effect that if each one of the 11,624 members of the L. A. W. will send seventeen cents to the N. J. Cycling and Athletic Association, that it will clear that corporation from debt, and save the track for that association. I cannot see why any call for aid should be addressed to the members of the League. The N. J. C. & A. A. is a corporation who put a certain sum of money into a track, upon which they had a series of cycle races, and to witness which every wheelman, both League and non-League, had to pay. The affair does not prove a financial success, and now these League members are called upon for aid. Why?

W. C. HERRING, whom many will remember as an attempted solver of the amateur question, is studying medicine in London, along with Furnivall.

As soon as the complete list of nominations for political officers, to be voted for on the 7th. prox, is complete, I shall keep standing at the head of this column two lists of candidates, one of which will be the names of such politicians as have favored cycling and wheelmen, and the other of such as have been prominent in attempting to injure either or both. For our friends I shall expect every wheelman to pay them the debt he owes them by casting his vote for them, and for our enemies his vote should go for the rival candidate. Do this but once gentlemen of the League, and I will guarantee that our claims in the future will meet more support and less opposition from these powers that be. Watch the list.

JOE PENNELL has a full page in *Harper's* of a wheeling scene on the Ripley Road, in front of that famous cycling resort "The Anchor Inn," while Thos. Stevens has written the descriptive article thereto. The whole affair makes one long just to scorch down to Ripley, just once. Penning this regarding Stevens reminds me that hardly a week passes now that he is not a contributor of some article or other to one of the large dailies, based on his observations on his recent tour. Few things of their kind are better written or more entertaining than these same articles of Stevens.

THEY seem to have a strange idea of just what the practical purpose of the L. A. W. is, down in Louisiana. The State division there recently gave a race meet on quite an extensive plan, to which, each member received a number of gratuitous tickets. Needless to say the affair was a grand success, in every way but financially; now the obvious result is a depleted treasury and a division bankrupt and in debt, and the now-common amusement of passing around the hat for subscriptions will be made, and it remains to see if this performance will be as successful as the race meet. I think not, and I know wheelmen pretty well too. If they won't "chip in" for the "Liberty Bill," I am sure they won't for any race meet, especially when it is one of the past.

MR. MORGAN MARSHALL of the New York Club, is the latest aspirant for metropolitan header fame, his claim is based on a broken arm secured in an attempt to drive a light racer at a scorching pace over the muddy surface of Central Park roads on Friday last. Next!

THE "Riverside Wheelmen" made a new departure, for New York, in their bid for the presence and dimes of cyclers, by the means of a fair held, for the last three days in last week, at their rooms on the Boulevard. I understand the affair to have been a most glorious success, socially as well as financially, the too-susceptible wheelmen, being as usual, unable to answer nay to any question backed by a pair of bright eyes that looked into his, as their fair owner asks him if he won't just please take a chance in a pincushion, or something else equally as necessary to his health and happiness. In such an affair, where the fair ones to help the fair, cause one to bid farewell to even his car fare, I consider myself to have fared well to have escaped with even this fair treatment from the fair ones at their fair.

THE OWL.

LETTER FROM BROOKLYN.

MY friend, "The Owl," has worked himself up into a terrible state, as evidenced by his recent letters to the cycling press, because the appeal from our Chief Consul for subscriptions to liquidate the indebtedness of our Division has met with such a comparatively unsatisfactory response. Now, the indignation of our esteemed friend is both worthy and just, but before censuring the Division at large, he should acquaint himself with the true facts of the case. If he will consult the Chief Consul, he will find that the appeal was sent *only* to those members residing in New York city, for the reason that they, more than any others, have received the direct benefit of the Liberty Bill, and are numerous enough, and should be patriotic enough, to defray the paltry expense of its passage. Now, if he will rail against his fellow-citizens, we outsiders will be content; but when we stand ready to assist, and are advised to wait until officially asked to do so, we object to being classified with those who, having been directly benefited and personally appealed to, as a body, refuse to lend a helping hand.

The Board meeting is now a thing of the past, and those who feared the consequences of the proposed general slaughter of road races are at rest. The Board very wisely refused to adopt the stringent measures proposed by the Racing Board, and thereby avoided another of those unpleasant squabbles of which we have had so many in the past. The resolutions adopted were admirably framed, expressed the sentiment of the majority, and are about as binding as any can be made unless the laws of the different States be changed for this reason. Road racing has generally been regarded as an unlawful pastime, and so I have always considered it. I was, therefore, surprised a few days since, when informed by a prominent attorney that there are no general laws regulating the rate of speed at which one shall travel on the public highway. Certain cities and large towns have adopted local restrictions regulating the speed of vehicles using the highways within their jurisdiction; but once outside this local jurisdiction, there are no State or United States laws restricting one from going at any rate of speed he chooses. Therefore the question of the legality of road racing will depend entirely upon whether or not the course chosen is within the jurisdiction of any local ordinance regulating speed. If the course is not within the jurisdiction of such local ordinance, I fail to see how the act can be construed as being unlawful, unless those present congregate as a mob, annoying the residents, and infringing upon the free use of the highway by others, in which case the assemblage would be not only unlawful, but calculated to do our organization untold injury; and for this reason the resolutions passed should receive the hearty support and co-operation of all well-wishers that in the end these great road racing events may be quietly and peaceably abolished.

The New York correspondent of the *Athlete* states in the last issue of that paper, that if the Kings County Wheelmen win the cup at the coming contest on election day, the same will become their property. It was generally supposed that no one in New York or hereabouts, who even pretended to be posted in wheeling matters, did not know that the interstate trophy is a perpetual challenge cup, to be raced for twice each year. Truly, the "Attic Bee" must spend most of the time in his attic, or he would not have resurrected this exceedingly antique piece of misinformation as something new.

The Kings County Wheelmen are working even harder than usual for the coming contest. They admit that their team, this year is inferior to former ones, and that they have at least one dangerous rival. But if careful preparation and hard work count for anything, they should be successful, as no little detail has been neglected to put their team in the very best of shape. We naturally want to see the cup return to Brooklyn, and as we do not consider any of the other teams from this city as strong as they, we wish them every success, and hope they will come out as usual,—ahead. We visited the course on Sunday last, and found it in spots, particularly on the long hill, in very bad shape, owing to recent repairs. It will no doubt be in much better shape on the day of the race, but it does not seem possible to get it in its usual fine condition by that time. At present, I doubt if any one could coast down the long hill, on account of the quantity of loose stones and fresh dirt with which it has been liberally covered, and I know it would be a tough climb up at a ten-mile pace. Unless considerable

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The following works are officially recommended by the L. A. W. Bureau of Information:

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, advertisements. Price, 15 cents. Address C. A. Underwood, 386 Tremont Street.

L. A. W. ROAD AND HAND-BOOK OF CALIFORNIA (Official): — Officers, Consuls, hotels, and rates of California Division, California bicycle clubs and officers. Over 2,000 miles reported roads, 100 pages, tabulated form. Bound in flexible leather, $1.00. Ready Aug. 1, 1887. Address J. W. Gibson, No. 612 Hyde Street, San Francisco, Cal.

L. A. W. ROAD-BOOK OF CONNECTICUT (Official): — In progress. Address Charles G. Huntington, Hartford, Conn.

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L. A. W. HAND-BOOK OF MASSACHUSETTS (Official, 1884): — Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address S. Lawton, Springfield, Mass. New Road Book in preparation; will probably be issued early in 1888.

L. A. W ROAD-BOOK OF MICHIGAN (Official); with best roads of Ontario and through route from Chicago to N. Y. City Sectional and general maps; lists of Consuls, hotels, repair shops, and points of interest. Flexible leather cover. Free to Division members joining before July 1; after that date, 25 cents extra. Price to L. A. W. members of other States, $1.00. Address J. H. Johnson, 397 Second Ave., Detroit, Mich. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

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L. A. W. ROAD AND HAND-BOOK OF PA., N. J., AND MD. (Official): — Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, bound in flexible leather. This work is now out of print. A revised edition will probably appear in 1888.

RECORD BOOK OF SHELL ROADS IN VICINITY OF NORFOLK. — A description of the shell roads around the city of Norfolk. Contains in addition several pages for records of rides. Bound in paper. 10 cents. By V. Paul Ellis, Norfolk, Va.

L. A. W. HAND-BOOK OF OHIO (Official): — Complete lists of officers, Consuls, hotels, etc. Full description of riding districts and large folding road map of the State. Price, bound in flexible leather, $1.00; cloth, 50c. Address Frank C. Meyer, Secretary-Treasurer, Room 26 Saxton Block, Canton, Ohio.

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Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$1.25**, send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name**, your **full address**, and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public, or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, ruler, and ice skating."

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$1.25*** *for initiation fee and dues in the League of American Wheelmen to Dec. 31, 1887. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *P. O. Address,* .....

City and State, ...

REFERENCES: .....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

improvement is made, we may look for much slower time and a few headers.

The Brooklyn Club turned out fifty-two men, on Sunday last, for a club photograph, which was taken at Prospect Park. Thomas Stevens, who has been a member of this club since his return from the East, turned out with them in the morning for the picture, and in the afternoon took a twenty-five mile spin around the Brooklyn Riding District with several of his clubmates. BON.

OCT. 24, 1887.

ST. LOUIS.

I WAS never more forcibly struck with the Juggernaut-like advance of the wheel than by the case of George S. Johns, dramatic critic of the *Post-Dispatch*, and author of some thrilling war stories. Last summer, a year ago, Johns was taken in hands by a journalistic *confrère*, and became quite a biyclist, going so far as to ride all the way to St. Charles, thirty miles distant. But snow came before he learned the charm of riding, — coasting, — and this summer he has not touched a wheel. Animated by a Judas Iscariot malignity, some months ago he wrote for the *Spectator* an effusion on the "Confessions of a Reformed Bicyclist." The other night an immense audience was at the "Last Days of Pompeii," three miles out in the suburbs. Just before the performance was over, there was a wreck on the only railroad leading back to the city. The audience had to wait over two hours before trains were running. As some wheelmen were rolling their wheels out through the throng Johns and his wife stood looking at the lights of the distant city and the trainless track. I shall never forget the look of mingled remorse and despair Johns wore as he caught sight of us, and exclaimed, "Oh, if we only had a tricycle."

I DO not see why a little more originality is not displayed in finding names for bicycle clubs. The ear and eye are weary with repetitions of the same old names, Ramblers, Wanderers, Rovers, etc. Every town where a club exists has a name like this, or the town's name as the basis. It seems to me the name could be made to suggest some pretty feature of riding by compounding words ingeniously. When the new club was organized last summer all the meditation on a new name evolved nothing but the prosaic "St. Louis Cycle Club." There is nothing in the name that can be personified. When you want to speak of one member you can't say he is a Rambler or a Missouri, but you must use the whole long name. Could anything be more awkward? A little skilful compounding would provide a name pretty and expressive. Suppose, as they have been told, they had taken the three words "hill" "and" "dale." Uniting them we get hillanddale. Cutting out a "d" we have "hillandale," which could be altered still further to "hillendale." How much prettier and more euphonious would the "Hillendales" sound than the "St. Louis Cycle Club." The name at once would suggest the charming changes in scenery which the rapid motion of the wheel presents to the riders' eyes. Such combinations of words could be extended indefinitely, and with much benefit to cycling.

I SAW Charlie Duryea of Washington, at the Fair last week. He had fallen from grace, and was exhibiting, not one of his marvellous inventions in the wheel line, but a new-fangled scoop board for the farmers. Nevertheless, his fallen condition has not worn on him very much, and he was looking fatter and better than when he left here two years ago, and his general appearance showed that his inventions are beginning to bring him some satisfying returns. I asked him about the prospects of the Safety. I have long wanted to get a competent mechanic's opinion on the little wheel. Duryea is the man *par excellence* to give such an opinion, as he is honest as the day, and can rise above prejudice. So I listened as he answered: "The Safety does well enough on floors or asphalt, but it is n't adapted to general roads. Why? for two reasons: First, the wheels are so small that you cannot pull them out of a rut, they just skid along in it. Notice how easy the big wheel of an ordinary rolls out of a rut, and how the little wheel, though carrying but one quarter the weight, slides along in it. That is the principle exactly in the Safety. Second, the sensitiveness of the steering precludes the restful pleasure of hands-off riding. You can ride a few yards or so, but not enough to cause a relaxation."

"How about your spokeless wheel?" I asked.

"I have been riding it all summer," he replied, as if astonished that I and the rest of humanity were in ignorance. "I have been climbing three-inch curbs with it hands-off, and doing such things. I expect to have it on the market next spring, and I mean it too. This is no 'XM Miles' gag either."

I don't like to pit my judgment against Duryea's, but I would like to call his attention that H. W. Belding is out in a defi to Greenwood, and claims to be able to defeat Hal on the DeSoto road. Belding is a recent convert to the Safety and with it is confident he can lay out the Star. If the little wheel is so bad, it is funny it has served Belding so well on the worst road in the country. OMEN.

ST. LOUIS, Oct. 16.

CYCLETS.

H. D. COREY is in England.

MALTBY has joined Morgan's American team.

NEW JERSEY sent none but doctors to represent her at the New York meeting.

PERCY STONE is at Dallas, Tex., winning prizes in professional races with the Texans.

PROSPECTIVE balls, dinners, and minstrel shows now engage the attention of clubs.

SWAMPSCOTT, Mass., is putting up guideboards and street signs. The law is working.

THE Vermont *Bicycle* has once more changed its form, and now appears with many 6 x 8 pages and a cover.

THE Century Wheelmen of Philadelphia will have a "smoker." This is a new idea in Philadelphia.

IF you want to sell your wheel let it be known. We will tell about twenty thousand people all about it for fifty cents.

MALTBY was "spotted" by some clever party on his arrival at Leicester as W. A. Rowe in disguise, and quite a scare ensued. — *Cyclist.*

THE *World* will arrange for and conduct a twenty-four hour road race to be contested Oct. 31, and a hundred mile race to be run Nov. 5.

A RACE meeting has exhausted the Lousiana Division treasury and a popular subscription is called for to put the division financially on its feet again.

GET your tailor to measure you and your uniform will fit. The outfitter cannot be blamed if the measures sent are taken by an incompetent person.

THE Harrisburg (Penn.) Wheel Club will hold a lantern parade Saturday evening and this will be followed by a Sunday run to the "Little Old Log Cabin."

YOU will be able to get cheaper wheels in 1888. The cycle bears have been at work. One or two of the manufacturers are making a cheaper grade of wheel.

IN a hill-climbing contest at Quincy, Ill., John Stout, the mute rider, and Percy made the ascent in 1.24. In a trial to decide the tie, Stone made the run in 1.18.

ROWE pronounced the Attleboro track the worst one he had ever seen, but when he got to Providence he pronounced the track much worse than that at Attleboro.

THE Ames Manufacturing Company will build bicycles for the Overman Wheel Company next season, but the company will manufacture its own tricycles and safeties.

AND now the man who rides every day in the year will begin to talk in loud tones of condemnation against the man who covers his wheel with vaseline, and puts it away.

ELMER E. SUMMEY started from Boston on Monday to wheel to Buffalo, via the White Mountains, Lake George, Albany, etc. He expects to be a month on the journey.

J. F. Midgley, the racer, was run into by a wagon at Seabrook, N. H. last week, and his wheel was wrecked. He demanded payment of the owner, was refused, and will sue for damages.

ONLY wheelmen capable of maintaining a pace of ten miles an hour are eligible to membership in the Denver Ramblers. Ramblers, indeed! The idea of rambling at the rate of ten miles an hour.

WE ought to get twelve thousand members this year. To do this we must keep up an average of applications. Only a few over three hundred names will give us twelve thousand.

NOW that the tricycles are taking on twenty-six inch pilot wheels we cannot see one of the old kind of these wheels with eighteen-inch pilots without thinking the wheel to be 1Sty little thing.

THE makers of the Springfield Roadster have contracted for four thousand wheels for 1888, and hope to sell six thousand. A higher cost wheel will be put upon the market, and this will have ball bearings.

HOLLINGSWORTH tried to beat Dingley's hundred mile record last week, but failed to complete the distance, though he beat Dingley's time from twenty-four miles to sixty-four miles, at which point he stopped.

"OMEN" wants clubs given such names as "Hillendale" because they ride over hill and dale. We have found that clubs generally ride to the hotel which gives the best dinner. Why not "Washengrub" club?

AT last Woodside wears Howell's scalp at his belt. The big man was beaten by the American in a ten-mile lap race at Leicester, Oct. 1. Fourteen points to twelve points was the score. Woodside rode a Rudge.

OUR types put "Rhode Island" in italics last week, and gave the impression that Little Rhody was not a division State. It was a cruel wrong to Rhody. And now we shall not dare to go to Rhode Island for a year.

WINTER is coming on, and maybe the debating societies can help us out on the question; "Which is the fastest man, Rowe or Howell?" There seems to be no better way of arriving at a conclusion. — *Wheelmen's Record.*

CRIPPS is still in the hospital in London. It will be a month yet before the poor fellow will be able to put his foot to the ground. It will be remembered that he severely hurt himself a month ago by the breaking of a heavy plate glass window.

IF Belding should happen to beat Greenwood to De Soto, it would be a good card for the safety. No one will say that, man for man, Belding is the equal of Greenwood. Belding claims that no man on a Star could coast the De Soto hills as fast as he did.

HICKS, of the *Post-Dispatch*, is after the N. C. U. for accepting records made with a flying start. It does look a little inconsistent for the Union to insist that its rules shall be used, and then accept a record made contrary to a very important rule of its code.

SENATOR MORGAN writes that the Secretary of the C. T. C. has fifteen clerks at work for him. When will it be necessary for the League office to have fifteen clerks? Perhaps when we give up publishing a weekly paper and come out once a month.

CHAIRMAN LUSCOMB, he of the Rights and Privilege Committee, wields a terribly "sarcastical" pen. A big circulation awaits the cycling paper that secures him as editor, but he would need always to go armed. There are parties who object to sarcasm at their expense.

W. PARKES, J. Dubois, W. J. Morgan, W. M. Woodside, J. D. Lumsden, T. H. Steele, A. H. Robb, R. Patrick, E. Eole, W. Day and others have entered for the six day, eight hours, international contest at the Waverly Market, Edinburgh, which begins to-morrow.

IT would have been very pleasant if some of the Gloucester wheelmen had piloted the ladies around Cape Ann and pointed out the places of interest, but though the ladies have taken the trip three years in succession such a courtesy has never been extended though it has been requested several times.

MR. J. S. SMITH, of the Surrey Machinist Co., has, in company with his wife, just made another remarkable record on a tandem. On Oct. 8, they tried for an hour record and succeeded in covering twenty miles in the amazing time of 1.3.44 4-5 and twenty-five miles in 1.20.6. The best record for a single tricycle for twenty-five miles is 1.22.29.

THE TEST OF TIME

Adds to the esteem in which **VICTOR CYCLES** are held. LIGHT ROADSTER, TRICYCLE and SAFETY, all give evidence of expense in time and money applied to their production. More distinctive points than any others, and no change except for improvement. Nothing too expensive for VICTORS. Send for Catalog.

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Regulation League Cloth, Burlington Mills, $2.18 a yard; League Buttons, large, 5 cts. each; small, 2 1-2 cts., full set for suit, 55 cts. Uniform sent C. O. D., privilege of examining, and ONLY TO LEAGUE MEMBERS. We do not pay delivery charges on cloth.

All orders must be accompanied by League Number.

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BICYCLE STAND.

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Patent applied for.

Patented 1881.

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Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; G. R. Bidwell, 313 West 58th Street; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.

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DAYTON BICYCLE STAND AND CAMP STOOL

Can be used as a stand or stool; used for cleaning; adjusted to different size wheels. Price **$2,** delivered free of express to any point east of Omaha. Patented by A. W. GUMP, Dayton, O.

WE are having made a very convenient ticket holder. It will be of the best stock and have a place for the ticket and personal card. We shall sell these at a moderate price.

"OMEN" wants to see more originality in club names. His ideas are very good except in so far as his objection to the taking of town names goes. The club that adopts the name of its town does well, for it is then easily located. We do not like county names. They are long and mean little beyond their immediate vicinity.

FOR the first time since wheel racing has amounted to anything, a year is going to close without any racing by George Hendee, the only American who has ever been a match for Rowe. There was some hope that George would take to the track again this fall, but the announcement is now made that he is to make a drumming tour through the South for the next six months, which will keep him busy well into 1888.—*Post Dispatch.*

AFTER the ladies' tour to the North Shore, Mr. and Mrs. Mason, of New York, rode to Newport and took the boat to New York. Mr. and Mrs. W. W. Stall accompanied them from Boston. After leaving the Masons, the tourmaster and his wife started to ride home; but Mrs. Stall's foot got caught in the machine as they were getting off, and she received an injury that obliged her to forego riding. A doctor dressed the foot, and they came home by rail.

CHIEF CONSUL DAVOL, of the Rhode Island Division L. A. W., and Mr. C. F. Gladding, of the Racing Board, contested a spirited race of two heats on Main Street, in front of this office, Thursday afternoon. Both were mounted on trikes, and it is needless to say that the experience of the Chief Consul on this mount more than counterbalanced the superb muscle of the celebrated Rudge rider, who was distanced in both heats. The result was Gladden-ing to the Chief Consul's friends, and not disheartening to his defeated opponent.—*Warren Gazette.*

DOANE and Benson of the Dorchester Club have been making a road record to Providence this week. Starting from the Dorchester Club house they rode to the club house at Providence, against the wind in 3.40., going by way of No. Attleboro and Wrentham. Distance 40 1-4 miles. Returning they had the wind at their backs and came by way of Attleboro and Foxboro; distance 48 miles; time, 3.40. They then finished out a century, completing it in riding time of 8.10.

FRED S. ROLLINSON, the trick rider, was arrested in Sacramento, Cal. several years ago on a charge of larceny, and given two years in State Prison. He was transferred from that institution to an insane asylum, and subsequently released before the expiration of his term. He went to Australia and has married the daughter of the proprietor of a comedy company, of which he is now part owner. A man man died in a California poorhouse some time ago, who confessed that he committed the crime, at least such are the advices which W. J. Morgan has from the Antipodes.

THE Pope Manufacturing Company has issued its new scrap book. The book is gotten out in a very taking style, and as one turns its leaves it looks to be a manila book into which newspaper scraps have been pasted. The selections embrace articles that have been published in various periodicals, and relate to tricycling for ladies. No book that has been published contains so much of value to lady riders as this does, and as it can be had for a stamp, we advise every lady rider to procure a copy, and if there are gentlemen who wish to persuade ladies to ride, they should get one of these.

THE meeting of the Missouri Club, Tuesday evening, was a busy one. The subject of winter entertainments was discussed, and Brewster was elected chairman of the entertainment committee and Frank Pratt, of the finance. The first will be given some time in November. The hop feature will largely prevail, as it was found last year that it was a little too expensive getting up entertainments otherwise. A proposition that the club unite with the Cycles and put up prizes for a road race was voted down, Brewster opposing it on the ground that road racing was wrong. Quite a number of changes in the constitution and by-laws were made.—*Post-Dispatch.*

THE Philadelphia Club recently tendered a reception to Mr. and Mrs. Harold Lewis, who have just returned from their tour through Europe on a tandem tricycle. Mr. and Mrs. Lewis have been absent from Philadelphia since the 25th of May last, and during that time rode almost 2200 miles, passing through England, France, Switzerland, Belgium, Holland and Germany. Mrs. Lewis three years ago was a confirmed invalid. A more forcible argument for cycling as promotive of health could not be advanced.

THE *World* announces that it will conduct a 24-hours road race, also one of 100 miles over a course not over 20 miles long, on roads in the vicinity of Boston. The first race given will be the 24 hour, and will be started Oct. 31. Entries will close Oct. 29. The 100-mile race will take place Nov. 5. Entries close Nov. 4. Entries $2. The prizes will be gold medals for the first, and fine medals for the second. The route will be a simple and direct one, in which it will be impossible to skip and go astray.

IT has been calculated that a man whose stride is thirty-two inches will make 1,980 steps to the mile. If he walks at the rate of one hundred steps per minutes, he will walk a mile in 19.8, or about three miles an hour. A rider of a 52-inch bicycle, each time he makes a revolution of the pedal, advances his wheel 13½ feet. If he makes a hundred revolutions per minute, he moves 1,361 feet, or nearly fifteen and a half miles per hour. It may be said, then, that on a good road a rider of a bicycle can cover a given distance in one third the time with one sixth the exertion as compared with walking, or three times as far as on foot with the same rapidity of movement, and less than one half the exertion.—*The Standard.*

THE Cambridge Club held open house on Tuesday evening and dedicated the new club-house on North Avenue. Some five hundred guests were present, and the evening was spent in looking about the new club-house. President Hayes and Mayor W. E. Russell received the guests in the parlor. An orchestra furnished music, and there was a very pretty floral display. The house is fitted up for social purposes, with parlor, card room, billiard room, etc, but later a wheel room and gymnasium will be provided in the basement. The rooms are beautifully decorated and furnished, and the club is well quartered.

AN occasion of rare enjoyment was the meeting of the Columbia Bi. Club of North Attleboro and Roxbury Club of Boston at Walpole last Sunday, the Roxburys entertaining the Columbias at dinner at the Walpole House. After satisfying their great appetites, President Emery, on behalf of the Roxburys, presented Captain F. I. Gorton of the Columbias with a grandfather's stop-watch, suggesting its convenience for timing, and causing much merriment. Captain Gorton responded, though surprised; he expressed the thanks of his club and himself for the pleasant occasion. The two clubs intend visiting Mechanics Fair together, the first of next month.

AT Indianapolis Prince Wells performed a feat never before accomplished by a unicycle rider. At the grounds of the Athletic Club of that city he mounted his single wheel and rode for 59 minutes and 40 seconds without a dismount, going exactly 10 miles. The record is remarkable. A few weeks ago he rode ten miles at New Orleans in 1.20., which was a world's record until his Indianapolis record. Prince rode his first mile on a unicycle at Indianapolis in July, 1885, in 4.1., which was at that time considered something marvellous.

BRISTOL COUNTY (R. I.) CHAMPIONSHIP.

A GOLD medal for the best rider in Bristol County was first offered two years ago, and was won twice in succession by M. W. Turner, of Warren. The winner was challenged in August last, by Arthur Beuchene, a French Canadian, the race taking place in the latter part of the month. The Canadian won by a few feet, and there was dismay in the ranks of the Bristol County Wheelmen, as Turner was supposed to be their fastest rider. Naturally, there was joy in the French camp, and the new champion was carried home on the shoulders of his friends, a keg of beer opened, etc.

The Bristol County Wheelmen had good cause to look with dismay on the result. F. A. Bliss was the only man that could follow Turner, and in both previous events Turner had defeated him by three or four seconds. In the mean time, the Division held its annual races at Narragansett Park, and Bliss won the one-mile State championship, hands off. A council of war was held; Bliss challened Beuchene, and the boys "chipped," and offered a gold medal, value $25. The event occurred Saturday, Oct. 22, 1887, after a heavy rain, and in the teeth of a gale of wind. The course is three and one quarter miles, over an ordinary country road. Bliss won, time 12.39, defeating his opponent so badly that he turned off at a side street and wheeled home. The street was packed, and as Fred crossed the tape the yell was deafening. Every American was pleased, and some of our foreign friends secretly expressed their joy at the result, as the captain is a prime favorite, and will not get the "big head" over his success. Bliss says that it is his last race; but if some would-be champion should desire to compare speed with him, I think he could be accommodated at short notice. The day ended in a jolly supper, and the championship once more takes up its residence on Main Street. The town of Bristol, four miles away, is hardly able at the present time to send a man capable of carrying home the coveted prize; but we hope, before many months, to behold a trial of speed between riders from the two rival towns. 7308.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

CUFF BUTTONS.

EDITOR BULLETIN:—During the past year I have worn a pair of cuff buttons which are easily and cheaply made. Not only are these buttons handsome, but they carry conspicuously the mark of our League. Take four small L. A. W. buttons, such as are used on the sleeve, have them *heavily* gold-plated and linked in pairs. The link can be made like a letter S, very much compressed, and elongated thus ∞. The letters can be enamelled or blacked with Indian ink. Total cost in my case, seventy-cents.

W. H. BERGTOLD, M. D., L. A. W. 2175.

LEAGUE OUTFITTER.

EDITOR BULLETIN:—I see that L. A. W. No. 16,680 defends the present League tailor against the insinuations of misfit. Has the "Owl," in some of his nightly prowlings, run across an electric light that has made him lose his temper? I would seem so. I have worn the so-called League *uniform* that was given us two years ago, and while it looks well *at first*, we all soon become "red men." As soon as I could get hold of a sample of the new cloth, and found that it met my expectations, I went to my tailor and was measured for a coat, sent the measure to Philadelphia, and in due time received a coat that *fitted*, — not a wrinkle in it. Had every member of the League sent a tailor's measure rather than their own to the firm who are furnishing the League suits, there would be very much less fault finding. The Uniform Committees have done their work well. L. A. W. No. 3,248.

MANHATTAN SUBSCRIPTION.

EDITOR BULLETIN:—Allow me to protect the good name of the Manhattan Bicycle Club, by correcting the statement of "The Owl" in last BULLETIN, in which he says the Manhattan Bicycle Club, among others, "care nothing for the privileges given them by the passage of the (Liberty) bill, nor for the honor of the State Division." Now, sir, this is pretty strong language, and, knowing the facts as I do, I can but characterize it as merely the hootings of "The Owl."

Since the first call for help by the Chief Consul, the management of the Manhattan Bicycle Club has kept the matter before the attention of the members, and a number of them have subscribed; and it was and is the intention of the club to send a club subscription at an early date. Before making such a statement, "The Owl" should have looked into the affairs of the Manhattan, if he considers such his calling, as he seems to have done in the case of the Citizens', to ascertain what they were "going to do." In regard to the New York Bicycle Club sending $100, allow me to state that this money was taken from the treasury and afterwards made up by the members.

The Manhattans have done their share to aid the passage of this bill, as they will do in defraying the expenses of the same, in due time.

CHARLES A. SHEEHAN,
Secretary.

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

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The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

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FOR SALE.—One Royal Crescent Tandem Tricycle, run but very little and good as new in every way, not marred in the least. Will sell for one hundred and seventy-five ($175) dollars *cash*. W. E. PENCE, 41 Superior St. Cleveland, Ohio.

FOR SALE.—Special Rover, new; Springfield Roadster, good as new; Star, 48-inch, latest pattern, second hand; one ball-bearing crank (English) 52-inch, second hand. Box 73, New Knoxville, O.

48-INCH SPECIAL STAR, SILENT RATCHETS, in excellent condition; $60 takes it; pattern of 1886. Box 65 Norwalk, O.

FOR SALE.—New 1887 Columbia Light Roadster tricycle for $135 cash. Address HENRY PURINTON, Detroit, Mich.

BICYCLE.—58-inch, full-nickelled Expert, ball pedals, in good condition; price $75. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

BICYCLE.—54-inch Expert, full nickelled, ball pedals, cow-horn bars, and in excellent order, $80. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

FOR SALE.—A 45-inch 1887 model Star. H. W. ROBINSON, 10 Salem St., Charlestown, Mass.

SINGER STRAIGHT STEERER TRICYCLE, NEW, 1886, cost $180; nearest approach to absolute perfection, enormously increased rigidity, twisting strain removed, straining leverage of handle bar reduced one half. 210 Quincy St., Brooklyn, N. Y.

FOR SALE.—48-inch Star, $30, balls to little wheel, new tires. SMITH & CO., Oraton Hall, Newark, N. J.

BARGAINS.—54-inch Special Star, enamel finish, first-class order, $60; 54-inch Road Star, very little used, $40; 54-inch British Challenge, good order, $40. I. GROVER, Youngstown, O.

FOR SALE.—Columbia Light Roadster, 57-inch, nickel finish, with Lakin cyclometer, and nickel hub lamp attached, spade handles, long cranks, and one extra handle bar, dropped low for racing; spokes in large wheel somewhat rusty, also rear fork, otherwise in fine condition, for $100; also, 58-inch Rudge Racer, never hurt, for $50. Address C. H., 1420 Farnam St., Omaha, Neb.

SECOND-HAND BICYCLES.—Fine assortment. Prices $30 and upwards. Wheels bought, sold, and exchanged. Old mounts received in part payment for new. Sole New York agents for New Rapid and Quadrant 'cycles. Send for list of bargains. NEW YORK BICYCLE CO., No. 38 Park Place, New York.

WANTED.—A Traveller or Columbia Tandem, in exchange for a three-track Columbia and a two-track Apollo tricycle; both machines in fine condition; correspondence solicited, 1909 L. A. W., 1817 Ridge Ave., Philadelphia, Pa.

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BICYCLES, SECOND-HAND.—If you wish your wheel sold quickly, at a small commission; or if you wish a choice from the biggest list of big bargains in America, send to MANHATTAN WHEEL EXCHANGE, 49 Cortland St., N. Y.

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MEDALS AND BADGES,

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PLYMOUTH ROCK $3 PANTS

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TIMOTHY COREY, father of Harry D. Corey, died at his residence in Brookline on Monday last.

THE PATH.

Arlington, Md.—The associated Cycling Clubs of Baltimore held a Meet at Halstead's Driving Park on Saturday, Oct. 15. The affair was the event of the season, and the races were witnessed by a large audience. Summary:

One-mile Novice.—H. G. Tyler (1), 3.14; E. Eisenbrandt (2).

One-mile Open.—P. S. Brown (1), 2.53; W. E. Crist (2).

Half-mile Handicap for Boys.—M. Bumgarten, 100 yards (1), 2.38; Edmonston (2).

Three-mile Handicap.—C. R. Eisenbrandt, 105 seconds (1), 9.03; Kingsland (2).

One-mile Tandem.—Kingsland and West (1), Atwater and McKenzie (2).

One-mile Dash.—L. P. Smith (1), 3.22 2-5; E. Eisenbrandt (2).

Two-mile Team Race.—Baltimore Club (1), 12 points; Maryland Club (2).

Half-mile Steeple Chase.—G. S. Atwell (1), 2.34; H. Ward (2). This was a novel race and created considerable laughter. The contestants had to ride a certain distance, crawl under a hurdle, carry their machines, walk across the field and then mount and ride for the home stretch.

Three-mile Lap.—Kingsland (1), 24 points; Brown (2), 18 points.

One-mile Consolation.—Whittingham (1), 3.10; Pope (2).

THE CLUB.

PHILIPSBURG, PA., Mountain Wheel Club.—Officers elected, Oct. 10: President, Dr. G. H. Ashman; secretary, F. E. Sprague; treasurer, Thos. J. Lee; captain, C. B. Holly.

CAPITAL CITY CYCLING CLUB, Springfield Ills.—Officers elected: President, Thomas Candlee; vice-president, I. J. Kusel; secretary-treasurer, W. S. Reed; captain, S. M. Clarke.

PURITAN BICYCLE CLUB, SALEM, MASS.—At the regular meeting of the Puritan Bicycle Club, held at the clubhouse, Oct. 4, 1887, the following officers were chosen for the ensuing year: John A. Chamberlain, president; Louis F. Murray, secretary-treasurer; Edward N. Bassett, captain; Samuel Chamberlain, lieutenant.

ALLEGHENY CYCLERS, Pittsburgh, Pa.—Officers elected for ensuing year: President, A. R. Neeb; secretary, A. C. Banker; treasurer, W. C. Coffin; captain, W. D. Banker. The club has forty members and in conjunction with the other clubs of the city has just finished a very successful tournament.

OFFICIAL ANNOUNCEMENTS.

R. I. CONSUL.

PLEASE publish appointment of Herbert L. Dyer, as Consul at Newport.

CHAS. S. DAVOL, *C. C.*

WARREN, Oct. 19, 1887.

NEW HAMPSHIRE APPOINTMENT.

FRANK MCMASTER, of Nashua Cycle Club, is appointed Consul at Nashua.

H. M. BENNETT, *C. C.*

MANCHESTER, N. H., Oct. 20, 1887.

PENNSYLVANIA NOTICES.

MR. E. W. BURT, of Philadelphia, declines the appointment as representative.

T. Howard Wright has resigned the chairmanship of the Committee on Rights and Privileges and Rules and Regulations; and J. J. Van Nort, of Scranton, has been appointed in his stead.

GEO. A. JESSUP, *C. C.*

SCRANTON, Oct. 24, 1887.

INDIANA HOTEL APPOINTMENT.

I HAVE appointed the Bearss Hotel to be the League hotel at Peru. Rates $1.50 per day, forty cents for meals and lodging.

A. B. IRVIN, *C. C.*

CERTIFICATE.

To Members New York State Division, L. A. W.:

THIS certifies that I have this day received from Ex-Secretary-Treasurer, E. K. Austin, all moneys of the Division per annual report as published in the BULLETIN, Sept 30, 1887; also, all books, papers, and vouchers pertaining to the office as forwarded by Chief Consul Bidwell.

RAYMOND S. COON, *Sec.-Treas.*

TROY, N. Y., Oct. 6, 1887.

ILLINOIS DIVISION OFFICIAL NOTES.

RIVERSIDE HOTEL, Jno. V. Gage, manager, Riverside, Ill.; rates $1.50 per day; is appointed L. A. W. hotel, No. 26, upon recommendation of Representative C. H. Sieg.

Mr. A. Kreitzer, South Chicago, Ill., is appointed Local Consul No. 37, district 1, upon same recommendation.

Mr. Thomas Bray, Æolus Club, Chicago, is appointed Illinois Division representative No. 12, district 1.

Mr. G. C. Stamm, Æolus Club, Chicago, is appointed Local Consul No. 38, N W. Division, Chicago.

Notice is hereby given to all State members that the bicycle clubs of Chicago will hold a joint run to Pullman, Sunday, Nov. 13. All are invited. Parties desiring information, address Representative C. H. Sieg, 291 Wabash A., Chicago.

N. H. VAN SICKLEN, *C. C.*

CHICAGO, Oct. 21, 1887.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:—

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 110—Total 38—11,731.

BOSTON, Oct. 28, 1887.

CALIFORNIA DIVISION—2.—339.

Garden City Wheelmen.

17028 White, Pollard, San José.
17029 Whittle, Mark, "

COLORADO DIVISION—1.—42.

Unattached.

17013 Tschuddi, M. W., 2455 Humboldt St., Denver.

CONNECTICUT DIVISION—2.—630.

Unattached.

17033 Lyon, Edwin P., Box 88 Danielsonville.
17018 Pratt, Wm. A. (26 B'way, room 143, New York), Stamford.

DISTRICT OF COLUMBIA DIVISION—1.—99.

Unattached.

17014 Pryor, J. T., 508 Eleventh St., N. W. Washington.

ILLINOIS DIVISION—4.—609.

Illinois Cycling Club.

17015 Howe, W. G., 38 Randolph St., Chicago.
17016 Lutz, A. M., 1225 Berry Ave., "
17017 Mitchell, J. S., 437 Washington Boulevard, "

Unattached.

17019 Zumstein, Jno. H., Windsor.

MAINE DIVISION—3.—128.

Portland Wheel Club.

17022 Lawton, Geo. H. H., 208 Franklin St., Portland.
17023 Tuttle, E. E., 278 Congress St., "
17024 Whittier, Chas. F., 44 Exchange St., "

MARYLAND DIVISION—8.—282.

Baltimore Cycle Club.

17034 Carr, G. W. B., 1239 Druid Hill Ave., Baltimore.
17035 Dietz, Chas. Henry, care Gilpin, Langdon & Co., "
17036 Wood, Milton S., 429 E. North Ave., "

Ramblers' Cycle Club.

17030 Bosley, Arthur L., 110 W. Lexington St., "
17031 Taylor, W. Burrows, 1812 Maryland Ave., "

Unattached.

17038 Christie, John H., 21 Mt. Vernon Pl., "
17039 Cone, M. J., 1839 Bolton St., "
17025 Leonard, R. Hall, 819 W. Boundary Ave., "

MASSACHUSETTS DIVISION—3.—1,399.

Dorchester Bi. Club.

17050 Fenno, Geo. H., Mattapan.

Rovers' Cycle Club.

17020. Heustis, E. M., 147 High St., Charlestown.

Unattached.

17032 Gorrie, J. M., 5 Central Wharf, Boston.

NEW JERSEY DIVISION—1.—861.

Unattached.

17026 Butler, Elisha, 15 Tichenor St., Newark.

NEW MEXICO—1.—2.

Unattached.

17040 Simmons, W. G., Santa Fé.

NEW YORK DIVISION—6.—2,265.

Manhattan Bi. Club.

17041 Pendleton, Wm. F., 265 W. 22d St., New York.
17042 Rosenfeld, Wm. L., 21 Maiden Lane, "
17043 Warwick, Jno. M., 133 W. 125th St., "
17044 Wyatt, Edmund R., 360 W. 45th St., "

Unattached.

17027 Van Houten, Erskine J. S., 13 W. 20th St., "
17037 Bunker, Albert, Sugar House, foot of Bridge St., Brooklyn.

OHIO DIVISION—2.—927.

Ottawa Wheel Club.

17021 Beardsley, Chas., Ottawa.

Unattached.

17045 Mead, Wm. H., Jr., Patalaska.

PENNSYLVANIA DIVISION—2.—1,710.

Ariel Wheel Club.

17046 Collins, Herbert G., 224 So. 6th St., Reading.
17047 Ropes, A. B., 119 So. 6th St., "

VIRGINIA DIVISION—1.—84.

Portsmouth Wheel Club.

17048 Warner, Chas. A., Portsmouth.

WISCONSIN DIVISION—1.—86.

Unattached.

17049 Grout, Frank, Warsaw.

APPLICATION FOR LIFE MEMBERSHIP.

List No. 7—Total 1.

BOSTON, Oct. 28, 1887.

ILLINOIS DIVISION:—1.

Illinois Cycling Club.

11923 Roe, T. T., 85 Fifth Ave., Chicago.

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

ADVERTISEMENTS will be inserted in this column as follows: Fifty cents for four lines, first insertion; twenty-five cents for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

50—BICYCLES AND TRICYCLES—50.—Great inducements this fall in shop-worn and second-hand machines; send for list. WHITTEN & CO., Providence, R. I.

TRICYCLES.—One Royal Mail, shop-worn, $125; Rudge Crescent, ridden less than fifty miles, $125; Humber Tandem, 54-inch, used only this season, $150; other bargains in tricycles and even greater in bicycles; send for list. WHITTEN & CO., Providence, R. I.

FOR SALE.—Humber Cripper, in good order, a fine wheel for a lady; price, $75. HOWARD A. SMITH & CO., Oraton Hall, Newark, N. J.

50-INCH STANDARD COLUMBIA, $40; 52-inch Standard Columbia, $40; 50-inch Expert, $75; 54-inch Expert, $45; 56-inch British Challenge, $65; 52-inch American Rudge, $95; 52-inch Rudge L. R., new, $125; 54-inch Mail, new, $125; 42-inch Pony Star, $55; 51-inch American Star, $65; 52-inch Shadow, $40; Humber Tandem, $175; Humber Tandem, $200; Humber Cripper tricycle, $125. LEWIS L. EVANS, Wilkesbarre, Pa.

STAR.—48-inch Special Star, two thirds nickel, latest pattern, with all improvements; is in first-class condition; will sell at a bargain. Address W. T. CONNELL, Room 46, Grand Central Depot, New York, N. Y.

54-INCH, ENGLISH, BALLS, FAIR CONDITION, worth $75, to close at $35; 54 inch Expert, late pattern, full nickel, balls all over, cost $140, good as new, only $100; 48-inch Road Racing Star, new in September, 1887, cost $160, only $103; 46-inch American Safety, all balls, $59. L. P. THAYER, West Randolph.

(*For Sale Advertisements on page 235.*)

We don't go in for track racing very heavily, but then, you know, we are "in the swim."

AT NEW ORLEANS OUR ROAD MACHINES CAME OVER THE TAPE FIRST, IN SIX OUT OF THE NINE EVENTS.

THE CHAMPION

Also captured all, or nearly all, the Medals and Prizes at

MEMPHIS, TENN., CLARKSVILLE, TENN., AND PAOLA, KAN.

Then take that Professional Handicap at North Attleboro' the other day, when Munger won easily, with Rowe, McCurdy, Hollingsworth, and others in the field. Munger rode an ordinary LIGHT CHAMPION, while all his competitors were on 21-pound wheels. The LIGHT CHAMPION took first in every event at Parker, Dak., on September 17, ridden by Frank Montelius.

There's no use talking, the bearings are bound to get there, even if the machine is heavy and made for the road, and when one does ride the CHAMPION on the road, he simply says "MY! it's the easiest running wheel I ever saw." A further acquaintance with the American Cycles can be had by applying for our catalog.

GORMULLY & JEFFERY MFG. CO.

CHICAGO, ILL.

LARGEST AND ONLY CYCLE MANUFACTURERS IN AMERICA OWNING THEIR OWN PLANT and PREMISES.

THE BULLETIN OF THE L. A. W.

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA: PUBLISHED WEEKLY:

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, NOVEMBER 4, 1887. | VOL. V. No. 18. WHOLE NUMBER, 123.

EASTERN ROAD RACE.

25 MILES.

Boston and Vicinity, Saturday, Oct. 8, 1887.

[*ALL OF THE MAKES OF HIGH GRADE MACHINES REPRESENTED.*]

WON BY

FRANK CARMEN, of Cambridgeport Bicycle Club, on an

EXPERT COLUMBIA.

Time, 1.34.29. BEATING LAST YEAR'S RECORD.

SECOND POSITION

By R. G. BEAZLEY, of the Chelsea Bicycle Club, on a

COLUMBIA LIGHT ROADSTER.

Time, 1.34.29 1-5.

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THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

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A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith.

Members should be careful to notify the EDITOR promptly of any change in their residence, giving their old as well as new address. Great care is taken with the mailing list. All changes received after Tuesday night can not be attended to until the following week, as at that time the list goes to printer for revision. Members who write for back numbers will have them forwarded on Friday, our regular mailing day.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

NEW-YORKERS, who can afford it, now ride in cabs with rubber-tired wheels. It they get comfort they should remember to give the cycle all due credit. When carriages go on rubber tires how happy we shall all be in the freedom from noise.

IN the nine weeks of September and October, 1886, we had 571 applications for League membership. In the same nine weeks of 1887, we had 598 applicants. We may get the 12,000 this year, but we have got to push for it.

THE Marlboro tandem which Allard and Oxborrow rode in their run for a record, weighed only forty-nine pounds. This is getting the thing down pretty fine. England is still ahead of us in the matter of light wheels, but England has the roads suitable for very light machines. America has got to have roads before she can hope to have lighter wheels than her makers are now giving her.

SEVERAL League clubs are now suffering from the action of those whose League dues they have paid, and who refuse to reimburse them. The clubs do not hesitate to expel all such, and in cases of this kind, expulsion from the League should follow. The League ought not to give privileges to those who are taking them dishonestly.

WILL the bicycle and the buckboard go hand in hand? Witness this from a Colorado paper. "Mr. Louis R. Ehrich, of Colorado Springs, advocates the formation of a Colorado Buckboard Club. The idea is novel, but decidedly commendable. The benefits which he expects will be derived are, better hotel accommodations, better roads, new roads to points of interest, the issuing of information to tourists, and a wider and completer knowledge o the resources and scenery of our State." We welcome the buckboard as an ally.

THE Indiana Division has one hundred dollars in its treasury, and the officers are at a loss to know what to do with it. They propose to hold a fall meet, and have a good time with the money. A Southern Division recently spent all its funds on a race meeting, and we have had several letters from secretaries of State Divisions, who have written us that they have no use for money. One secretary writes: "Don't send me any money. I have a good sum now on hand and nothing to spend it for. If you should send me a remittance, the money would lie idle in the treasury." We state these facts as important ones to be considered in discussing the question that many are now raising, to wit, that the Divisions get too small a proportion of the dues paid into the National treasury. This office is severely hampered in its work for want of ready money. We know of but one Division that has been hampered for want of funds the present year. New York has spent a great deal of money, and we have been unable to furnish cash to them as fast as it was wanted. Other Divisions have had bills to pay, and we have made an effort in every case and furnished the money. No Division, except New York, has suffered, and so far as we know, no Division has had to abandon work for want of funds. We know of no case, except that of New York, where there is not a surplus in the treasury. The Treasurer of the League and the Secretary-Editor are unable to meet their bills promptly. If, then, more money is given to the Divisions, will not this state of things be aggravated? Let the Reorganization Committee determine. We do not contend that it would not be a good plan to send more money to Divisions that use it in League work, and we should favor such a scheme, but we do not care to see money sent to Divisions that do no League work, for it will only swell the amounts now lying idle in the treasuries, and will perhaps be expended after a time in a junket for the members.

FROM A FEMININE POINT OF VIEW.

I HEAR with no little regret that the projected ladies' tour in England has had to be abandoned. It was promoted by the C. T. C. and a prominent official was designated to personally conduct it, but it received no patronage and could not be carried out. This brings to my mind the failure of the ladies' Irish tour last year, and the question naturally arises,—why is England so backward in this feature of the sport? In nearly everything else, cycling, Albion points the way but I fear she will have to follow America in touring.

I SAID touring, and I think I can use the word in its broadest sense for England has shown us no "Big Four," nor "Down East" tours, nor has she, as we have, sent tourists across the seas to Bermuda. It is very common to hear of Americans touring in England and on the continent, but do we ever hear of Englishmen touring in America? They have good roads, to be sure, and their climate is a perpetual invitation to ride, but we have a few good roads, and we have much to show strangers. Can it be that our English cousins have earned the title of "butterfly riders" by keeping to good roads, and never essaying uninviting ones?

AMERICA has indeed pointed the way to England in the matter of ladies' tours and we point with pride to the four successful tours to the North Shore and the many one-day concerted runs that have been held on this side of the blue ocean.

OUR friends who went with us to the North Shore caught the riding fever, and I have heard of them and met them on the road in small parties on several occasions since. The Tourmaster and his wife rode to Providence and Newport and saw the Masons off to New York. The Songstress and her husband, and our Malden friends, went a short distance with them, and at Providence the local riders received and rode with them. The tour of four days was extended to two weeks by several of the party. The Tourmaster's wife caught her foot between the crank and the frame of her machine while at Newport and broke a toe. She was forced to remain in Providence a few days and have her foot attended to, but is now at home and doing well.

MR. AND MRS. HAROLD LEWIS of Philadelphia have returned from their European trip and have been received by the wheelmen of Philadelphia. Mr. and Mrs. Lewis left New York May 28, for Liverpool. They went by rail from the latter city to Coventry, where they purchased a tandem machine and began their tricycle tour. They went up by easy stages to London, visiting by the way Kenilworth, Warwick, Stratford on Avon, Oxford, Windsor, and Hampton Court. They spent ten days in London, making nearly all their journeys from place to place in the city on their tricycle. They then visited Winchester, Southampton and the Isle of Wight, and crossing to Portsmouth, went along the coast to Chichester, Brighton, and New Haven, where they took steamer for Dieppe, and thence went by way of Rouen to Paris. They spent ten happy days in the French capital, and then went on to Geneva, Interlaken and Lucerne. Then they went over to old St. Gothard Pass and by way of Lake Maggoire and Lake Como, down to Milan. They came back along the right side of Como and over the Spluegen Pass into Switzerland again. Next they went for the usual run down the Rhine, taking in Strasbourg, Baden-Baden, Heidelberg, Mayence, Coblentz, Cologne and all the rest of them. From Cologne they wheeled on into Holland, pushing far into the north, where few tourists go. They crossed the Zuyder Zee—in a boat, of course—and rattled down the peninsular to Amsterdam. When they struck that quaint old town they awoke to the fact that the rubber on the wheels of their machine had worn down to the rim, and that the journey, delightful as it was, had better stop there. They packed up their machine and sent it to Liverpool by rail. They followed it and have brought it home with them. They will have new rubber put on the wheels and content themselves with trifling runs of thirty or forty miles round about Philadelphia.

EVERYWHERE, Mr. Lewis said, although objects of curiosity to the natives, they were politely treated except in some parts of southern Germany, where some of the peasants thought it funny to make ironical remarks.

IN London they could find but one hotel in which they could have a place for their tandem. Even then they had to put the machine in a hallway, and take the proprietor's word that no one would disturb it. On the Continent there was no trouble of that sort, Mr. Lewis having a book isssued by the German Wheelmen's League giving a list of hotels affording accommodations for "man and wheel." There was a luggage carrier connected with the machine, in which were stored some twenty-seven pounds of clothing and books. After they left Paris Mr. and Mrs. Lewis depended on the carrier altogether, having grown weary of the annoyances incidental to the forwarding of trunks in Europe. The roads were fair nearly everywhere, and Mr. and Mrs. Lewis were obliged to walk only some fifteen miles, a bit at a time, during the whole of the tricycle trip. The maximum run for any one day was made on the trip from Paris to Geneva; it was sixty-three miles. The whole journey from Paris to Geneva consumed seven days. The cost of the journey aside from the steamship charge averaged $6.50 a day for both. They had no notion of making an economical trip and never stinted in expenditures. Among the wheelmen met on the road was a party of six young Americans making a bicycle tour of Germany.

ONE of the most interesting circumstances in connection with the whole story, Mr. Lewis thinks, is that only some three years ago his wife was a confirmed invalid and scarcely permitted to walk at all, and was altogether forbidden to walk up stairs. Yet on a part of their trip through the Bernese Ober-

land they rode up an ascent that amounted to 3,300 feet in eight miles.

I WAS honored with an invitation to visit the Cambridge Club in its new house on the occasion of the "opening" last week. The club is very prettily quartered and has gathered within the four walls all that goes to make one comfortable and happy. The gentlemen have displayed excellent taste in fitting up this establishment, and yet there was lacking those little graceful feminine touches which the master of a household secures from his wife. A bit of ribbon here, a pretty tidy there, an embroidered, mantel scarf or a prettily worked lamp screen, were missing, but I was assured by the lady friends of the gentlemen that all these were soon to come, and that loving feminine fingers were fashioning pretty ornaments for the new house.

WE had an uncommonly delightful evening and the house was opened under the most flattering auspices. DAISIE.

ST. LOUIS.

KLIPSTEIN was riding along Pine Street the other evening very happy. He had just got back from Cincinnati, and as we nearly ran over a couple on the crossing who did n't see our lampless wheels, he burst out: "I tell you, fellahs, St. Louis is the freest city for cyclists in the country. Why over in Cincinnati we were riding along peaceably, when all of a sudden a cop waved his big club at us and yelled, 'Fifteen feet there, fifteen feet. I did n't know what ailed the fellow. There were only seven of us, and I was busy trying to figure out where the extra foot came in when I was reminded by my companion that the police regulation called for a space of fifteen feet between wheels, and for not more than two abreast. Holy Smoker! what would we do if that was the rule here?" he asked, as he bent over the handles and spurted down the hill, as if to leave the horrid thought behind.

I WAS going out Lindell Avenue to the park the other Sunday, when I caught up with a wheelman. As I drew near him I fell behind a buggy, and just for *fun*, yelled: "Come there, you bi-sickler, don't take up the whole road." To my surprise the wheelman turned off into the gutter, ran into some loose macadam and flopped. "Well," said my companion, "I 'll bet a dollar he is n't a St. Louis rider." Sure enough when we apologized for scaring him so, we *found* he was from Minneapolis. Then as we rode along to the park we gave him some lessons. We told him of how many times Cola Stone had licked road hogs all through that part of the suburbs, of what bloody seas we had to ride through to win the rights we now hold, and how no self-respecting wheelman could so far forget the glorious traditions as to allow anybody to scare him off the road. We left him in such an aggressive and independent mood that I shudder to think of what he might have done had he met a highway hog on his return.

A LITTLE incident that has not yet seen print shows in a rather peculiar, but none the less forcible way, the power and effect of the League. As the League parade last spring was sweeping through Forest Park, several young boys a-wheel flew along the boulevard far ahead. It happened that a prominent citizen, who is a genuine road hog, if there ever was one, was out there with a skittish horse. But let him tell his own story, which I got almost direct from him: "I was riding along when two boys came along on bicycles, and my horse shied and reared. I got him quieted and turning the lines over to my friend, I grabbed my whip and jumped from the buggy to use it on 'em, when Lord! over the hill came an army of 'em, with six big fellows on one wheel. Did I use that whip? Yes, but it was on my horse, and in getting out of there, mighty quick.

To those who can see no use in joining the League, ask them if it does n't pay to have an "army of 'em" to back them up in open riding, as in the above instance, or in the silent influence that makes itself felt in the city councils, the mayors' offices, the legislative halls, and the courts.

SPEAKING of the League parade, reminds me of one of the most ironical coincidences I ever stumbled on. Participants in the parade will remember that it was broken once at 28th and Locust Streets by a half drunken fool, who kept whipping his horse through the line. He is quite rich, but as mean in his house as on the road. His wife left him, and the other day he went to a certain house to get a room. He was charmed with a certain apartment, and grandly said: "I 'll take that." "But you can't," said the landlady, "a young man has it." "Oh, I 'll fix him all right. Call him down." The bicyclist came down and heard the man's proposition, and then said: "I know you too well. When I saw you try to break up our bicycle parade last spring, I swore I'd get even with you. I have this room and all your money can't move me out." He might have added: "Ha, ha, villain, I have thee on the hip!" and not violated the dramatic proprieties, but he did n't. He just pointed silently to the bicycle standing under the stairs, and turned on his heel.

THE Missouri Bicycle Club has decided to continue, this winter, the delightful monthly entertainments which lifted the club into social prominence last year. The literary features, I understand, will be in a great measure sacrificed to the Terpsichorean, as it is less expensive. Literary diversions seldom suffice, and a band is nearly always necessary to touch up the dancing element a little before the night is over. So it has been practically decided not to incur the extra expense of providing *literati* to furnish amusement. Brewster has been made chairman of the entertainment committee, and Frank Pratt will manage the finances. Last year's plan of having a separate member of the committee charged with each month's entertainment, and thus working in new ideas, will probably be carried out this winter. The first event in the club's social life, this fall, will be held some time next month. I hope to see the extensive musical talent in the club drawn on. It is too bad to see voices like Oeter's, Bosswell's, Andrews's, and others, going to waste.

SOME of you long-distance cranks in the East chew on this: Between the 29th of August and the 29th of September, E. A. Smith, of the Missouri Bicycle Club, rode to Ballwin and back every single day, rain or shine. Ballwin is twenty miles from St. Louis by the Manchester pike, so that Smith in the round trip covered forty miles. His total mileage for the month was thus over eleven hundred miles. And don't forget that the road to Ballwin has hills on it that tear a new man's "lung out," as one of our cycling expressions goes. Some of our visitors, who have felt like getting off and dying at the top of several of these hills, will realize the magnitude of Smith's achievement. With such riding as that, it is no wonder that he won the road race, and that he has overcome Capt. Brewster's lead, and now moves along at the head of the list with a total mileage of about three thousand five hundred miles, and a good prospect of beating Stevens's record of last year. It should be remembered, too, that Smith's Ballwin rides were made before or after business hours. Such hustling has never been known in these parts before, nor do I think any other region can show anything like it. If it can, will not some correspondent of the BULLETIN please mention it?

OUR boys came back from the Quincy meet rather down in the mouth over the way Chicago scooped in the prizes. Sanders and Oellin entered in two races, but were beaten by Ehlert and Bowbeer. The only person from St. Louis to get any glory was the blooming professional Percy Stone, who defeated John Stout, the mute Star rider, in the hill climbing after a dead heat. By the way, Stone got the best prize in the hill-climbing contest. When the amateurs found they were down to climb with professionals, they kicked. So the judges decided to split the events into professional and amateur. When they told Percy of this decision, he said: "All right, but you mind that the medal first agreed on remains for the pros." And it did, he says. It is a cold day when a professional gets left, and though the air was a little chilly, it was n't cold enough.

WHAT makes the St. Louis contingent mad is the fact that Chicago is saying that "there is no use talking, the Quincy races were a representative contest between the two big cities." Such a claim makes our boys mad, and it ought to. Sanders is no flyer,—never claimed to be,—and any way has n't been in training for several months. And Oellin? Well, well, Chicago, you don't call him a flyer on the track. He has n't thought of racing this summer, and has never at any time been considered good for anything under 3.05. True, he enjoys the deceiving title of "Flying Dutchman," but that is all a joke. Chicago should n't forget Gus Hart, who beat her so badly last year, Harry Gordon, J. M. Hodgen, Klipstein, and other amateurs; while in the way of professionals, we may ask: "What 's the matter with Percy Stone, whose challenge to Whittaker, called the Chicago champion, remains unanswered?" OMEN.

JERSEY.

FULLY five miles of uneven Belgian blocks and rough cobbles to be ridden at night on wheels encumbered with a festoon of lanterns. This was the obstacle to be surmounted by the Elizabeth Wheelmen when the project of a lantern parade was promulgated some two weeks ago. Many of the boys shook their heads, and feared from past experiences elsewhere, even under more favorable conditions, that the carrying out of the scheme without no small wreckage and disaster to mar the artistic effect of the parade would be most difficult, not to say improbable. Captain Berry, however, was not to be easily discouraged, and, having received the sanction of the club, set about his task undismayed. Invitations were sent to all the neighboring clubs. The next question was how many would respond. The ill-fame of Elizabeth's roughly paved streets, you know, is widespread. The answers, however, began to come quickly, and the "toughs" of the clubs seemed anxious to have a try at it. And so the preparations were pushed forward.

SATURDAY night came, and Luna smiled her brightest approval. The elements and the citizens favored the enterprise. The weather directors gave a succession of dry days, and even the water-cart fiend desisted for once in his destructive labors. At the club house the committee had hung flags within and festooned lanterns without. The lady members had sent in cakes, sandwiches, and the like in bountiful profusion, to serve in the recuperation of famished bodies.

AT seven o'clock the clans began to arrive and were assigned position in line. The lanterns and fastenings were quickly handed out, and soon along the curb for an eighth of a mile was stretched a line of brilliant lanterns. At 8.30 the bugle sounded and the start was made. The procession was arranged as follows: —

First. — First Bicycle Division of the Elizabeth Wheelmen, 15 riders, under Capt. Berry and First Lieut. Bonnett, with G. C. Pennell and S. B. Bowman as aides.

Second. — Tricycle Division. This contained 10 Elizabeth Wheelmen wheels and 10 machines from other clubs.

Third. — Atalanta Wheelmen of Newark, 18 riders, under Capt. A. W. Snow.

Fourth. — Essex Bicycle Club of Newark, 6 riders.

Fifth. — Hudson County Wheelmen of Jersey City, 13 riders, under Dr. E. W. Johnson.

Sixth. — New Jersey Wheelmen of Newark, 4 riders.

Seventh. — Plainfield Bicycle Club, 17 riders, under Capt. F. L. C. Martin.

Eighth. — Roseville Ramblers, 6 riders.

Ninth. — Union County Wheelmen of Westfield, 7 riders, under Lieut. T. H. Burnet.

Tenth. — Ilderan Cycling Club of Bergen Point, 16 riders, under Capt. P. S. Tunison.

Eleventh. — Second Bicycle Division of the Elizabeth Wheelmen, 15 riders, under Second Lieut. L. B. Hazard.

The Savannah Bicycle Club of Georgia and the Rutherford Wheelmen were each represented by a single rider. Scattered here and there through the line were unattached wheelmen. A count was made as the parade passed through Broad Street, which showed one hundred and forty-three machines in line, the largest number that has ever participated in a parade of this kind in the State. In the tricycle division there were nine lady riders, six from the E. W., and one each from the H. C. W., the I. C. C., and the N. J. W.

SPECIAL attempts at decoration of wheels beyond the regulation two lanterns across the handle-bars were naturally confined to members of the Elizabeth Wheelmen. F. C. Gilbert set sail on his Star in the centre of a large design of the "Volunteer." He carried his decorations with great skill, and received enthusiastic applause until a low-hanging branch carried away the whole business. E. J. Runyon rode his Cripper tricycle beneath a bower of thirty big lanterns. He was the recipient of cheers along the whole line, and was also tendered a large volunteer escort of the *genus* small boy. Thomas Bergen rode a trike, beneath an umbrella of small lights; and J. C. Clirehugh had a circle of lanterns surrounding a large one in front of his tricycle, while Mrs. Clirehugh had an arch over hers. Dr. A. H. Oliver's tandem was rigged with a Japanese umbrella with lanterns pendent from the ribs. Among the Stars worthy of special mention were those of Walter Chandler and S. B. Bowman, while Capt. Berry and Lieut. Hazard had their cranks elaborately rigged.

THE procession moved in single file, and the line stretched over half a mile. The streets were thronged with enthusiastic spectators, and be it here remarked, to the credit of the Elizabeth populace, that the wheelmen throughout the parade were treated with the utmost courtesy. Bonfires were lighted in an almost continuous line along the route, and over fifty citizens either illuminated their houses or set off colored lights, rockets, and Roman candles, as the procession passed. Notwithstanding the rough roads, be it said to the credit of the expertness of Jersey riders, there was but a single tumble, and fully eighty per cent of the lanterns were kept lighted to the end. It was a brilliant spectacle, and did much to increase the interest felt already in cycling among the citizens. The Elizabeth boys are running over with gratitude to the neighboring clubs for the dangers they braved to make the parade the signal success it was.

AT the end all hands were given an opportunity to partake of the generous provisions the lady members had prepared at the club house. It was midnight before all the clubs had been sent on their way homeward with cheers.

THE composition of the teams for the great road race will not be known positively until to-morrow, when the names will have to be in Secretary Bridgman's hands. From what I can learn, however, the following will represent Jersey: Burnet, Farrington, Rhett, and Warner, the U. C. W.; Kluge, Stenken, Baggot, and Eugene Smith, the H. C. W.; and Caldwell, Bowman, Berry, and Gilbert, the E. W. The race is to start "as near one o'clock as possible, and under no consideration will start be made later than 1.30. A large force of wheelmen marshals will be on hand to see that the course is kept clear and that the rights of horsemen and wheelmen alike are respected. There will be, of course, as great a gathering of wheelmen as in times past, as the interest in the race seems to increase among all classes each time. There will be a meeting of the Executive Committee to-night to complete final details of arrangements. JER. C.

OCT. 31, 1887.

LETTER FROM BROOKLYN.

THE crowning event in the history of the Long Island wheelmen has at last occurred. On Saturday they assembled at the Park in the afternoon, had a photograph taken, and then paraded to, and took formal possession of their new club house. The affair was confined entirely to club members, no outsiders being present. At some time during the latter part of November they will have a house warming, to which their wheeling brethren will be invited.

THE Brooklyn Clubs commence holding their regular monthly receptions Wednesday next. These affairs proved very successful last winter, and it is expected that those of the coming season will eclipse all previous efforts.

THE Kings County are thinking of nothing at present but the coming road race. I have heard a report that Harry Hall is sick and will be unable to ride on their team. If this should prove correct, they will indeed have a desperate struggle to retain their supremacy. All the teams were out last Sunday, and they watched each other with most eager curiosity. The course is in wretched condition, being even worse than it was the Sunday previous, and bids fair to be still poorer if the authorities continue putting on new material. There is much grumbling because Kluge is to ride. Every one knows he was but recently a professional, and every one is morally certain that he is now a paid amateur of the Pope Company. It is no credit to the Hudson County to have such a man on their team, and it will be no credit to the Association if he is allowed to ride. The Association was organized for purely amateur and friendly races between the clubs composing it. Now when it becomes necessary for clubs to resort to jockeying, or other questionable methods, to attempt to gain the supremacy, it is important that one of two things should be done,—either expel the club, or disband the Association—and of the two, we think the first most just. Such men as Kluge should not be allowed to compete with the class of men who compose the teams of the other clubs, men who are pure amateurs, and who do not live on the course, training at somebody's expense. It might be a pertinent question to ask at the present time, on what grounds was Kluge reinstated? Was it to please the Pope Company, or the Hudson County Wheelmen? BOB.

QUAKERTOWN QUILLINGS.

THE Century Club's "Smoker" on Thursday evening, 27th ult., drew a crowd of 130 wheelmen to the club's handsome quarters, some excellent music, both vocal and instrumental, and some well rendered recitations filled out a most enjoyable evening. The club's career has been a phenomenally prosperous one and its membership has grown within a year from a little over a score to well above the "Century." There is considerable talk of a repetition of the "Smoker" in a month or so.

THE fall meeting of the West Phila. Athletic Association, scheduled for Oct. 29, was postponed, for the second time, to Nov. 5. Bad weather and the hope of a clear November day caused the change. Chris Wheeler says that the "policy of the change can hardly be questioned when the nature of the events to be decided are taken into consideration. The majority of these events were cycling ones, and as a number of very fast men were entered, the chance for good times was fair, provided the track was all right. Owing to the rain and prevailing dampness for two days prior to the 29th, the track could not by any means be made what it ought to have been to insure fast time, and therefore the management committee determined to try and give Philadelphia at least one exhibition of fast bicycle time to put the sports off for one week. Next Saturday, weather permitting, the following well-known men compete in the various events: In the cycling contests Wilhelm, Dampman, Schwartz, Snyder, Kolb, Schaeffer, Douglas, Kiliner, Fuller, Middleton, Potter, Weaver, Harding, Van Duesen, Strong, Wells and Synnestvelt, and in the athletic events the names of O. P. Chamberlain, Kocap, Terry, Fuguet, Chesterman, Wasson, Lapp, Beeler, Keeley, Murta, etc., are entered. The special match bicycle races between J. J. Potter, of Camden, N. J., and H. C. Middleton, of Philadelphia, and F. M. Johnson and C. R. Massey, of the Pennsylvania Bicycle Club, are eagerly looked forward to by the friends of the respective contestants, and there will be close competition and real fun over these special races."

AT the last meeting of the Germantown Club, Geo. D. Gideon resigned from membership. There is considerable talk of L. J. Kolb retiring from the race track with this season's close; but those who know Mr. Kolb are not willing to believe that he will stop racing so long as he has the least show of winning a race. He has worked from the lowest round of the Philadelphia racing ladder to near the top and never seems quite "done for."

AT Swarthmore College, Oct. 29, the mile bicycle was won by Mode '91, in 3.20 1-2, with Lightfoot '88 second; Lightfoot captured the two miles, with Hall of the same class second, to the tune of 7.41. Not very fast time but the college record all the same.

THE Philadelphia Club at its meeting Oct. 11th. adopted a series of resolutions setting forth that while the L. A. W. fulfils its mission as a national organization it is not adapted to the requirements of special localities and it is proposed therefore to have a meeting of three delegates from each club in this city to meet January 9, to formulate a plan of union.

S. SNYDER, of Reading, has beaten Swartz's record for the bicycle on the Lancaster pike from Paoli to Fifty-second Street. The trip was made Sunday in 52.3, being two seconds better than Swartz's time. R. L. Shaffer and M. Bailey were the pacemakers, and J. W. Loeb received the men at Fifty-second Street. W. I. Wilhelm also started in the trial, but he broke his wheel near Berwyn. When the wheel broke, Wilhelm was three minutes ahead of his last Sunday's time for the same distance. McDaniels of Wilmington also started, but was disabled by a fall. PHACTO.

THE OWL.

"It's a wrong wheel that has no turn."

CYCLING seems to bear out the theory of evolution in an alarming degree. A pedestrian first, the wheelman was treated to a four wheel manumotive machine, which was followed by an awkward form of three-wheeler, then a superfluous wheel was lopped off, and the bicycle was the result; still the cry for decreasage of weight and friction on the part of the rider has been met by the manufacturer, by taking off one of the two wheels remaining, and in the spring we are promised a unicycle that any wheelman can ride, without possessing any of the qualities of a Canary. This retrospection brings us to the startling theory that evolution, and the continued lopping off of a wheel, that has marked cycle construction from its conception, may land wheelmen where they began, i. e. pedestrians, and we may yet find ourselves wondering how a man can ride even one wheel, when he gains so much less friction and weight by walking. Who knows?

I OVERHEARD two young ladies the other evening having a confidential discussion on the usual womanly topic of dress. They finally brought up, on what was the most comfortable material for the construction of a tricycling dress for summer wear. The majority of this learned discourse was of course lost upon me, because of my inability to listen to it "from a feminine point of view," but as I left, the meeting had not adjourned, and one of the fair contestants was strongly holding forth for the merits of brown nun's veiling, as the only proper and satisfactory material. I have heard of black nuns and grey nuns, and none such, and "none for Joseph," but who are the brown nuns, I wonder?

A SPOKE on the wheel, is worth two in the factory.

I HAD intended placing at the head of this column the names of such political candidates, as had their actions towards wheelmen and their interests merited the cyclist's vote or the contrary, but finding this somewhat impracticable, I will condense the list, and make note of but two. Each of whom is an example of his class. Mr. Cantor, the introducer and passer of the "Liberty Bill," is too well and favorably known by the sixty thousand wheelmen of this country to need either an introduction or an endorsement from me. Mr. Cantor, has received the nomination for State senator, and it is the duty of every New York wheelman in his district to work and vote for his election, irrespective of what their political bias may be. It is such men as he that we need in our Senate. Mr. Theodore W. Myers is an example to the contrary. This is the gentleman who felt it his duty as a member of the Park Board to circulate petitions throughout the various exchanges, gin mills, and other resorts of the "road-hog," urging upon Gov. Hill to withhold his sanction from the "Liberty Bill" at that time before him for signature. Mr. Myers is now before the voters of New York city as an aspirant for the comptrollership of the city, and I call upon every wheelman here, to vote against his election, and not to be satisfied with casting his own vote adversely, but to influence in all other ways possible the votes of *his* friends against Mr. Myers, always remembering that if it had been in the power of this gentleman to keep you from having justice, that he would have done done so, and to the twenty-five hundred riders of the wheel in this city, I confidently appeal, for an equal number of votes in favor of Mr. Myers' opponent. Do this but once, and show our enemies and our friends that we neither forgive nor forget, and we will soon find that even wheelmen can get justice when they ask it from our legislators. *Remember* vote *for* Cantor, and vote *against* Theodore W. Myers; the former is your friend, and the latter, your avowed enemy.

A VEHICLE likely to meet with the hearty support from such cyclists as are wealthy enough to indulge in the luxury, is the new style of hansom cab lately introduced. Among many other peculiarities and improvements possessed by this conveyance is the application of the bicycle principle of rubber tires to it to secure ease and comfort when being jostled over the rough streets of the metropolis. While this is the first extensive use of this form of wheel here, it is not exactly its first appearance.

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The following works are officially recommended by the L. A. W. Bureau of Information:

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, advertisements. Price, 15 cents. Address C. A. Underwood, 386 Tremont Street.

L. A. W. ROAD AND HAND-BOOK OF CALIFORNIA (Official): — Officers, Consuls, hotels, and rates of California Division, California bicycle clubs and officers. Over 2,000 miles reported roads, 100 pages, tabulated form. Bound in flexible leather, $1.00. Ready Aug. 1, 1887. Address J. W. Gibson, No. 612 Hyde Street, San Francisco, Cal.

L. A. W. ROAD-BOOK OF CONNECTICUT (Official): — In progress. Address Charles G. Huntington, Hartford, Conn.

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L. A. W. HAND-BOOK OF MASSACHUSETTS (Official, 1884): — Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address S. Lawton, Springfield, Mass. New Road Book in preparation; will probably be issued early in 1888.

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RECORD BOOK OF SHELL ROADS IN VICINITY OF NORFOLK. — A description of the shell roads around the city of Norfolk. Contains in addition several pages for records of rides. Bound in paper: 10 cents. By V. Paul Ellis, Norfolk, Va.

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ROAD-MAP OF CENTRAL INDIANA (L. A. W. Official), covering 90 miles N. and S., and 153 miles E. and W., and showing the famous Crawfordsville record-breaking district. Contains list of Consuls and hotels, and shows towns, railroads, etc. Free to Division members joining in first quarter, 13 cents in second quarter, 25 cents in third quarter, and 38 cents in fourth quarter. Price, to other League members, 75 cents. Scale of nine miles to one inch. Address Josh. Zimmerman, Secretary-Treasurer, 37 So. Alabama Street, Indianapolis, Ind.

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THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS.— Sketches of cities towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. Address George Clinn. Beverly, Mass., price 20 cents.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$1.25**, send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name**, your **full address**, and your **club** name **in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public, or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, ruler, and ice skating.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$1.25*** *for initiation fee and dues in the League of American Wheelmen to Dec. 31, 1887. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *P. O. Address,*

City and State,

REFERENCES: (

(.....

(.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

Some eight years ago, when William M. Wright introduced cycling in this city, he had made for him, a set of bicycle wheels by Meyer of Paris, and used them upon a dog cart, which by the by the Park Commissioners caused to carry a bell when going through the Park, owing to the noiseless manner in which it ran. Mr. Wright imported another set of these wheels, and had an ambulance equipped with them, in an endeavor to get the city to adopt them. The doctors all agreed that the improvement thus gained was of great benefit to the transportation of their charges, and though that set of wheels, without any repairs, and with the same set of rubbers, stood over six years pounding over the rough streets, our city government, with their usual brilliancy, could not see the advisability of their adoption. Perhaps the only carriage equipped with these wheels now in use in the city is the very peculiar vehicle used by the Russian Consul. It is a very narrow carriage, just wide enough for one person, with two seats placed tandem fashion, one in front of the other, the wheels are of an extremely light bicycle pattern, spokes of steel and tyres of rubber. The driver occupies the front seat, and as he is dressed in a full Russian costume, an important feature of which is an immense fur cap, the turnout, from the novelty of its driver's costume, and its own construction, causes considerable comment when speeding through the park on a nice *warm* spring day.

I SEE going the rounds of the cycling press the following lines: —

> "Now comes the season of the year
> When clear autumnal nights begin,
> When smiles the moon a friendly leer,
> Inviting all to take a spin."

Poor Conant Foster wrote those lines upon a pen and ink sketch, in the rooms of toe Mercury Club, one night nearly nine years ago, and to-day some cycling scribe, hard pushed for copy, pirates it and turns it adrift, without ever a word for the author, the like of whom in his way, many of us will not see again. Such is Fame!

IT is from the standpoint in which they are viewed that causes many of the wide differences of opinion in cycling. Take, for instance, the rider who finds himself overtaken on the road by an approaching storm, and proceeds to do some scorching to save himself from a wetting, as it seems to him, as he scans the near approach of the storm, that his wheel never ran as slow or as hard at this the very moment he wanted it to do its best, though his fellow clubman, who started a few moments behind him, and has been trying to catch up to him for the past mile or so, will declare that he never saw number one ride faster, while it was he himself that could not get up any speed. The truth of the whole affair, however, is that both ride as easily and as fast as at any other time, but their views on the subject are biased from the standpoint from which they were taken.

THE more I see of the existing system of handicapping, either by time or distance, the more I am convinced that it is not exactly a success, and that the interest of the spectator and that of the competitor would be better secured by some method in which all competitors start from scratch simultaneously. The only way to handicap and yet retain this feature is by a system of weight carrying, corresponding with that practised in running races with horses. In other words, instead of A allowing ten seconds or a hundred yards in the mile to B, let him give him so many pounds weight for the distance, and then let both contestants start from scratch at the same time. The carrying of the extra weight can be accomplished by attaching it to the saddle, and weighing the wheel before and after the race. Experiments at least might be made in this direction to see what results would be arrived at. One thing certain would be secured, and that is a more satisfactory basis of timing, as each competitor would have to ride the entire distance. As it is now a man from the 150 yard mark wins a mile handicap, and the time given by the timers is for 1,610 yards, and yet it usually gets into print as for a mile, which is as inaccurate as it is misleading.

IF your correspondent "Bon" was only as careful a reader, as he is a bookmaster, he would see that in my recent article on the peculiar ways wheelmen have of helping along the "Liberty Bill" debt, I did not mention either Brooklyn or Cohoes, and that the clubs I mentioned were only New York city ones. While I agree with "Bon" that his club and city has not been asked for any contributions, allow me to suggest that Brooklyn money is as good as any other for the payment on the debt, and that favors that are unsought are often the most appreciated.

MR. RASTUS S. RANSOM is the name of a candidate for the office of Surrogate, and I want every wheelman in the city of New York to vote and work for his election. At the time that the fate of the "Liberty Bill" hung in the balance, and the smallest thing was sufficient to cause us to lose, Mr. Ransom espoused the cause of the L. A. W., and his well-known connection with all honest legislative measures caused Gov. Hill, more than any other thing, to sign the bill. Mr. Ransom, by his action in this matter, caused every member of the League to become his debtor, and the time is now come when the debt should be paid. Pay it at the polls, by voting for Rastus S. Ransom for Surrogate.

THE OWL.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

MACHINE RENTING.

EDITOR BULLETIN: — I am informed that in England machines are rented at the following rate: — bicycles, sixpence; tricycles, sixpence; and tandems a shilling, per hour. So far as I have ever heard the rates here are .50, .75, and $1.00, per hour, respectively; that is, about four times as much as charged in England. Making due allowance for the difference in the cost of machines here and in England, still the rates here are outrageously exhorbitant. Probably, this would make no difference to any one already an L. A. W. member, for the reason that we already own our wheels; but if a similar reasonable rate was customary here, would it not induce many to ride who never rode before, especially ladies, and these new riders would eventually own their own machines and thus by making cycling popular would give the cause a tremendous boom. 13,282.

LIBERTY BILL.

EDITOR L. A. W. BULLETIN: — I see in issue of BULLETIN, October 21, that "Owl" has the right idea about wheelmen who use Central Park, and have the benefit of the "Liberty Bill" and fail to respond to the gentle hints of our esteemed Chief Consul for help to liquidate the debt incurred by reason of the expenses necessary to the passage of the "Liberty Bill." My suggestion would be for each member of the division within fifteen miles of New York City to pay (voluntarily) one dollar, and other members of N. Y. State Division to pay fifty cents, and then the division will be no longer in debt to any one and will be ahead in case of any such march being attempted as our "Owl" predicts. I have not ridden a machine for nearly eighteen months, yet I hold dear all the delights of the sport and would regret to see wheelmen deprived of any of their rights after they are once obtained. Cannot some one second the motion and keep the ball rolling.

AN OLD ADMIRER.

EDITOR BULLETIN: — Anent the remarks of the "Owl," concerning the "ingratitude and parsimony" of the wheelmen toward their benefactors, it might be possible to say a good deal on both sides. I had a conversation with a well-known wheelman last night, and the first topic he touched upon was the indignant tone of the "Owl's" letter; he thought the "Owl" would do much better by explaining who these benefactors are, and what the benefit consists of, and whether the prices sought to be charged for these benefactions is an adequate compensation, or not.

Eight hundred dollars appears to me to be a large sum of money, even for the passage of a "Liberty" bill, and it is but natural that the questions should arise in one's mind, "What was it used for? What are the items which make it up, and to whom were they paid?" I think if the circular calling for the the aid of brother wheelmen had contained an itemized account of the expenditures, so that each member could for himself judge whether he was *voluntarily* contributing to a just fund, or not, subscriptions would have flown in more rapidly. I do not desire to impute that the fund is in any way improperly constituted, because I do not know anything about it further than what I have gleaned from the occasional Treasurer's reports in the BULLETIN, as for instance the item on page 240, Jno. C. Gulick, expenses, fees, etc., $340.45. For what these fees are, and what these expenses were, the rank and file must remain in blissful ignorance. From the size of the item I infer it was for the "Liberty" bill. However, it's the rank and file who are expected to pay every time.

A CONTRIBUTOR.

[The money due Mr. Gulick is for legal services in the Renton cases, and has nothing to do with the Liberty Bill. Our correspondent can get an itemized statement of the account by calling on Chief Consul Bidwell, but we believe the great majority of wheelmen do not care for the items. To secure the passage of the bill it was necessary for an attorney to go to Albany and live there for many weeks and this means a heavy bill for his services and his expenses. Mr. Bidwell is not the man to take or approve unjust methods and Mr. Potter would not lend himself to any such. The New York wheelmen have faith in their Chief Consul and we do not believe the money fails to come in because men believe it was unjustly expended. ED.]

THE UNIFORM.

EDITOR BULLETIN: — I would like to say a word to 3,248, who says "had every member of the League sent a tailor's measure rather than their own to the firm who are furnishing the League suits, there would be very much less fault finding."

Now, I sent a tailor's measure, and if I had put on the first uniform I received from them and worn it on the street before dark. I would have expected to have been mobbed. The uniform was certainly never cut for me, for I have had one made here at home from the same measure sent them, that fits all O. K.

The League uniform I returned and received another that was very little better. I kept the coat and returned the pants the second time and should have returned the whole uniform, only it was paid for in advance and I began to think I *could not* get a decent fit from the present outfitters. I will say for their benefit however that the third pair of pants fitted very good, but the coat — well, I feel like kicking myself around the block every time I get into it.

W. G. RHODES, 12,076.

THE DUTY OF WHEELMEN.

EDITOR BULLETIN: — Can it be possible, that "The Owl's" estimate of the League members is so low, that he supposes they simply take into consideration, when voting for any candidate for public office, his attitude toward wheeling?

Are we to ignore everything that is bad in a man's career as assemblyman or senator, simply because he worked for the passage of the Liberty bill?

Are we to overlook the notoriously bad administration of our governor, simply because he signed this bill?

On the same principle, we would shun all people in society who did not take our views of things.

If this is what "The Owl" would have us do, well may the L. A. W. members cry, "deliver us from our friends." L. A. W. No. 9,938.

PIEDMONT EXPOSITION.

ATLANTA, GA., October 21, 1887.

GORMULLY & JEFFERY MANUFACTURING CO.,
Chicago, Illinois.

Gentlemen: — The American Light Champion was awarded the first prize and diploma, and we also received first prize for Champion Roadster, Light Safety, boys' bicycle, girls' tricycle and childs' tricycle, competing with the Columbias, Victors, and New Rapids.

Yours very truly,
CLARENCE H. SMITH.

THE fourth annual meeting of the Los Angeles (Cal.) Athletic Club will be held on Thanksgiving Day. Among the events are a one-mile, and a half mile bicycle race.

THE TEST OF TIME

Adds to the esteem in which **VICTOR CYCLES** are held. LIGHT ROADSTER, TRICYCLE and SAFETY, all give evidence of expense in time and money applied to their production. More distinctive points than any others, and no change except for improvement. Nothing too expensive for VICTORS. Send for Catalog.

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NEW MANAGEMENT.

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OLD MOUNTS

TAKEN IN EXCHANGE.

For New Rapids and Quadrants we are prepared to make exceedingly liberal allowances.

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EUREKA HOME TRAINER AND BICYCLE STAND.

A well-made practical machine that no rider can afford to be without. Develop your muscles and keep in condition. For sale by cycle manufacturers and agents generally, price $7.50.
M. A. WOODBURY, Manufacturer,
Patents applied for. Bradford, Pa.

MAKER OF FINE JEWELRY. MEDALS & BADGES MADE FROM ORIGINAL DESIGNS
HENRY C. HASKELL
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L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1 00.

Patented 1881. **L. A. W. BADGES.**

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CHAS. H. LAMSON,
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The Designer and Sole Authorized Maker.

League Uniforms.

John Wanamaker, Philadelphia,

OFFICIAL CONTRACTOR.

These are the prices: Coat, $6.20; Knee Breeches, $4.34; Shirt, $1.95; Hose, 80 cts.; Cap, 84 cts.; Delivered without extra cost to any part of the U. S. where there is mail or express service.

Regulation League Cloth, Burlington Mills, $2.18 a yard: League Buttons, large, 5 cts. each; small, 2 1-2 cts., full set for suit, 55 cts. Uniform sent C. O. D., privilege of examining, and ONLY TO LEAGUE MEMBERS. We do not pay delivery charges on cloth.

All orders must be accompanied by League Number.

JOHN WANAMAKER,
PHILADELPHIA.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges,** $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.

Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; G. R. Bidwell, 313 West 58th Street; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.

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BENNETT & HALE,
112 ORANGE ST., NEW HAVEN, CT.

Price Per Bottle, with Brush, 50 cts.

A full line of cycling sundries always on hand. We have an extensive Repair Shop, and pay particular attention to difficult repairs on bicycles and tricycles.

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REPAIRING

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Send to **A. W. GUMP, Dayton, Ohio,** for ILLUSTRATED NEW AND SECOND-HAND PRICE LIST. Bicycles repaired and nickeled. Second-hand **BICYCLES, GUNS and REVOLVERS taken in exchange.**



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Can be used as a stand or stool; used for cleaning; adjusted to different size wheels. Price **$2,** delivered free of express to any point east of Omaha. Patented by A. W. GUMP, Dayton, O.

323 MILES IN 24 HOURS.

DESPATCHES have been received claiming the twenty-four hour record for Stillman G. Whittaker, of the Gormully & Jeffery team. We are advised that ample proof of the record will be furnished. The run was made at Crawfordsville, Ind., Oct. 27-28. Whittaker's time was as follows: 50 miles, 3.17 2-5; 105 miles, 6.44.22 1-5; 155 miles, 10.30.49; 210 miles, 15.11.32 2-5; 260 miles, 18.34.42 2-5; 315 miles, 23.12.37 3-5; 323 miles, 23.58.35. He was checked at all points, and the officials were all leading men of the city. Frank E. Dingley, the 100-mile champion, paced him for over 280 miles. Whittaker was about to quit at the end of 287 miles, but Dingley shook him up. He finished quite weak. He only rested 28 minutes. He was looked after by T. W. Eck.

CYCLETS.

THANKSGIVING is set for Nov. 24. Now arrange for the farewell run.

OUR former correspondent "Phœnix" is now private secretary to George M. Pullman, of palace-car fame.

SENATOR MORGAN says that he has contracted with Howell to come to America and meet Rowe next year.

CHICAGO riders will have a joint run to Pullman Nov. 13. Three hundred riders are expected to be in the line.

WHITTAKER makes a sweeping challenge to Percy Stone. Stone can choose his own distance and track if he will only race.

THE man who rides all the hills may be called a pusher; but how about the man who gets off and walks? Is n't he a pusher, too?

CAPT. BOLTON and Lieut. White of the Taunton (Mass.,) Club, made a century run of 104 miles Oct. 22. Time, 9.20; riding time, 7.45.

FRED A. BLISS won the Bristol County (R. I.) three-mile road championship, last Saturday, defeating Arthur Beauchene, of Warren, who won the same last September from Max W. Turner. The time made by Bliss was 12.39, which is the best on record.

ANNA, ILL. has an ordinance prohibiting the use of bicycles in the street. Mr. Chas. Goodman was, on Oct. 27, arrested and charged with violating the ordinance by riding his wheel on the main street of the city. He will contest the case, and will have the assistance of the League officials in his case.

E. J. DOUHET has put the Ohio road record up to 190 miles in 23.45. A full corps of timers and checkers were on hand, and the record was fairly made. The start was made at 7.30 A. M. on Oct. 21. A great many wheelmen went out to see E. J. Douhet.

HOW funny it is that Woodside never could beat Howell till he got upon a Rudge, the same kind of a wheel that Howell rides. And is n't it funny that the Rudge people are now advertising "Woodside, on other makes of machine, never could approach Howell, but when he obtained a Rudge he succeeded in beating Howell in his first race." And would n't we all think it funny if this beating and the advertisement were a shrewd business scheme?

THE Springbok and Brer Ptolemy were down the Ripley road last Sunday on a tandem, and noticing that the latter treated the former with more than the usual amount of civility, we were so astonished that we asked the reason for it. "My boy," said Ptolemy gravely, "my life is in the man's hands, he is steering the tandem." — *Wheeling.*

F. W. ALLARD and E. Oxborrow rode a tandem for a record Oct. 17, at Coventry, Eng. They succeeded in riding twenty miles inside the hour, — 58.51 2-5, — and in an hour covered 20 miles, 715 yards. They covered twenty-five miles in 1.13.42 4-5. The machine ridden was a Marlboro Club, geared to seventy inches and weighing forty-nine pounds.

A LETTER from one of Steven's Teheran friends, states that no less than six bicycles have appeared on the streets of the Shah's Capital, as a direct result of his visit to that city. Four are ridden by Englishmen in the telegraph service, and the other two by young Persian nobles. Before Steven's visit the wheel was entirely unknown to the Persians. The machines were all imported from England direct by the individual buyers. Two of them are Safeties. Other points yet to hear from.

THE annual fifteen mile championship road race of the New York Bicycle Club will be held on "Election Day," Nov. 8, at 11 o'clock, A. M. Course: From Peabody House, Yonkers, to 59th Street and Boulevard, via. Brick Church. Train leaves Grand Central Depot at 9.05 A. M. Leave Yonkers at 11.14 A. M. A group picture of the club will be taken at the Circle at Riverside Drive, at 2.30 o'clock, immediately after which there will be a short run.

A MONMOUTH, Ill. correspondent writes: Representative Davis had his wheel stolen some time since. It seems there were two parties who did the work; one of the perpetrators becoming alarmed, sent Mr. Davis word through P. O., stating where his machine could be found, but the guilty ones could not be definitely located at the time. Rumor has it now that the grand jury have indicted a young man for the offence, and they propose to grind out justice. The way of the transgressor is hard to endure.

THE petition which has been forwarded by those interested in the cycle industry, to the President of Police, to permit free riding of bicycles in the streets of Berlin has received a large number of signatures. It is to be hoped that the request will be granted. The permission to ride bicycles in Berlin would be an inestimable boom to the cycle industry, and would not only bring in a large increase of profits, but give employment to many who are badly in need of it. — *Kuhlow's German Trade Review.*

MR. E. L. SMITH, of Bellefontaine, Ohio, has sent us a very pretty souvenir of the Ohio meet, which was held at Mansfield, Marion, and Springfield, last July. Mr. Smith has taken a number of views of interesting subjects in each place; the club house, parade, hotels, etc., and collecting them on one broadside, he has photographed the whole down to 5x8 size. The work is skilfully done, and the picture forms an interesting story of the meeting.

MOST wheelmen have heard of the admirable plan of wrapping paper round one's legs inside the knickerbockers in case of wet weather, but it was reserved for the record-breaking Bower to use paper as an outside covering. One wet night last week he might have been seen riding home from Ham Common with a large newspaper pinned on his back, as he was on a light Safety with no mud guard, and knew what his coat would be like after a ten-mile run through mud. We believe he was taken for a new sandwich-board man on wheels. — *Wheeling.*

MOST riders would consider a run of seventy miles over rough roads for two consecutive days rather punishing, especially at this time of the year. A lady of our acquaintance lately accomplished this distance, and without considering it anything remarkable, or being fatigued either. Starting from beyond Oldcastle she rode to Dalkey, and next day went on to a friend's residence, situated between Wexford and Gorey, and returned to town some days later. She was alone during the entire journey. — *Irish Cyclist.*

J. HARRY SHERMAN, of Lynn, has been trying to beat Hal Greenwood's Corey Hill record. The record as made by Greenwood not long ago, stands four successive ascents and descents without dismounting, Mr. Sherman made the first two ascents with comparative ease, but then began to show evidence of exhaustion, and when half way up the hill on the third trip was obliged to dismount, and for the present forego the undertaking, though he was not discouraged, and proposes to try again at an early day.

A CORRESPONDENT writes: "About Oct. 1, I wrote you concerning a suit for damages which I was about to bring against a drunken rough who drove into my bicycle from behind, throwing me off, and driving over the machine wrecking it pretty badly. He did not stand a suit, thanks to the legal decisions I was able to present, through the kindness of you and Mr. Charles H. Luscomb, but we compromised, I receiving twenty (20) dollars, he paying all Squire fees and charges. I think this will be a healthy lesson for the 'Road Hog' in our section. We had the proceeding printed in both our daily papers."

ON Thursday of last week, William A. Rowe, the champion cyclist, and Miss Alice B. Ayers, of Lynn, were united in marriage at the home of the bride, by Rev. A. W. Moore. A reception followed, the young couple receiving congratulations until 9.30 o'clock, when they departed for New York on their bridal tour, a shower of rice descending upon them as they left the house. They will be absent two weeks. Among the numerous presents bestowed upon them was a silk plush parlor suite, a gift to the bride from Placide Herbert, by whom she had until recently been employed as bookkeeper, and a hand-painted china dinner set to the groom from the Pope Manufacturing Company.

THE style of wit peculiar to Americans is the exaggeration of an idea to the point of ludicrousness. We often get a good thing in this vein, but the following from the N. Y. *Tribune* is one of many failures in an attempt to be funny. "The Sultan of Morrocco (is or was) much married; to the extent of some 1,500 wives. His chief instrument for maintaining domestic discipline is (or was) a bicycle. This machine was presented to him by a French manufacturer. Of course His Majesty never would learn to ride it himself. But he had a circular track laid out in his courtyard, and whenever any of his wives were guilty of misdemeanors he made them go out there and ride the wheel. The least offender had to keep at it till she had fallen off five times, while the worst culprits had twenty-five falls to make. Meantime, His Majesty would stand by and watch them with ghoulish glee."

STEAM has been applied to the bicycle. A small boiler, the fuel for which is supplied by kerosene, is placed beneath the seat of the machine, and the rider is propelled rapidly and smoothly with no exertion on his own part. Thus does luxury step in to overcome the usefulness of the bicycle. The "wheel" has been praised as an instrument for the enlargement of shrunken calves and the increase of muscle on weak frames. Is this one great virtue of the bicycle to evaporate in steam? Until some gallant rider is found in pieces, with one arm hanging to a church steeple and the rest of his body scattered about the surrounding country, doubtless the boiler will be a popular adjunct to the bicycle, but its use should not be encouraged. It takes from the "wheel" its athletic character and classes it with the deadly steam launch. — *N. Y. World.*

> BREATHES there a man with soul so dead,
> Who owns a wheel and has not said,
> Now is my time and now I 'll ride,
> Whose blood hath not within him burned,
> As forth his wheel he quickly turned,
> To travel with Pegasus' stride

A REMARKABLE performance was executed by Maltby, of the American team of bicyclists, at present in Aberdeen, yesterday afternoon. Maltby, in presence of a large number of spectators, rode upon a one-wheeled cycle along the wall of the North Pier. His progress from the point of the pier to its upper end was one which showed exceptional daring and skill. During the journey, a boat was in attendance in case of the rider losing his balance and falling into the sea, but fortunately he accomplished the surprising feat in an astonishingly short time without a single hitch. This afternoon, Mr. W. S. Maltby rode on a unicycle, — which is just the large wheel of a bicycle, — from the Lighthouse on the North Pier along the sea wall to the upper end of the pier, which is the second time he has accomplished the feat. While working his way along the top of the sea wall, Maltby and his machine were photographed by Mr. Morgan, Market Street. There were about three hundred people present, who gave the daring and skilful cyclist three ringing cheers when he finished his feat. Maltby was dressed in light racing costume, so as to be able to swim in the event of his falling into the sea, and Morgan, Temple, and Woodside were at hand to give assistance in the event of its being required. A bet of £5 was on the feat, which, of course, was gained by Maltby. — *Aberdeen Express.*

SENATOR MORGAN has sent us a photo of a group of English cyclists, in the centre of which himself and Temple are standing.

THE Plymouth Rock Pants Company have gotten out a fine picture of the landing of the pilgrims on Plymouth Rock. Our forefathers have landed and they are met by the agents of the company who are engaged in fitting them with modern pantaloons. The sublime and the ludicrous come together in the picture.

VICTORS!

Easiest Hill Climbers, ——— Fastest Coasters.

STIFFEST, STRONGEST AND HANDSOMEST!

You will make a mistake if you buy without seeing them. Send for Catalog.

OVERMAN WHEEL CO., MAKERS OF VICTOR BICYCLES, TRICYCLES AND SAFETIES, weighing from 18 to 60 pounds, 182-188 COLUMBUS AVENUE, **BOSTON.**

THE SPRINGFIELD ROADSTER,

MANUFACTURED BY THE

SPRINGFIELD BICYCLE MANUFACTURING COMPANY,

(YOST & McCUNE PATENTS),

19 PEARL STREET - - - - BOSTON.

The only absolutely safe wheel against "Headers" made. It is the best, and it is also the cheapest. Do not buy a wheel before you see the Springfield Roadster. Coasting without danger. Hill-climbing to perfection. Invented by riders of experience.

PRICE, COMPLETE, $75.00.

JOHN P. LOVELL'S SONS, 147 Washington Street, Boston, Sole Agents for New England.

ROVER SAFETY BI HUMBER CRIPPER TRI **CYCLES.**

We have fresh invoices of these Celebrated Machines, which are unequalled for RIDING ALL THE YEAR ROUND, which we have had built specially for American roads, and which we offer at attractive prices. Send for illustrated catalogues.

SPECIAL NOTICE.

We want a few good second-hand wheels, 48 to 54-inch, for our local trade, and will allow *full value* for these in exchange for new

Rovers, Crippers, or Tandems.

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Bicycle Outfits in Jerseys, Jackets, Tights, Pants. Stockings and Caps to match.

Full Body Tights in Plain and Ribbed Jersey Cloth, with Plain and Fly Fronts, re-enforced, and pockets.

POLO and TENNIS OUTFITS,

With Caps to match.

L. A. W. JERSEY UNIFORMS,

Very stylish, with Knee Pants, Stockings and Caps. These garments we also make in English Navys, and Blacks, and Colors.

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BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. O. P. Drawer 64.

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Enamelling, Nickelling, Etc. at Lowest Prices

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ATTENTION, WHEELMEN!

SEND **20** CENTS,

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CONTAINING

Forty-nine Lithographic Portraits of Racing and Prominent Wheelmen, Two Hundred Biographical Sketches of Racing and Leading Wheelmen.
Modern Mount Club. Directory.
History of the L. A. W. How to Enjoy Touring.
List of Agents and Dealers in the United States.

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New Rapid, American Champion, Star, Rival, Otto, and other Bicycles and Tricycles sold on easy payments, with no extra charge, except for interest. Prices guaranteed as low as the lowest. Low freight and express rates to all points. Large stock of accessories, including all latest novelties. Nickel-plating and repairing.

SECOND-HAND WHEELS

bought for cash, taken in exchange, and sold on instalments. Liberal discounts to agents. One of the largest stocks of new and second-hand wheels in America; rarely less than 200 wheels on hand to select from. Send for large illustrated catalogue and latest descriptive second-hand list and terms of easy payments; of interest to every actual or prospective wheelman. Correspondence solicited.

GEO. W. ROUSE & SON, 25 G Street, Peoria, Ill.

OCTOBER 4, Mills and Tingley rode 301 miles in twenty-four hours on an Ivel tandem. This was the best record ever made on a cycle, and stood as such till Whittaker put the figures to 323 miles.

UP HILL WORK TO COLLEGE.

ON Friday last, the Rhode Island wheelmen, of Providence, gave a reception to the Bristol County wheelmen, of Warren, as a return of courtesies received. A hot chowder supper was served in the club rooms, and there was a musical and social entertainment.

The Crescent Bicycle Club held a hill-climbing contest the same evening, the hill chosen being College Hill, which leads from South Main Street to Prospect Street. The hill was climbed by the following riders: —

T. Lahey, 1.13, first prize.
W. Lahey, 1.20, second prize.
W. C. Campbell, 1.30 1-4.
H. Worral, 1.31 1-2.
C. E. Munroe, 1.38.
C. J. Campbell, 1.42.
Roy Barker, 1.53.
John Carr, 2.3 1-4.

The winner was challenged to a contest up the hill by Mr. M. Scott. The race took place, and Scott was left far behind The Rhode Island wheelmen then offered the hill to their guests from Warren, but none could climb it. Max Turner, came the nearest to getting up and was awarded a box of cigars.

THE WORLD RACE.

RECOGNIZING the necessity for something in the way of system in the organization and carrying out of contests on the road, the *Bicycling World* is promoting a series of races which it is conducting with commendable attention to detail, and in a systematic manner. The first contest, a twenty-four hour race, was started on Monday last, from the Faneuil House, at Brighton The men who drew up in line were W A Rhodes, of the Dorchester Club, and R. A. Neilson, of Boston, both on Victor machines, and Samuel P. Hollingsworth, of Indiana, on a Columbia bicycle Before the word was given for the start, the men were photographed on their machines.

The contestants went away at 3.13 o'clock, Neilson first, closely followed by Hollingsworth and Rhodes, in the order named The course was 20 1-2 miles long, and is marked by mile posts the full distance.

Rhodes and Neilson made four circuits and withdrew. Both had taken headers.

Hollingsworth continued till 4.47 A. M. of Tuesday and was then called off by the referee. He made eight circuits, 164 miles.

The next race will take place on Saturday, and will be for 100 miles.

THE PATH.

DETROIT, MICH., Oct. 22. Races held under the auspices of Detroit Bicycle Club. A splendid track and large attendance. Summary: —

Quarter-mile.— Chas. S. Cole, (1); R. Miller, (2).

One-mile State Championship. — F. Spranger, Jr. (1). 3.26 1-5; G. E. Lane, (2).

Quarter-mile hands off.— B. J. Holcombe, (1), 55 seconds.

One-mile Club Handicap. — G E. Lane, (1); R. Laramour, (2).

Obstacle race. — Laramour, (1).

Half-mile Club Handicap.— Lane, (1); J. Hanley, (2).

One-mile Four-Minute Class. — Holcombe, (1), 4.10; C. A. Lightener, (2).

Quarter-mile One Leg. — W. E. Metzger, (1), 55 sec; A. Peck, (2).

Quarter-mile Umbrella.— A. F Peck, (1); R. Laramour, (2). This race was a source of considerable amusement to the spectators. Each rider was obliged to carry an open umbrella and ride with one hand, and speedy riding was impossible.

OFFICIAL ANNOUNCEMENTS.

R. I. HOTEL.

THE Perry House is appointed League hotel for Newport. Open all the year.

C. S. DAVOL, *C. C.*

WARREN, Oct. 28, 1887.

MISSOURI HOTEL.

THE Harrington House has been appointed League hotel for Carthage, Mo. Rates to L. A. W. members per day, $1.50; meals, thirty-five cents. To others, $2.00; meals, fifty cents.

W. M. BREWSTER, *C. C.*

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 111 — Total 27 — 11,758.

BOSTON, Nov. 4, 1887.

COLORADO DIVISION — 3. — 45.

Unattached.

17052 Kelley, Robert L., Colorado Springs
17053 Parsons, J. C., 114 So. Wahsatch Ave., "
17054 Wheelon, Chas. A., "

CONNECTICUT DIVISION — 10. — 640.

Hartford Wheel Club.

17067 Brewer, Chas. R., 42 John St., Hartford.
17068 Burnham, F. C., 88 Hudson St., "
17069 Francis, W. M., Drawer 8, "
17070 Graham, Jas. T., 9 Atlantic St., "
17071 Griswold, W. B., 53 Charter Oak St., "
17072 Greunller, A. G., 76 Vermont St., "
17073 Lox, Wm. K., 187 Main St., "
17074 Smith, Frank W., Jr., Box 543, "
17075 Woodford, Luther M., 38 Church St., "

Unattached.

17076 Bishop, Fred L., 46 Walnut St., New Britain.

ILLINOIS DIVISION — 1. — 610.

Unattached.

17076 Goodman, Chas. H., Anna.

MASSACHUSETTS DIVISION — 3. — 1,312.

Unattached.

17064 Faxon, Dr. F. S., Box 171 Brockton.
17057 Kane, J. H., North Adams.
17058 Linnell, F. M., 304 Columbia St., Dorchester.

MISSOURI DIVISION — 1. — 362.

Missouri Bi. Club.

17065 Lynch, Geo. M., 2814 Chestnut St., St. Louis.

NEW JERSEY DIVISION — 2. — 863.

Unattached.

17060 Edsall, Thos. D., Hamburg.
17061 Wood, Wm. B., 584 Jersey Ave., Jersey City.

NEW YORK DIVISION — 4. — 2,269.

Buffalo Bi. Club.

17062 Yantis, Stover W., 64 Johnson Pl., Buffalo.

Niagara Falls Bi. Club.

17063 Hinckley, J. F., Niagara Falls.

Unattached.

17077 Dias, Burt C., Horseheads.
17066 German, Judson B., Green Haven.

NORTH CAROLINA — 1. — 10.

Unattached.

17059 Meares, Wm. B., Jr., Salisbury.

RHODE ISLAND DIVISION — 1. — 172.

Unattached.

17055 Hutchings, W. O., 15 Angell St., Providence.

SWITZERLAND — 1. — 1.

Oesterrichisch Ung, Radfahrer Bund.

17051 De Strozecki, Dr. M. B., Lausanne, Suisse. (Poste Principale Restante.)

IMPORTANT.

The ***Grand Union Hotel***, opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

MARRIED, at St. Louis, Nov. 3, Miss Marion Rhodes to Mr. Griff Glover. Our congratulations and good wishes are extended.

FOR SALE, EXCHANGE, ETC.

ADVERTISEMENTS will be inserted in this column as follows: Fifty cents for four lines, first insertion; twenty-five cents for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

STAR WANTED.—Will give crank machine of equal value, any size desired, for 48-inch 1887 Special Star, in first-class order; must have direct spokes. Address, giving full particulars, L. H. JOHNSON, Orange, N. J.

FOR SALE.— A 51-inch Special Star, enamelled, in splendid condition, having been run less than two hundred miles; price, $80. HOWARD A. SMITH & CO., Oraton Hall, Newark, N. J.

FOR SALE.— 57 inch Columbia Light Roadster, half nickel pattern, in good order, new long cranks, and Kirkpatrick saddle, Warwick rims, three quarter-inch tire to rear wheel; price, $95; crated. Address C. D., Box 1362, Boston, Mass.

FOR SALE.— A 58-inch Harvard, has not been on any runs or had any hard usage, and is in particularly good condition as it is protected by that best of finishing, Harrington's enamel FRANK P. TERRY, 281 Knapp St., Milwaukee, Wis.

BICYCLE.— 50-inch New Rapid, in excellent condition, price low. Address ROBERT MOORE, P. O. Box 240, Philadelphia, Pa.

$75 CASH BUYS A 44-INCH FACILE SAFETY bicycle, if sold at once; balls all round, cradel spring, adjustable saddle; warranted all right; worth $100 in the spring; a superb winter wheel. A. HALL, Box 5335, Boston, Mass.

BUDGE CRESCENT TRICYCLE.— Balls all over, including pedals; cost $182.50; guaranteed as good as new; perfect in every part; ridden less than one hundred miles; price $135. Address M. E. S., 1130 Barclay St., Baltimore, Md.

50 — BICYCLES AND TRICYCLES — 50.— Great inducements this fall in shop-worn and second-hand machines; send for list. WHITTEN & CO., Providence, R. I.

TRICYCLES.— One Royal Mail, shop-worn, $125; Rudge Crescent, ridden less than fifty miles, $125; Humber Tandem, 54-inch, used only this season, $150; other bargains in tricycles and even greater in bicycles; send for list. WHITTEN & CO., Providence, R. I.

50-INCH STANDARD COLUMBIA, $40; 52-inch Standard Columbia, $40; 50-inch Expert, $75; 54-inch Expert, $45; 56-inch British Challenge, $65; 52-inch American Rudge, $65; 52-inch Rudge L. R., new, $125; 54-inch Mail, new, $125; 42-inch Pony Star, $55; 51-inch American Star, $65; 52-inch Shadow, $40; Humber Tandem, $175; Humber Tandem, $200; Humber Cripper tricycle, $125. LEWIS L. EVANS, Wilkesbarre, Pa.

STAR.— 48-inch Special Star, two thirds nickel, latest pattern, with all improvements; is in first-class condition; will sell at a bargain. Address W. T. CONNELL, Room 46, Grand Central Depot, New York, N. Y.

54-INCH, ENGLISH, BALLS, FAIR CONDITION, worth $75, to close at $35; 54-inch Expert, late pattern, full nickel, balls all over, cost $140, good as new, only $100; 48-inch Road Racing Star, new in September, 1887, cost $160, only $105; 46-inch American Safety, all balls, $50. L. P. THAYER, West Randolph.

FOR SALE.— One Royal Crescent Tandem Tricycle, run but very little and good as new in every way, not marred in the least. Will sell for one hundred and seventy-five ($175) dollars *cash*. W. E. PENCE, 41 Superior St. Cleveland, Ohio.

BICYCLES, SECOND-HAND.— If you wish your wheel sold quickly, at a small commission; or if you wish a choice from the biggest list of big bargains in America, send to MANHATTAN WHEEL EXCHANGE, 49 Cortland St., N. Y.

SINGER STRAIGHT STEERER TRICYCLE, NEW, 1876, cost $180; nearest approach to absolute perfection, enormously increased rigidity, twisting strain removed, straining leverage of handle bar reduced one half. 210 Quincy St., Brooklyn, N. Y.

48-INCH SPECIAL STAR, SILENT RATCHETS, in excellent condition; $60 takes it; pattern of 1886. Box 65 Norwalk, O.

FOR SALE.— New 1887 Columbia Light Roadster tricycle for $135 cash. Address HENRY PURINTON, Detroit, Mich.

BICYCLE.— 58-inch, full-nickelled Expert, ball pedals, in good condition; price $75. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

BICYCLE.— 54-inch Expert, full nickelled, ball pedals, cow-horn bars, and in excellent order, $80. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

GOOD MEN ON GOOD WHEELS

Put the Records Where They Stay.

IT IS ABOUT A YEAR NOW SINCE STILLMAN G. WHITTAKER MADE THE FOLLOWING SET OF WORLD'S RECORDS ON THE CRAWFORDSVILLE COURSE, VIZ.:

10 Miles in 29 Minutes 1 3-4 Seconds.

20 Miles in 59 Minutes 35 4-5 Seconds.

100 Miles in 6 Hours 1 1-2 Minutes.

And these Records have stood ever since, notwithstanding the Fact that the Competitive Trade has done its utmost to acquire them.

While other Manufacturers have built Special Wheels for this Purpose, which differed materially from those they offered the Public, all of our Performances have been on the Identical Wheels listed in our Catalogue; and we claim, therefore, that they are remarkably significant, and demonstrate, unquestionably, the

EASY RUNNING QUALITY OF OUR BEARINGS.

THEN THAT PERFORMANCE OF FRANK DINGLEY'S ON THE LYNN TRACK,

100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds.

Being Twenty-five Minutes better than the American Record, and Eleven Minutes better than the English Record. Quite a Number of Attempts have been made to Lower this by Other Makers since, all of which proved to be Failures.

We think the above is ample evidence to convince the most skeptical, and to efface any impression to the contrary caused by the false statements of our traducers. Respectfully submitted.

GORMULLY & JEFFERY MFG. COMPANY.

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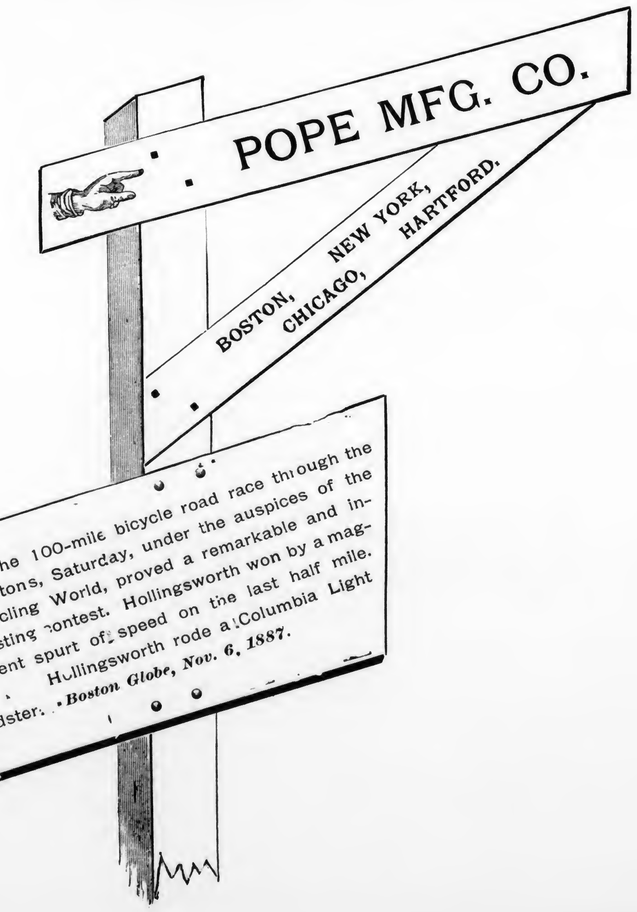
THE L. A. W. BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED WEEKLY.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, NOVEMBER 11, 1887. | VOL. V. No. 19. WHOLE NUMBER, 124.



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152 Congress Street - - - - - BOSTON.

New York Headquarters, George R. Bidwell, 313 West 58th Street.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY IN THE JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

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All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith.

Members should be careful to notify the EDITOR promptly of any change in their residence, giving their old as well as new address. Great care is taken with the mailing list. All changes received after Tuesday night can not be attended to until the following week, as at that time the list goes to printer for revision. Members who write for back numbers will have them forwarded on Friday, our regular mailing day.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

THE city of Jacksonville, Ill., has been sued by a horseman, who seeks to recover for damages caused by a runaway horse, which he claims, was frightened by a bicycle. The horseman claims that the city was guilty of neglect, in not preventing the use of bicycles on the street. The case will be defended by the city attorney, who is advising with League officials.

WITH the advent of winter comes the question, how shall the cycler divert himself? Balls and socials are well enough in their way, but many wheelmen want outdoor exercise. Pedestrian clubs are spoken of, and in Massachusetts, several clubs are talking of snowshoe outings. Those who live where the sun shines all the year round have no need to look about for other sports than wheeling.

WOULD it not be a good idea for the League officials to consider the question of organizing a national association composed of all who are interested in the improvement of public highways? The question of road improvement is by far the most important that wheelmen are trying to deal with. There are others, too, to whom this question is as important, and we see no reason why all such could not pull together to accomplish the common desire. There are the farmers, the civil engineers, road contractors, and owners of vehicles generally, all wanting good roads, but making no concerted action to get them. If we could get the representatives of these different interests together, we would have a powerful organization, capable of doing even more than the League can do. Every year large amounts of money are spent by national and State governments on internal improvement, but seldom does a cent go toward highway improvement; most of it is spent in dredging creeks, building levees, etc., and only occasionally does the work do the general public any good. It is an open secret that the annual internal improvement appropriation is more for the purpose of solidifying "deestricts" and getting rid of money, than anything else. So if the money is going to be spent, why not make some effort to have a little of it squandered on the roads, and why not have a strong organization that can look after the matter? — *Wheelmen's Record.*

THE OWL.

THOMAS C. DUNHAM is the name of the only senator who voted against the passage of the "Liberty Bill," when it was before the New York Senate. Of course, as Mr. Dunham was the senator from Park Commissioner Crimmin's district, one could hardly expect the henchman to differ from his political master; but what is the consequence of this ill-advised servility on his part? He has merited and received the political and personal ill-will of over five thousand wheelmen in this State, a few of whom have made it their business to keep him from securing a renomination, and in consequence of offending the wheelmen, Mr. Thomas C. Dunham has been politically and emphatically shelved. Now for the next one!

IN my reply to "Bon's" plea in last week's BULLETIN that Brooklyn had not "chipped in" on the "Liberty Bill," because they had not been asked to, I forgot to mention the difference in action on the part of the Mercury Wheelmen of Flushing, who, without any solicitation, remitted to Chief Consul Bidwell a club subscription for the debt, stating that they thought the victory one certainly worth paying for, though they personally were only indirectly benefited thereby. I am pleased to announce that from other points throughout the State, too, have remittances been received, accompanied by words of encouragement to the Chief Consul, and in almost every instance, the contributors have stated that should the subscriptions not prove of sufficient numbers to pay the debt off, that they, the writers, stood ready to respond again. This is as it should be. The Chief Consul should not have to *beg* or *solicit* from the members of this Division the money to pay this debt, but they should spontaneously subscribe the amount voluntarily.

IN my last week's notes, I spoke of the absurd prejudice existing here against bicycle clubs, and the consequent difficulty the New York Club were experiencing in securing a desirable site for their new club house. I am pleased to be able to state that they have at last discovered a fair-minded owner, and have purchased a lot 25 x 100 on West End Avenue, between Seventy-first and Seventy-second Streets. This is beyond compare the most aristocratic neighborhood in the city, and is a most excellent location for a bicycle club. The site overlooks the Hudson River, and is but a few hundred feet from Riverside Drive. The members of the New York Club are to be envied their rosy outlook for the future, and should, with the site secured and the house proposed, be but a short time in reaching their limit of two hundred and fifty members, having already almost half that number.

SEVERAL years ago, Roland G. Rood used to devote some of the spare energy in his six feet of anatomy in propelling a 55-inch bicycle. As to how well, or rather as to how fast, he could do this, I take the liberty of referring to any of the "old timers," or to his record of one hour and four minutes from Fifty-ninth Street to Peabody House, Yonkers, a performance never equalled. Several years ago, he gave up riding and went West to "grow up with the weeds," and his many friends lost track of him To-day I met on Broadway a specimen of humanity whose length of locks at once betokened either actor, anarchist, or artist, and my surprise can be imagined when it introduced itself as this same Rood, and I learned that he was beginning to become famous as one of New York's most promising etchers. So goes the world! A grand rider spoiled to make a mere scratcher of copper. Bah!

IN every line of business now, one sees the birth of "trusts." It seems to be the most promising form of monopoly, and I certainly shall expect to see shortly the formation on the part of the manufacturers of a bicycle trust. There has been a great deal of bicycle trust already on the part of the dealers, and those I have interviewed don't seem to think it a profitable method of amusement. But perhaps they are prejudiced. I guess they are. I interviewed the apterous resident of an attic apiary, who sometimes corresponds poetically for a Philadelphia wheel paper as to what he thought of the subject, and he replied in psychic verse, as follows: —

"To trust
Is to bust.
To bust
Is loss.
No trust,
No bust.
No bust,
No loss."

THE OWL.

ST. LOUIS.

LINDELL GORDON and Tom Reynolds, who, with Will, alias "Pie," Parkhurst, have gone for a jaunt in the warm regions of Honduras, are wished a hearty godspeed by all the old riders, though we hate to see them give up the wheel as completely as their trip compels. They were among the earliest riders; their names are interwoven through all the legends of the past. They fought the first prejudices against the wheel, and were Cola Stone's ablest lieutenants in asserting the new maxim in law: "The roads were made for man." Their bicycling experiences will no doubt play them well, as they expect to do much "roughing it." They have had experiences a-wheel that will cause the excitements of the far South to pale a little. I wonder if Lindell will have a much harder time down there than he had one night in the spring of 1885, when he and Cola rode all the way in the dark down the railroad track to St. Charles, and Lin fell through a bridge, but luckily landed in mud and sank no deeper than his neck, being hauled out by his big partner, and reaching St. Charles all right. Will Tom forget, in the escapades of the South, that ride on the ice of the Meramec River, when they all nearly got drowned, or the terrific and famous mud ride from DeSoto? Besides these physical preparations, they are fixed linguistically, having studied Spanish under a dark eyed senorita for the past six months, and having progressed so well that Tom could say "darling" in velvety words, and sing two love songs clear through. As he is a twanger of the guitar, this proficiency is enough for him. As for Lin, he mastered the more practical part of the language, and you can bet that while Tom is drawing on his vocabulary for kisses, Lin will be using his to get something more satisfying to the inner man. They have been gone now a week or two, and if you hear of a bicycle corps figuring in some of the everyday rebellions of that country, you 'll know that the old Ramblers are in the saddle again, and this time for blood.

GEORGE E. TIVY, of the Cycle Club, who has just returned from a trip to St. Paul, Minn., which he made entirely on his wheel in twenty-two days, is enthusiastic in praise of the hospitality of the wheelmen he met *en route*. I am afraid his modesty kept him from getting the attention he deserved. He was the real founder of the Cycle Club, which in six months has leaped into a strength and firmness expected only as the outgrowth of years of hard work. This, of course, was not known to the wheelmen of the North, as Tivy is a quiet, retiring fellow, and says nothing of his own exploits. But, nevertheless, he has achieved a vast deal by working until he has gathered together the wandering wheelmen of the city, and giving them a central object. The assiduity of the man is something astonishing. Beginning immediately after the Ramblers broke up last winter, he began to take the names of all who wished to join the new club, and kept pegging away till he got enough to warrant the calling of a meeting to organize, which was just after the League Meet.

Now the club has nearly or quite one hundred members, with many more applications in sight. They have had harmonious meetings throughout the summer, and have avoided anything like partisan demonstrations. The consequences are that the efforts of a few to keep alive the fires of a fading feud are growing more and more into disfavor. The club has just had struck off a pretty club emblem of gold, combining the L. A. W. and the club emblems. This united use of the emblems is rare among the clubs of the country. The consent of the inventor of the L. A. W. emblem was secured by Hal Greenwood, and so both are made into one. The design is in the form of a circle suspended from a pair of handles. On the outer edge of the circle run the words "St. Louis Cycle Club"; within this is "L. A. W." with the familiar wings. The whole is not larger than a silver quarter. The club has secured winter quarters at the Natatorium, con-

veniently situated at the Eastern end of the Pine Street asphalt. I say secured, but probably that is going too far. The final arrangements, I understand, are not yet made, but the club will meet there next week. It is my opinion that it will hibernate there, as the rent is not very high and the accommodations are extensive.

IT looks as if H. W. Belding were in for it. Some days ago the *Post-Dispatch* quoted Belding as saying that he believed he could beat Hal Greenwood to DeSoto. Hal let it rest till this week, when he answered in such a way as will either force a race or a backdown. He offered Belding a handicap of twenty minutes for a race to Bulltown, forty minutes to DeSoto, or an hour and forty minutes for the round trip. I hear that the boys put up a scheme on Belding, last Sunday. He was coming down Bartold's long hill, when he was spied by a group of cyclists at the inn at the foot, among whom was Greenwood. They quickly pushed Hal and his wheel out of sight, and arranged that they should ask Belding if he meant what he said in the *Post-Dispatch*. If he answered yes, Greenwood was to step out and challenge him on the spot. But Belding could n't be caught that way. He smelled some kind of a rodent, and he dodged the question, so that the joke and the face-to-face challenge did not materialize. It is not very likely that the race will come off, as Belding expects to go to Florida to be gone six weeks, but we all hope he will not have to go, as he has been doing some excellent riding since he got his safety, and is not in the habit of making bluffs unless he is able to stand by them.

NOW that Harry Gordon has gone to Denver, Klipstein resumes his old position of the "only and original." He is always original, but Gordon's fancy riding kept him from being the "only." I don't think, though, that the charm of being the champion fancy rider of St. Louis is as great to Klip. as it was in the days of his youth. He is not gray yet, to be sure, but other things have dawned in his life that lessen the delights of the past.

THE visit of Dr. Emery was not entirely satisfactory, and we are afraid he went away with a poorer opinion of the hospitality of the boys here than the circumstances would warrant. The quiet dinner at the hotel the day he left was not the limit of our hospitality or intentions. It was the result of conflicting dates. Everybody was very busy, and arrangements were made to give him a banquet one evening when nearly all those interested could get off. But after the invitations had gone out, it was found that he had been previously bound by an engagement, and so the banquet was called off. There was no chance to get up another before his departure, and so a dinner at noon was served, to which some of his friends dropped in. Had his engagements been arranged a little more conveniently, we would have shown him what we could do.

OMEN.

ST. LOUIS, Oct. 28.

FROM A FEMININE POINT OF VIEW.

MAUD has been telling me about her annual tour to Castle Rock. This tour comes off every year with as much regularity as the North Shore trip, but it is less pretentious in its character, and it is patronized only by the ladies. The rock is about nine miles distant from the place of rendezvous.

THIS year there were fourteen in the party. There was good prospect of an unlucky thirteen gathering, but the ladies worked like beavers to get another recruit, and succeeded in diverting the attention of the genius of impending evil.

ALL were on singles. Maud was "Tourmiss" as she calls it and Violet was "Rearguard." They had a pleasant run out, no accidents, a delightful lunch on the summit, a ramble in the woods, an uneventful ride home, and a charming memory. "Please tell them," says my little friend, "that we didn't have an ambulance or a mechanic and that we were abundantly able to attend to our own machines. We had three dogs along and we felt that we had in them ample protection from tramps and cows, for they were business dogs and not pets. On two occasions the canines ran ahead and drove cows from the road, and when a cur would run from a yard to bark at us, our army of dogs would charge at him and drive him back."

"AND speaking of dogs," Maud continues, "I heard the other day of a lady in Eastern Massachusetts who rides very much, accompanied by a huge Newfoundland dog. She has had a harness made for him and when she comes to a hill she attaches him to her machine and he helps her to climb it. He doesn't pull much, but it is enough to take away many of the terrors of hill climbing."

MAUD's army of dogs is a good idea, if they are well trained to keep from under the wheels. I have read articles in the cycling press regarding the best method of protection from attacking curs and it has been suggested that red-pepper, torpedoes or ammonia be taken along to throw at them; but why not employ the "dog eat dog" idea, and take a four-footed follower of good fighting ability along? Perhaps, after a time, the dogs would learn to keep within gates when they saw a cycle coming for fear of bringing upon themselves an attack from a professional fighter. This idea is given out gratis. For myself, I do not need it. I prefer to ride dogless.

AN English lady has written to one of the papers asking for medical opinion as to the beneficial or deleterious effects of tricycling upon womankind in general. One imagined that that point had been pretty well disposed of some time ago. Says Violet Lorne: "There is hardly a doctor throughout the country who does not recommend tricycling in moderation to his lady patients. Of course, in this, as in every other line of life, reason and common sense must be consulted. For instance, it is hardly wise to let growing girls ride to an unlimited extent; neither would a woman afflicted with curvature of the spine, or a sprained ankle, do well to take to the saddle; and to ride at any time when tired out, or to pursue the exertion beyond the point of healthy fatigue, is an act of folly which will probably bring about its own reward. But for the average woman, in a reasonably sound state of health, tricycling is an exercise valuable beyond all words."

I KNOW of very many cases where cycling has been taken by the advice of a physician with the best of results, and I know of other cases where the sport has had to be given up. One young lady told me the other day that her physician had advised her to give up the wheel because she had found it impossible to ride in moderation. Naturally impetuous, she was inclined to overdo, and there was danger of bringing upon herself troubles she had a tendency towards. One or two cases of this kind are offset by hundreds of others where riding has given positive benefit.

DAISIE.

LETTER FROM BROOKLYN.

THE Brooklyn Club held the first of their regular monthly entertainments of the present season, at their club-house, on Wednesday evening last. As usual, the rooms very much overcrowded, but this did not detract from the pleasure of the evening. A suitable programme had been prepared, at the conclusion of which refreshments were served. All present expressed unqualified satisfaction and congratulated the Club on their recent improvements.

ON Sunday last, W. J. Kenmore, Jr., of the Brooklyn Club was severely cut about the face and hands, from taking a bad header on Springfield Ave., Orange, directly in front of the Hilton Hotel. His injuries though not serious are painful, and will cause his confinement at home for a week or so. He was a possible candidate for the team of that club, and his accident is therefore the more to be regretted.

HARRY HALL, it is said, is suffering from neuralgia of the eyes, and will be unable to ride in the coming contest. This will be a heavy blow for the King's County boys, but they have still some good material among them, and may come out all right. As the day for the contest approaches, the interest does not diminish, and if the weather be fine, Election Day will witness such an assemblage of wheelmen at Orange as will not be forgotten for many a day. It is much to be regretted that the course is in such poor shape, as it was confidently expected that the previous record would be badly beaten. It hardly seems possible that with the present quantity of loose broken stone and earth that has been put on the road, the previous time can be beaten or even equalled, but there are some dark horses who may prove to be much faster than is generally supposed.

THE Ilderan's expect to turn out strong on Election Day and will have a club picture taken before starting for the course. Their team is in good shape and they will make a strong pull for first place. They hold their annual election during the present month. Calkins their present captain will leave the city early during the coming year and is therefore not a candidate for re-election. G. L. Warner, a very popular member and an active rider, has received the regular nomination and will probably be elected. Greenman is up for third term as President, and as he is most popular in his club as well as outside, it is safe to say his election is certain.

THE Long Island had a run to Montclair and Caldwell on Sunday last, Capt. Luscomb being present with sixteen men.

IT may, or it may not pay for railroads to cater to wheelmen, but when it becomes necessary to put on a special car to carry wheels, as is the case, almost every Sunday on the Orange branch of the Erie R. R., I think it does pay, and also shows that wheelmen will patronize roads which offer them inducements.

BON.

November 5 1887.

WHITTAKER'S RECORD.

THE Gormully & Jeffery Mfg. Co. offer the following satisfactory proof of Whittaker's record:—

CRAWFORDSVILLE, Ind., Oct. 28, 1887.

WE the undersigned, officials for Stillman G. Whittaker, in his 24-hour bicycle ride, against the road record of 305 miles, made by A. A. McCurdy, do hereby certify to the best of our knowledge and belief, that said Whittaker covered 323 miles in 23. 50.35. Referee, William F. Schroeizer; judges, E. H. Comer, C. E. Gilbert, E. H. Cowan, M. D., Lon Lee; timers, C. L. Rost, M. H. Insley, Fred T. Brown; T. W. Eck, extra timer; checkers: checker 25-mile post, W. B. Ramey; checker, 27 1-2 mile post, Harry C. Hughes; checker, 4-mile turn, R. K. Krout, Jr.; checker, starting point, Milan Overton; starter, W. E. Rosebro.

Start Oct. 27, 1887, 1 P. M.

MILES.	H.	M.	S.
50	3	00	17 2-5
105	6	44	22 1-5
155	10	39	40
210	15	11	33 2-5
260	18	34	42 2-5
315	23	12	37 3-5
323	23	58	35

We the undersigned, official timers, certify that the above time is correct.

FRED T. BROWN,
M. H. INSLEY,
C. L. ROST.
(T. W. ECK, extra timer).

MAYOR'S OFFICE,
CRAWFORDSVILLE, Ind., Oct. 29, 1887.

To all whom it may concern: — This is to certify that the above-named gentlemen, who officiated as timers, judges, etc., on the occasion of Stillman G. Whittaker's attempt to beat the road record of three hundred and five miles, Oct. 27–28, 1886, are all reputable citizens of Crawfordsville, and are reliable and trustworthy in every respect.

BYRON R. RUSSELL,
Mayor of Crawfordsville.

STATE OF INDIANA.
Montgomery County.

WILLIAM B. RAMEY and Henry A. Ramsbrook being first duly sworn upon their oaths, say that they carefully measured the entire course over which Stillman G. Whittaker made his twenty-four hour bicycle run, which he began at 1 o'clock P. M., on Thursday, Oct. 27, 1887, and that the distance so measured by them is correct, to the best of their knowledge and belief.

WM. B. RAMEY,
HARRY A. RAMSBROOK.

Subscribed and sworn to before me this 29th day of Oct., 1887.

WILLIAM T. BRUSH.
Notary Public.

I hereby certify that I appointed the above-named chainmen, W. B. Ramey and Henry A. Ramsbrook, to measure said course, and believe that they did their work honestly and correct.

É. S. SIMPSON, *Civil Engineer.*

Oct. 29, 1887.

NASHUA ROAD RACE.

THE Handicap road-race of the Manchester, N. H. Bicycle Club, occurred Wednesday, Nov. 2. The course was over the Mill Dam and Fletcher's Island road, starting and finishing at a point near the shoe shop in East Manchester, a distance of six and eleven-sixteenths miles. There were ten entries, and seven starters, with the following handicaps: D. E. Price, 7m.; A. E. Eastman, 6m.; F. O. Moulton, 4m.; H. M. Bennett, 3 1-2m.; J. E. Newton, 3m.; C. H. Fish, 2 1-2m.; Moses Sheriff, scratch. Price's handicap was sufficient to allow him to easily win the first prize, a gold medal, given by the club. Newton won the second prize, a silver medal, given by Capt. H. M. Bennett. Eastman won third prize, a cut glass berry dish, given by Clint. A. Moore. Fish and Moulton were tied for fourth position, coming in the last mile together, Bennett won the leather medal. Sheriff took a bad header, and was disabled from finishing. The several times made were: Newton 34m.; Fish, 34.40; Price, 35.55; Sheriff, 36m.; Moulton, 36.10; Bennett, 36.15; Eastman, 37.15; C. D. Palmer, handicapper.

CHARLES H. FISH.
Secretary.

WASHINGTON, D. C.

THE hospitality of our brethren of the Baltimore Clubs has been tested so frequently and often that the Cycle has felt somewhat burdened with an obligation which they have longed to repay. It was therefore, with a pleasant feeling of satisfaction that they were informed at the recent race meeting in Baltimore, that a visit was contemplated to our city. The cobble-stone streets which belong to that metropolis of the South were somewhat monotonous, not to say damaging, and they just "ached" to have one day's riding over our many miles of delightful asphalt, and view our grand public buildings and the many new and attractive dwellings which the representatives of the Nation — with a big N— have been indulging in of recent years.

The day dawned bright and bracing, after a week of rain, and the promise of a glorious day brought out a goodly number of the members, who were ordered to report at the railroad depots to do escort duty. As the train came rolling in, the band (of wheelmen) struck up, "See the conquering (of records) wheelmen come," and there alighted a dozen of good men and true, representing the Baltimore, Centaur, and Ramblers Clubs. The number was somewhat of a disappointment, as we had hoped for more, but then the word went round that this dozen must have just twice as good a time to make the matter even, and when they left at night they said they had. Of course the club house must be first shown off, and after they had been introduced around and made to feel themselves at home, and had been shown the pictures of our handsome members, more particularly that of the President and Chief Consul before he had those darling whiskers taken off, a run was proposed to Cabin John Bridge, which is our best riding out of the city. And such a ride a straightaway stretch of seven miles over a splendid road with the wind blowing about 47 knots to the minute, and a head wind at that.

Kingsland, the Maryland crack, was along, as was MacKenzie of ours, who holds a good record, and it was noticed that they seemed to have formed a strong attachment for each other, and the boys kept their eyes open to see some rapid transit business. But the Chief Consul was along, and as he had but just returned from New York and the meeting of the Board of Officers, he recited the law in regard to road racing as there promulgated; and, although the boys chafed a little, they were good, law-abiding League men and did no racing, at least, when the C. C. was about. The "funny man" of the Club was along, and the best joke he got off was to allow all the other fellows to get about a mile ahead of him, and leisurely ruminate as to what he could work off on them at a more opportune time. When he arrived and despairingly recounted a loss he had met with, some of them greedily bit, and found out that it was only his "wind." The return was made in good order, and after a short rest at the club-house, dinner was announced and the best time yet recorded was then made. After dinner a run around the city and to the Navy Yard, where the Fish Commission steamer the Albatross was inspected; and a stop on the plaza in front of the U. S. Capitol, where some fancy riding was indulged in. The return to the club-house was then in order, and a smoker was the next act. Our musical member, Burden, who is generally called "Birdy," on account of his sweet notes, was enticed to the piano, and soon entrancing music ravished the ears of our visitors. The members of the Club were hardened, and so they had no difficulty in enjoying (?) it, but the visitors shed tears of sympathy and pain, and many of them seem ed to think that the question "Is life worth living" was a pertinent one.

The funny man was now in his element, and as if the sufferings of our visitors had not been enough to endure, he was let loose upon them. But why continue the harrowing tale. At eight o'clock all made ready to depart, and the Club again performed escort duty to the depots, where, amid expressions of satisfaction it a day well spent, and cordial invitations to come over and return the visit, the gong sounded, the train started, and soon the last glimmering light was gone out of sight, and we turned sorrowfully home, to live over again in memory, the delights of the day, and to join in one acclaim about the Baltimore wheelmen, "For they are jolly good fellows."

KRONICLER.

November 1, 1887.

QUAKERTOWN QUILLINGS.

A PETITION is being circulated and signed by the wheelmen of this city asking Chief Consul Jessup to reappoint, or rather again recommend, Mr. John A. Wells for representativeship of this State, in spite of the action of the Board of Officers at its last meeting. The paper has already received the signatures of Isaac Elwell, president of the Pennsylvania Bicycle Club; Kirk Brown, president of the Century Wheelmen; G. E. Bartol, president of the Philadelphia; and Frank Read, president of the Germantown and vice-president of the Century, to say nothing of the quantity of high privates of Philadelphia wheeldom. As one of the latter, I have signed it myself, Mr. Editor, not because of any personal feeling for or against Mr. Wells, but because I think the expressed wish of so many members of this Division is entitled to some consideration at the hands of the Board of Officers of the League, and it is my impression that the majority of the wheelmen feel the same way. They care nothing either way for Mr. Wells as an individual, but for Mr. Wells as entitled to representativeship, recommended by the Chief Consul of the third largest League State in the country, and appointed therefore by the President of the League, they do care enough to make a fight if he is not confirmed. The Division's mistake was in choosing Mr. Wells; but they have a perfect right to choose.

The Pennsylvania Bicycle Club, with its membership of close to a century and a half, has withdrawn as a club from the League, and it is said that many of the members will allow their membership in the League to lapse. It is not probable that the League will go altogether to pieces on this account, however.

The races of the West Philadelphia Athletic Association came off on Saturday last, postponed from the previous week, and were the occasion of the most enthusiastic gathering of wheelmen seen in Philadelphia for many a long day. The surface was in splendid condition, and but for the awkward turns and the lack of proper banking at the corners, the track as good as could be wished for in a five-lap course. The programme was good, twenty-six contestants being entered for the various events, with ten starters for the 3 20 class. A good innovation was the substitution of colored silk ribbons instead of numbers. The management was poor,— very poor,— the crowd running all over the track, apparently without let or hindrance.

All the home clubs, except the Germantown, were represented in the races, and there were visitors from Camden and Cedarville, N. J., and Honeybrook and Reading, Pa. The inter-club race was run in darkness, and the one-mile, three-minute class, bicycle race was postponed until Saturday next.

The first event was a mile race for novices, with four starters: J. H. Crossley, Camden; George J. Bowman, Vesper; D. L. Douglas, Reading, and W. W. Taxis. The latter fell on the second lap, and the race fell between Crossley and Douglas. The former led until the third lap, when Douglas came to the front and won easily in 3 23.

F. E. Bechtold and J. G. Bradley were in the mile race for South End Wheelmen. L. J. Kolb not starting. The former won by twenty feet, in 3.16 2-5, leading all the way.

A one-mile match race between J. J. Potter, of Camden, and H. C. Middleton, of Philadelphia, was won by the home representative. Time, 3.21.

I. Van Deusen had a walk-over in the mile race for members of the Tioga Bicycle Club. Time, 3.33 2-5.

The half-mile bicycle race for Philadelphia riders only, was won by T. A. Schaeffer, of the Pennsylvania Club, in 1.26 2-5; John G. Fuller, University of Pennsylvania, second, and I. Van Dusen, Tioga Club, third. A good race.

There were eight entries in the one mile, three minute limit, but W. I. Wilhelm and H. B. Schwartz, of Reading, and F. M. Dampman, of Honeybrook, were the only starters. Wilhelm made the pace at the start, and held the lead until the fourth lap, when Schwartz showed a big burst of speed and finished first, Wilhelm second, Dampman third. Time, 2.58 4-5. Wilhelm challenged in the last fifty yards, but Schwartz had a little left, and won by a short length.

The event of the day proved to be the one-mile bicycle race for the 3.20 class. The ten entries were divided into two heats. F. E. Bechtold, South End Wheelmen; H. C. Middleton, J. G. Fuller, University of Pennsylvania; W. Flenard and Murray Killiner, of Reading, were in the first heat. Fuller won easily, with Bechtold second. Time, 3.06 2-5.

There were also five in the second heat, D. L. Douglas, of Reading; I. Van Dusen, Tioga; R. D. Thompson, Vesper; Homer Synnestdvelt, Pennsylvania Club. Douglas made the pace for a lap and then gave way to Van Dusen, who finished first, with Synnestdvelt second. Time, 3 07 4-5.

Fuller, Bechtold, Synnestdvelt and Van Dusen started in the final heat. Bechtold won in 3.09 3-5, Synnestdvelt second, Van Dusen third.

Potter and Weaver of the Camden Club, had a lively club race, Potter winning in 3.26 2-5.

The half-mile bicycle race for boys under sixteen years, was won by W. W. Taxis, who beat Murray Killiner, of Reading, in a close race. Time, 1.34.

T. A. Schaeffer, of the Pennsylvania Club; H. T. Harding, Vesper Club, and D. L. Douglas, of Reading, started in the one-mile bicycle race, 3.10 class. Schaeffer took a long lead at the start and won easily. Time, 3 01 1-5. As he said, "to show Reading how much we can beat them."

I. G. Bradley, South End Wheelmen, and I. Van Dusen, Tioga Club, were the only starters in the inter-club bicycle race. Bradley led for three laps when Van Dusen spurted and took the lead. Bradley regained the lead on the last lap and won in 3.15.

The features of the day were, Schaeffers' good form and fine training, Van Dusen's plucky riding under adverse circumstances, and the appearance of two dark horses, Bechtold and Bradley, of the South End Wheelmen.

"There's blood on the face of the moon, Aha!"

W. I. Wilhelm of the Reading Bicycle Club, yesterday broke the record from Paoli to Fifty-Second Street, making the distance about 16 miles in 48.10, beating Schwartz's time, 3.55. The timers were W. Schroeder, Reading Bicycling Club, Messrs. Chew and Brown, of the Camden Wheelmen, and Robert Shaffer, of the Century Wheelmen.

First Wilhelm wins the championship of Reading, from Schwartz in a five mile race on Friday. Then Schwartz beats Wilhelm at the West Phila. races. Now Wilhelm lowers Schwartz's pike record and puts it where it will be likely to stay for a while,— who's the next man? *Not*

PHACTO.

CYCLETS.

NOVEMBER.

THANKSGIVING and turkey.

THE end of the riding season.

NOW balls, parties, whist, and bowling engage attention.

THREE hundred and twenty-three miles is good to last till another season.

THE past season has not been one to convince makers of the necessity for a racing team.

THE Pennsylvania Club has withdrawn from the League.

EDWIN OLIVER is collecting cycling photographs for the decoration of his office.

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FOREIGN MARSHAL, Joseph Pennell, care of S. S. Morgan & Co., 22 Old Broad Street, London, England, can be applied to for information regarding roads and routes abroad by intending tourists. Always enclose stamp.

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The following works are officially recommended by the L. A. W. Bureau of Information:

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, advertisements. Price, 15 cents. Address C. A. Underwood, 386 Tremont Street.

L. A. W. ROAD AND HAND-BOOK OF CALIFORNIA (Official): — Officers, Consuls, hotels, and rates of California Division, California bicycle clubs and officers. Over 2,000 miles reported roads, 100 pages, tabulated form. Bound in flexible leather, $1.00. Ready Aug. 1, 1887. Address J. W. Gibson, No. 612 Hyde Street, San Francisco, Cal.

L. A. W. ROAD-BOOK OF CONNECTICUT (Official): — In progress. Address Charles G. Huntington, Hartford, Conn.

L. A. W. ROAD-BOOK OF LONG ISLAND, with the best riding within fifty miles of New York City — very thorough. Three fine maps on one sheet folded in the book, bound in flexible cloth. Price, $1.00. Address A. B. Barkman, 608 Fourth Ave., Brooklyn, N. Y.

L. A. W. HAND-BOOK OF MASSACHUSETTS (Official, 1884): — Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address S. Lawton, Springfield, Mass. New Road Book in preparation; will probably be issued early in 1888.

L. A. W. ROAD-BOOK OF MICHIGAN (Official); with best roads of Ontario and through route from Chicago to N. Y. City Sectional and general maps; lists of Consuls, hotels, repair shops, and points of interest. Flexible leather cover. Free to Division members joining before July 1; after that date, 25 cents extra. Price to L. A. W. members of other States, $1.00. Address J. H. Johnson, 397 Second Ave., Detroit, Mich. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

L. A. W. HAND AND ROAD BOOK OF NEW YORK (Official). — Two hundred pages, numerous maps, lists of Consuls, hotels, and repair shops, general information about the L. A. W. and N. Y. Division, etc., with complete indexes. Tabulated reports of 14,000 miles of roadway, extending east to Mt. Desert, Maine; west to Cleveland, Ohio; north to Quebec, P. Q., and south to the Natural Bridge, Virginia, and Washington, D. C. General description of local riding districts, and much other information of value to cyclers, bound in flexible leather. Free to Division members joining in the first quarter; 15 cents to those joining in the second quarter, ending June 30, 1887; after that date, 50 cents. Price to League members of other States, $1.50 per copy. Address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

L. A. W. ROAD AND HAND-BOOK OF PA., N. J., AND MD. (Official): — Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, bound in flexible leather. This work is now out of print. A revised edition will probably appear in 1888.

RECORD BOOK OF SHELL ROADS IN VICINITY OF NORFOLK. — A description of the shell roads around the city of Norfolk. Contains in addition several pages for records of rides. Bound in paper: 10 cents. By V. Paul Ellis, Norfolk, Va.

L. A. W. HAND-BOOK OF OHIO (Official): — Complete lists of officers, Consuls, hotels, etc. Full description of riding districts and large folding road map of the State. Price, bound in flexible leather, $1.00; cloth, 50c. Address Frank C. Meyer, Secretary-Treasurer, Room 26 Saxton Block, Canton, Ohio.

ROAD-MAP OF CENTRAL INDIANA (L. A. W. Official), covering 90 miles N. and S., and 153 miles E. and W., and showing the famous Crawfordsville record-breaking district. Contains list of Consuls and hotels, and shows towns, railroads, etc. Free to Division members joining in first quarter, 13 cents in second quarter, 25 cents in third quarter, and 38 cents in fourth quarter. Price, to other League members, 75 cents. Scale of nine miles to one inch. Address Josh. Zimmerman, Secretary-Treasurer, 37 So. Alabama Street, Indianapolis, Ind.

ROAD-MAP OF NEW JERSEY (L. A. W. Official): — Three parts, Northern, Central, and Southern, folded in stiff covers. Price, 50 cents each, or $1.50 for the set. Address Dr. J. H. Cooley, Plainfield, N. J.

TEN THOUSAND MILES ON A BICYCLE; A Gazetteer of American Roads. — Cloth bound, gilt top, 41 chapters, 908 pages, elaborate indexes, no advertisements. Mailed on receipt of $2.00, by Karl Kron, University Building, Washington Square, New York City, D. Analytical contents-table, descriptive circulars, and specimen pages sent free.

ROAD-MAP OF OHIO (L. A. W.). See *Ohio Hand-Book*.

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THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS.— Sketches of cities towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. Address George Chinn. Beverly, Mass., price 20 cents.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

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Fill up the blank in the adjoining column and, together with **$1.25**, send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name**, your **full address**, and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public, or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, ruler, and ice skating.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$1.25*** *for initiation fee and dues in the League of American Wheelmen to Dec. 31, 1887. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *P. O. Address,* .....

City and State, ...

REFERENCES:

.....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

THE Denver Ramblers opened new club rooms on Thursday evening, Nov. 3.

AND now the safety goes twenty miles within the hour. A. P. Engleheart rode 20 miles, 474 yards on a safety, Oct 19.

C. W. BROWN, of England, has lowered the one hundred miles tricycle road record to 7.31.49, he riding a "Wasp."

HUGH CALLAN, of England, has just put his "Wanderings on Wheel and Foot through Europe," between book covers.

ASA DOLPH, ex-champion bicycle rider, and Miss Flora Smith, of Loudenville, were married in Wooster, Ohio, Oct. 27.

THE property of the Lynn Cycle Track Association will be sold by public auction, Saturday, Nov. 19. See advertisement.

THE Warren wheel Club, of Roxbury, recognized the marriage of Capt. J. E. Savell, by the present of a clock.

THE New York Club has purchased ground for its new club house on West End Avenue, between Seventy-first and Seventy-second Streets.

CHARLES DICKENS has been engaged by the Atalanta (N. J.) wheelmen to give several readings from his father's works, in Association Hall, Nov. 14.

F. DE CIVRY has been disqualified by the Union Vélocipédique de France for using the official report of his fifty kilo. record as an advertisement for the "Rudge" machine which he rode.

J. F. MIDGLEY took a ride the other day, the sixty-three miles of tough road between Worcester and Lynn being run by him in the excellent time of five and a quarter hours.

DUCKER & GOODMAN'S Reference book has still many very fine things of interest, though some of the articles are out of date. The firm is selling off the copies at a very low price, twenty cents each.

THE Gormully & Jeffery Manufacturing Company has furnished us with certificates and proofs of Whittaker's road record, which convince us that the rider is fairly entitled to the record claimed.

THE Chelsea Club held a run to Maplewood last week to call on Mr. R. E. Burnett, a member who has recently married and settled there. They presented him with a marble clock as a mark of their esteem.

W. B. EVERETT & Co. have received the following telegram from Denver, Col.: "C. C. Hopkins made twelve and eleven-sixteenths miles in one hour, on fifty-five inch Apollo unicycle. Proofs positive. W. L. Van Horn."

THEY, the records, fall as the leaves do fall, early in October. English wheelmen are pulling them down very fast, but on this side the water, the records seem to be more permanently fixed, and can't be pulled so often.

By invitation of the Boston Club, the Massachusetts Board of Officers, L. A. W., will hold a monthly meeting and dinner in the club rooms at 36 St. James Avenue, on Saturday, Nov. 12, at 7.30 P. M.

BROOKLYN, L. I., is called the "City of Churches." Why not the "City of Clubs"? It has more cycle clubs to the square inch than any city in America, we believe, and now comes another, the Universal Cycling Club, with a membership of twenty-six.

SATURDAY, Oct. 22, at Coventry, Eng., F. S. Buckingham and Major Knox-Holmes established tandem path records from twenty-six to thirty miles inclusive, riding a "Premier" tandem. The same day, F. W. Allard, on a "Marlboro' Club" tricycle, rode fifty miles in 2.43-53 3-5, beating the world's record by 6.15 1-5.

NEILSON wanted to make terms with Mr. Overman for the 100-mile track record, claiming that he could lower Dingley's figures. Mr. Overman did n't appear to be inclined to accept the bait, and told Bob that he would bet him $100 that he could n't, which would make it something of an object for him to make the trial.

AT a meeting of the Columbia Bicycle Club of North Attleboro, Mass., held Nov. 4, Dr. William H. Emery, of Boston, was elected an honorary member. A pool tournament is now in progress at the club rooms, and the members are making arrangements for the annual ball.

THE Manchester, N. H., Bicycle Club held its semi-annual hill-climbing contest Saturday, Oct. 29, on Hanover Street Hill, the distance being one-fourth mile, for the Wilkin's medal. Moses Sheriff won in 1.23; C. H. Fish, second, in 1.25. Having won the medal three times, it now becomes Sheriff's property, under the conditions on which the medal was given.

LEWIS CLARK a member of the Riverside Wheelmen's Club, of New York City, missed his bicycle last July. A few days ago he found it in the possession of D. W. Sherwood, of No. 212 West 128th Street, who said he had bought it from George A. Bensel, the janitor of the club. Bensel was arrested, and in the Harlem police court was held for trial.

MESSRS. W. D. AND A. C. BANKER, of Pittsburgh, having ridden 116 miles on the road (which was not sand papered) in eighteen and one-half hours, fourteen and one-half of which was actual riding time, would like to know if any one in Western Pennsylvania has ever done any better, and if not, their 116 miles stands as record for this end of the State.

THE Ariel Bicycle Club, of San Francisco, has agreed to hold a joint meeting with the Pacific Coast Amateur Athletic Association on Thanksgiving Day, at the Centre Street Grounds, Oakland. This consolidation will insure an interesting and varied programme. The bicycle events will comprise the one-mile novice, half-mile League of American Wheelmen State championship, one-mile Safety, two-mile lap, one-mile open, one-mile club handicap, one-lap obstruction, and three-mile handicap races.

THEY say doctors differ. They do more than that, for what they recommend at one time they condemn at another. A lady relative of ours, who had been in very delicate health for some time, asked a prominent Dublin doctor if she might try cycling. "On no account," was the reply; "nothing could be worse for you." Shortly afterwards the doctor commenced to cycle himself, and about a year later the lady, her health being if anything worse, put the same question. "By all means," was the answer; "nothing could be better for you." *Experientia docet.* — *Irish Cyclist.*

La Nature has recently described and illustrated a steam tricycle designed by MM. Roger de Montais and L'Heritier. It states that the machine will go nine to eleven miles per hour with one person, and eight to ten with two. In front is a small petroleum-heated boiler, and a petroleum reservoir is placed under the seat, holding ten litres, and said to be enough to last ten hours. A water reservoir, which holds thirty-four litres, is mounted, carrying a supply for two and a half hours. Exhaust steam passes into one part of the tank from a small vertical engine. — *The Engineer.*

THE slang phrase, "Oh, he 's all right," is said to have originated at St. Louis during the recent G. A. R. convention there. When the parade was in progress some one shouted out, as Gen. Tuttle's post was passing, "How 's Gen. Tuttle?" From a score of voices came back the answer: "Oh, he 's all right, you bet." The phrase caught the ear of the post, and was repeated until other posts took it up, and at the banquet it received a general adoption. — *New York World.* This is news indeed. The cry was extensively used by wheelmen in Buffalo at the League meet of 1885, and we believe it was not new at that time.

THE Trenton (N. J.) Bicycle Club disbanded Oct. 27, and a new club was formed the next evening by some of the members of the old club. Articles of incorporation have been filed, and this club will take the old name. Another new club will also be formed by those of the other faction, for the disbandment grew out of a divided purpose, among the members, and we shall look for rivalry between the two organizations. Let us hope that it will be a friendly rivalry, and that there will be no clashing.

J. H. SHERMAN, of Lynn, has beaten Greenwood's Corey Hill record. On Saturday last, Nov. 5, in presence of a large number of wheelmen, he climbed the hill four times, which is the record held by Greenwood, and then he started for another ascent. This he could have easily accomplished, but just before reaching the top he pulled his handle-bar off and was obliged to dismount. Thus he beat Greenwood by the fraction of an ascent, but he is not content with this and will try again. He rode a Springfield roadster.

A CORRESPONDENT sends us the following curious item. He says: "It will no doubt be a novel thing to your readers to hear that the 'iron wheel,' the pride and glory of every true-hearted British rider, has been lately the cause of raising a religious discussion amongst the ecclesiastical authorities of the Jews in Italy. As it is well known, bicycles and tricycles are in great vogue in Italy, and they have been introduced as a speedy means of transport in the army, which contains a large number of Jews. Now, the majority of the Rabbis will not permit the Jewish soldiers to ride a machine on their Sabbath, arguing that a ride on a machine is a fatiguing exercise, and comes within the category of labor. The more enlightened of the Rabbis, of course, oppose this argument from the standpoint that riding a velocipede, far from being a fatiguing exercise, is, on the contrary, a most pleasant one. Well, is it not curious that the dear, innocent cycle should be transformed into a block of stumbling to the Jewish Rabbis?" — *Cyclist.*

THE Harrisburg (Pa.), Bicycle Club, has gone into new quarters. The quarters are 17x44 feet in size, divided into two rooms, by elegantly arranged *portières*. The rear portion will be used as a pool room, and that portion fronting on the street, as a parlor. The entire wall and ceiling surface has been papered with a rich terra cotta pattern of paper, with a "frieze" surface and bordering of gold and carmine, giving the rooms a fine appearance. The six or eight large windows are draped with old gold plush curtains, bordered with red. A handsome Brussel's carpet will be put down, and suitable furniture procured to match. The parlor will be an attractive *bijou*, in which the young gentlemen can while away the time, and enjoy the comforts of a refined home, and enjoy themselves in a rational manner, after the business of the day is over. The officers of the club are: President, George A. Gorgas; vice-president, Frank I. Cook; captain, Charles H. Chayne. A banquet was served on the opening night and a musical entertainment was given.

SYDNEY LEE, of the Kildare Bicycle and Tricycle Club, appears to be a good deal of a man. According to *Sporting Life* (Eng.), he was travelling on his tricycle along the highway south of London town, when a one-horse wagonette, containing altogether six men and three women, was driven straight at him, and he had just time to throw himself on the footpath, when the cartwheel went over his machine, smashing it up in the most wholesale fashion. Mr. Lee ran after the wagonette, and seized upon the back, whereupon one of the men struck him. Being a particularly powerful man, Mr. Lee, who was a little soured — shall I say? by the incident, went for the horse's head, and half pulling him round, made a spring at the box seat. As he did so, one of the men bent over to strike him, and Mr. Lee, catching him by the collar, pulled him out, and he fell on his head in the road, where he lay insensible for some time. Springing up, the enraged cyclist hurled one of the remaining two on the box into the body of the trap, and the other, saying it was n't his fault, gave up the reins, and Mr. Lee drove the now thoroughly cowed party to the neighboring police station, picking up *en route* the fallen brave. In consideration of the damage done to the latter, Mr. Lee consented to accept full compensation in lieu of charging the men, two of whom broke down and became almost tearful. It will be a long time before they interfere with an athletic cyclist again.

THE Louisiana Cycling Club held its regular monthly confab on the 6th. President Renaud and his walking cane were there by a large majority, but the "fat and stumpy" secretary was *non est*; cause, very pressing engagements, — ladies and theatre. His place being filled, the ball opened and the usual routine work was rapidly waltzed away. It being necessary to elect a vice-president, Don't-guy-me-boys-I 'm-weak Lazarus, as jovial an Israelite as ever mounted a wheel, was chosen to occupy the president's chair when that luminary is working the festive typewriter during the busy nights of winter. Pelican Fairchild and Elliott M. Graham were also elected to keep the officers of the club's executive committee straight. A committee was appointed to cast around for quarters, and before a great while the club hopes to hang out its shingle and give a piece of its latch string to visitors. The next in order was the captain's report, and as its reading was commenced, silence, that is usually worth $40 per yard, was a very noticeable feature, and free, too. The reading got

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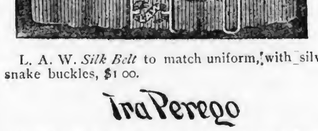
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Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; G. R. Bidwell, 313 West 58th Street; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.

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50 Club, new, $58. 53 Premier, almost new, ball bearings, $42. 58 Expert, good order, $67. 54 Harvard, splendid order, $47. 60 Champion, full nickeled, like new, $75. 50 Victor, ball bearings, $85. 52 Champion, used four weeks, $89. 48 Expert, ball bearings, $60. 46 English Bicycle, new, $55. 54 Victor Light Roadster, latest pattern, $73. 50 Harvard, spade handles, $48. 42 American Safety, $45. Springfield Roadster, new, $78. Also a job lot of new English Bicycles, with ball bearings, in 48, 50, 52, 54 and 56 inches, at only $48, and the same sizes in plain bearings at $43 each. Over 100 other second hand bicycles. SEND STAMP FOR LIST AND MENTION THIS PAPER.
A. W. GUMP, DAYTON, OHIO.

down to the members' monthly mileage. "Fairchild, 650," read the secretary; an involuntary "whew!" from the listeners; "Betts, 445"; "oh!" "Hodgson, 112"; "ah!" "Total for the three, 1,207 miles, which added to their mileage of last month, 1,592, makes 2,799 miles for two months." "That's good!" But it did not stop here. The report urged on the members the desirability of cyclometers, and modestly claimed the club's mileage to be as great, if not greater, than any other in the South; in response to which came in a familiar voice: "That's right, be like Blaine, claim everything. How's Memphis?" Bi.

THE New Orleans Bicycle Club's new quarters are by far the most complete and comfortable of any it has yet occupied; the fixtures are not yet all in ship-shape, but enough can be seen to make this apparent to any one who has a knowledge of the club's previous home. Capt. Rea says that he intends getting the boys out on the road a little more frequently than in the past.

MARRIED, Oct. 27, at Terre Haute, Ind., Mary C. Bannister, of Terre Haute, to Anton Hulman, a popular wheelman of Indianapolis.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

QUARTERLY REPORT ON "X. M. M."

EDITOR BULLETIN:—More than three months have elapsed since I last wrote anything to you about my "Gazetteer of American Roads, in many States, and Encyclopedia of Wheeling Progress in many Countries." You were good enough then to allow me a half-page, (BULETIN, Aug. 19, p. 103), for arguing with League men, that my investment of $12.00, for the production of a monster "League document," deserved some sort of recognition at their hands; and I now ask a shorter space for proclaiming to them my plans about distributing it.

An "abnormally small business faculty" has been attributed to me in the cycling press, because, after putting so low a price as $2, upon a book which no other publisher would dare to rate at less than $5, I still allow original subscribers the privilege of claiming their copies at half-price. The experiment of thus "giving away" the autograph edition, (in the hope that the recipients would be sufficiently pleased and grateful to force a rapid sale of the $2 books, which alone offer any margin of profit), was certainly a risky experiment, and the results thus far reported are not such as to encourage me to persist in it much longer.

During June and July, I despatched about 4,600 books, (say 2,700 subscribers copies and 1,900 others) to depositories in nearly 200 towns; and I've worked absorbingly, during the quarter year, since then, at the one task of trying to get reports from the agents to whom I sent these numerous packages for distribution. Hence, I have not been able, except in very few cases, to request that individual men call at these agencies for their books; I have taken no further steps towards distributing the 300 subscribers' copies still at the manufactory; and I have not even made a beginning of my canvass for new buyers of the $2 books.

As I continue to get letters, from League men and others, inquiring "when the book is to be published," or "why it has not been mailed," (to a man, who subscribed three years ago, and has changed his address several times since, without notifying me), I wish to announce, that, whenever a subscriber sends me $1.20, I will either mail the book to him, or else an order by which he can procure it at the depository in his town. I have just now posted a placard at my chief agency, 12 Warren Street, this city, saying that the price of sub.-books which may remain there on Dec. 15, labelled to New York, Brooklyn, and Jersey City, will be advanced to $1.50; and that if any are left in January, they will be marked at the regular $2 rate. Similarly, whenever I get time to issue a circular to subscribers in other towns, it will notify them that the $1.20 rate will be raised to $1.50 in a month, and to $2 in two months, after the serving of the notice.

Despite my wearisome burden of correspondence, there are agents in nearly forty towns who have not yet sent me any reports about the books; and I hope such of them as may read these lines, will consent to do it now, without waiting for a written reminder. I wish every agent would try to sell a book to the public library in his town (lending it to the librarian for a fortnight's examination, if necessary); and would remember that unsold copies are never to be returned to me, but are to be sent elsewhere, by use of stamped mailing labels, which I will supply.

Those persons who ridicule my over-confidence in the honesty of wheelmen, as shown by my offer to send books "on approval" to perfect strangers, may be interested to know the result of that suggestion, as made in the BULLETIN, last summer. Of seven books so sent, five were "approved" and paid for, and the other two were remailed to later purchasers, in the exact manner agreed upon. Hence, I feel emboldened to give prominence to this plan, (in the pamphlet which I shall issue in December, containing favorable reviews and notices from about fifty journals); and I hereby offer to forward the book to any League consul, representative, or higher officer, who will send me twenty cents in postage stamps, with the promise that, at the end of thirty days, he will either pay the remaining $1.80, or will notify me to send him a stamped label for mailing the volume elsewhere.

I wish to call special attention to my agencies, at Boston, 79 Franklin St.; Baltimore, 2 Hanover St.; Chicago, 291 Wabash Ave.; Cleveland, 1222 Euclid Ave.; Cincinnati, 6 East Fourth St.; Newark, Oraton Hall; Philadelphia, 811 Arch St.; St. Louis, 310 North Eleventh St., and Washington, 1713 New York Ave. At all those places, quite a number of sub-books still lack claimants at $1.20, while it is not practicable for me to notify individuals of the prospective rise in price to $1.50 and $2. Subscribers in all these cities, and elsewhere will be cheerfully released from any obligation to take the book, on the simple condition of mailing to me a postal card signifying their wishes to that effect.

KARL KRON.

THE UNIVERSITY BUILDING, WASHINGTON SQUARE, NEW YORK CITY, Nov. 5, 1887.

IS IT JOCKEYING?

EDITOR BULLETIN:—We are a government of the people, for the people, and by the people, and when individuals transgress the laws they are punished by the proper authorities. Leniency is extended and sentences commuted by the proper authorities. Sometimes individuals become dissatisfied and talk of the equal distribution of property, and sometimes they use arguments that incite the unthinking and uninformed to commit acts of violence. This is called a breach of the peace, and authors of such arguments are sometimes called upon to render to justice that which justice calls upon the perpetrators of the deed of violence incited by the author to render, namely, their necks (as in some recent cases that must be fresh in the minds of us all) and we should think the Hudson County wheelmen would feel perfectly satisfied in the decision rendered in the case of their friend and fellow member, Charles E. Kluge. We have no doubt they would be delighted to please everybody, but we believe that has been tried by greater philosophers than they claim to be, without success. It would be very impolite to the authority that has seen fit to reinstate Kluge and also to him, to ask him "to please not take part in the festivities Election Day," although we think they feel confident of success, should he grant them such a request, even should "Bon" himself take the lists against them.

Who has heard any grumbling because Kluge is to ride? Is any one grumbling because Hall is entered by the Kings County Wheelmen, or because he makes his livelihood by selling wheels? If "every one knows that Kluge was but recently a professional" of what use is it to tell them? People are sometimes "morally certain" of things which they cannot be made morally responsible for stating.

The Hudson County Wheelmen, we have no doubt, think it a credit to them to have Kluge on their team. The Association is composed of thinking men who know their business without being told.

We fail to see where there is any "jockeying" or anything "questionable" in the methods employed, and we should be pleased to have "Bon" more explicit in his charges.

His suggestion of a remedy is certainly unique—either kill the Club or the Association, or both. What have we left? Bon! He is certainly modest in his advice to the Association, but the questions he asks them, seem not to us as to him, pertinent, but quite the reverse. L. A. W. 12,048.

DE SOTO BUTTERMILK.

EDITOR BULLETIN:—Allow me to inform "Omen" that the DeSoto road is far from being "the worst road in the country." Cola, Stone, Greenwood, and myself were the explorers of that road, and our report, which has since been unanimously adopted, was as follows: "It is an A 1 road but it stands mostly on end." Greenwood rode a Harvard then, but it did not fit him so well as the Star does. He also enjoyed drinking sour buttermilk, but the rapid changes of level so bewildered the buttermilk that it forgot which way to go. Result, Greenwood took to the shade of a tree where he waited till the buttermilk settled and a train for home came along. I don't know whether Greenwood still likes buttermilk or not; or whether it still thus affects him; but, if "Omen" is desirous of backing Belding, would suggest that he arrange to supply Greenwood with the said beverage during the race. Respectfully,

CHAS. E. DURYEA.

WASHINGTON, D. C., 31 Oct. 1887.

THE COST OF POOR ROADS.

A NUMBER of experiments made by Prof. J. W. Sanborn, of the Missouri Agricultural College, show that on a moist dirt road a force equal to 487 pounds was necessary to move a load of 3,665 pounds, or 57 per cent more than was needed to move the same load on a gravel road having a grade of one foot in twenty-eight. On a level gravel road, the force needed was only one fourth as much as on the dirt, and on a plank floor but one seventh as much power was required as was needed in moving the load over the dirt road. This made no allowance for energy wasted by the horse in pulling his feet from the mud and in lifting them over the little elevations always before them on a muddy road. These facts suggest a few calculations that may not be entirely without interest to those who have to haul loads in town or in country.

Supposing that the highways on each alternate section line be well made of gravel or other equally good material at a cost of, say, $2,080 per mile, and that this cost be equally divided between the sections adjoining the improved highways, the annual interest to be paid by each section of land at six per cent will be $124, or 19.5 cents per acre per year. Can farmers afford to pay this tax for the sake of having well-graded, hard, smooth roads every day in the year from their doors to the market town? How many loads must each haul to save enough in the time and wear of men, horses, harness, and wagons to equal the interest, assuming that a fair day's work should average fifteen miles of hauling, and be worth $3 per load of whatever weight, could be safely hauled over dirt roads. According to the conclusions reached through the experiments mentioned, forty-two loads on the dirt road, twenty-seven loads on a well-gravelled road having an incline of one foot in twenty-eight, and ten and a half loads on a level, well-gravelled road would equal the interest, on the above basis of $3 per day. If wagons strong enough to bear the burden were used, the number of loads on smooth and level macadam might be reduced to six. The pay would practically be, for hauling loads over the several kinds of roads, equal to $3 on dirt, $4.67 on inclined gravelled, and $12 on leveled gravelled roads respectively, per load, while on level, smooth macadam it would be equal to $21 per load.

These figures are all based upon a comparison between the forces necessary to move a specific weight over a dirt road only slightly moist and those required for moving the same weight over the other descriptions of roads. The advantages of the improved over the dirt roads would not fully appear until wet weather or spring or a mild winter should come to make channels of deep mud of the highways through districts where the soil is rich like that of the fertile bottom lands of the unctuous prairies of the West. At such times, work with teams becomes extremely difficult, if not quite impossible, so far as the roads are concerned; and in the fields no hauling should be done for reasons that will appear to any good farmer. In such seasons, horses and men lie idle, thus wasting time and food that, with better highways, might be made to bring profit to the farmer. With hard and level roads, good use could be made of those days when work with teams could not be done in fields without cutting up their surface and over-working their horses.—*Insurance Journal.*

THE PATH.

BOSTON, Nov. 5. One-hundred mile bicycle and tricycle race under the management of the *Bicycling World*. Contestants on bicycles: W. A. Rhodes, Dorchester; S. P. Hollingsworth, Indiana; P. J. Berlo, South Boston; J. Fred Midgley, Worcester; Frank Carmen, Cambridge, and G. J. Lyons, Lynn. Contestants on tricycles: A. Kennedy Child and R. G. Beazley. Bicycle race,—S. P. Hollingsworth (1), 8.14; W. A. Rhodes (2), 8.14.9 1-2; Frank Carmen (3), 8.24. No others finished. In the tricycle race Beazley stopped at 10 miles, and on the 46th mile Child's machine broke. He covered 46 miles in 3.40.

OTTAWA, KAN. The "Ottawa Wheelmens'" race meet, held on the 26th of October, was in every respect a success, and the visiting wheelmen who came from all over the State and Missouri, went home well pleased with the races, ball and banquet, and unanimously declaring the Ottawa Meet to be *the* wheeling event of the season. The races were all hotly contested, and the fastest time ever made in Kansas, was accomplished on a track very heavy by recent rains. Two trick riders were in attendance, Prof. Ley, of Kansas City, gave a wonderful exhibition on the ordinary, and John M. Stout, a deaf mute of Ripley, Ills., and the champion of the world as a trick rider on the Star, gave one of his unexcelled performances. A banquet was tendered to the visitors early in the evening, and the day was closed by a grand ball, and reception. Below is a list of the races and the winners thereof:

Half-mile Novice.— Harry Phelps, (1), 1.32; A. M. Officer, (2).

One-mile L. A. W. State Championship.— H. S. Hale, (1), 3.04; J. H. Everest. (2).

One-mile Open.— Frank S. Ray, (1), 3.8 1-2; Harry Ashcroft, (2).

Half-mile, Franklin County.— Lee Patrick, (1), 1.36 1-2.

One-mile Handicap.— F. S. Ray, scratch, (1), 3.2 3-4; Harry Stuart, 50 yards, (2).

Half-mile, L. A. W. State.— J. H. Everest, (1), 1.25 1-2; H. S. Hale, (2).

Half-mile, Hands Off.— J. H. De Tar, (1), 1.38 3-4; J. H. Everest, (2).

Two-mile Handicap, Open.— H. S. Hale, 20 yards, (1), 6.18; F. S. Ray, scratch, (2).

Consolation.— Barthol, (1), 1.45 1-2; W. E. Bowles, (2).

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

ADVERTISEMENTS will be inserted in this column as follows: Fifty cents for four lines, first insertion; twenty-five cents for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FOR SALE.—Genuine Rover Safety, 1887 pattern; has been used only three weeks, good as new; balls all over; bargain at $115. H. A. SMITH & CO., Newark, N. J.

QUADRANT TANDEM.—Been ridden less than one hundred miles, practically new and a bargain, will sell this fall for $190 cash; here is a chance to save $70. Address No. 7,833, No. 25 Wallace St., Cambridge, Mass.

STAR.—48-inch Special Star, enamelled, with all improvements, never been ridden; will sell cheap, as I have no use for it. Address M. C. S., care Letter Carrier, No. 58, Boston, Mass.

FOR SALE.—One 53 and 55-inch, new, 1887 Columbia Light Roadster; best offer over $100 received before Dec. 1 takes either. One new 1887 Columbia Light Roadster tricycle at best offer over $125 cash. T. B. RAYL & CO., Detroit.

CHEAP FOR CASH.—A 52-inch Victor, enamelled, $90; 52-inch Rudge L. R., nickelled forks and bone, $90; warranted perfect; have purchased Safety machines. Address ROBT. W. EVANS, Hudson, N. Y.

STAR.—48-inch Special Star, two thirds nickel, latest pattern, with all improvements; is in first-class condition; will sell at a bargain. Address W. T. CONNELL, Room 46, Grand Central Depot, New York, N. Y.

BICYCLE.—50-inch New Rapid, in excellent condition, price low. Address ROBERT MOORE, P. O. Box 240, Philadelphia, Pa.

RUDGE CRESCENT TRICYCLE.—Balls all over, including pedals; cost $182.50; guaranteed as good as new; perfect in every part; ridden less than one hundred miles; price $135. Address M. E. S., 1130 Barclay St., Baltimore, Md.

50-INCH STANDARD COLUMBIA, $40; 52-inch Standard Columbia, $40; 50-inch Expert, $75; 54-inch Expert, $45; 56-inch British Challenge, $65; 52-inch American Rudge, $95; 52-inch Rudge L. R., new, $125; 54-inch Mail, new, $125; 42-inch Pony Star, $55; 51-inch American Star, $65; 52-inch Shadow, $40; Humber Tandem, $175; Humber Tandem, $200; Humber Cripper tricycle, $125. LEWIS L. EVANS, Wilkesbarre, Pa.

54-INCH, ENGLISH, BALLS, FAIR CONDITION, worth $75, to close at $35; 54-inch Expert, late pattern, full nickel, balls all over, cost $140, good as new, only $109; 48-inch Road Racing Star, new in September, 1887, cost $160, only $103; 46-inch American Safety, all balls, $59. L. P. THAYER, West Randolph.

BICYCLES, SECOND-HAND.—If you wish your wheel sold quickly, at a small commission; or if you wish a choice from the biggest list of big bargains in America, send to MANHATTAN WHEEL EXCHANGE, 49 Cortland St., N. Y.

BICYCLE.—52-inch, full-nickelled Expert, ball pedals, in good condition; price $75. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

BICYCLE.—54-inch Expert, full nickelled, ball pedals, cow-horn bars, and in excellent order, $80. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

Assignee's Sale at Public Auction.

OF PROPERTY OF THE LYNN CYCLE CLUB TRACK ASSOCIATION, AN INSOLVENT CORPORATION.

This valuable property, so well known to the sporting world will be sold at **Public Auction** on the premises of said association, at the corner of Western Avenue and New Chatham Street, in Lynn, Mass., on **Saturday, the nineteenth day of November, 1887,** at two o'clock in the afternoon.

The property consists in part of the interest of the Assignee in the Lease of said premises and of the Track, Fences, Grand Stand, Judges' Stand, Band Stand, Ticket Office, one large Dressing House, ten Cot Beds, about one hundred Chairs, one five hundred pound roller, Rakes, Tools, etc. For further particulars inquire of the Assignee or Auctioneer. Terms made known at the time and place of sale.

Lynn, Mass., Nov. 4, 1887.

EZRA BAKER, Auctioneer. *GEO. J. CAR, Assignee.*

THE FAMOUS CUSTOM-MADE

PLYMOUTH ROCK $3 PANTS

(Full Suits and Overcoats.)



Owing to the present great depression in **WOOL** and **WOOLLEN GOODS,** together with the tight money market, we have been able to buy **FOR CASH,** at a great discount, some lines of woollens that hitherto have been too high priced to be made into $3.00 pants. Samples of these goods will be found in our package of twenty samples that we mail to any address upon receipt of **SIX CENTS,** together with self-measurement blank, and (as a special inducement to mention this paper) a good linen tape measure free. If you cannot **WAIT** for samples, tell us about what styles you prefer; send us your **WAIST, INSIDE LEG,** and **HIP** measures, together with $3.00, and thirty-five cents for prepaid express or postage, and we will guarantee satisfaction.

EVERY BUYER OF OUR GOODS HAS THE PRIVILEGE OF RETURNING THEM FOR ANY CAUSE, AND RECEIVING BACK HIS MONEY, OR A NEW PAIR.

The American Express Co. (capital $20,000,000) will cheerfully reply to any inquiry sent to their Boston office about us, and the way we treat our customers.

PLYMOUTH ROCK PANTS CO.,
18 Summer Street, Boston, Mass.

For Sale, Cheap!

BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. O. P. Drawer 64.

ROVER SAFETY BI
HUMBER CRIPPER TRI **CYCLES.**

We have fresh invoices of these Celebrated Machines, which are unequalled for RIDING ALL THE YEAR ROUND, which we have had built specially for American roads, and which we offer at attractive prices. Send for illustrated catalogues.

SPECIAL NOTICE.

We want a few good second-hand wheels, 48 to 54-inch, for our local trade, and will allow *full value* for these in exchange for new

Rovers, Crippers, or Tandems.

LLEWELLYN H. JOHNSON,
401 Main Street . . . . . Orange, N. J.

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Special attention given to investments in land for Eastern Capitalists.

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C. H. LAMSON, Portland, Me.
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Bicycle Club Pins of Every Description.

Designs on application.

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Kingston Knitting Co.

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Knit Worsted and Woollen

ATHLETIC GOODS

In all the popular styles of the season.

Bicycle Outfits in Jerseys, Jackets, Tights, Pants, Stockings and Caps to match.

Full Body Tights in Plain and Ribbed Jersey Cloth, with Plain and Fly Fronts, re-enforced, and pockets.

POLO and TENNIS OUTFITS,

With Caps to match.

L. A. W. JERSEY UNIFORMS,

Very stylish, with Knee Pants, Stockings and Caps. These garments we also make in English Navys, and Blacks, and Colors.

The **Cloth** for all of our suits we manufacture ourselves, and it is unsurpassed for quality and durability.

Many novelties in Toboggan and Sporting Goods, in Plain, Striped and Figured Guernseys. Toques and Sashes for ladies and gentlemen.

We are prepared to execute any orders from the trade or clubs at very reasonable prices. Correspondence solicited.

ST. LOUIS WHEEL CO.

Difficult Repairing a Specialty.

Enamelling, Nickelling, Etc. at Lowest Prices

LARGEST STOCK OF SECOND-HAND BICYCLES in the WEST. WRITE FOR LIST.

UNDER the heading of "An Angel on a Dandy Horse," *Wheeling* has a curious article on the discovery of a dandy horse depicted on a window in Stokes Pogis Church: "On entering the chapel upon the left is the window Messrs. Marsh and Cooke were in search of. This contains at the top a bird, a name and date,—1643,—two coats-of-arms, and then a circle; at the top of the circle is a duck, below a horned satyr, and lower down the dandy horse, while the bottom of the circle is filled in with a shield borne by a dragon. The piece containing the angel and the dandy horse measures 7 1 4 in. in length by 5 3-4 in. in depth. The angel, naked, and without wings, represents a rather robust youth with curly hair; in his hands he holds a long trumpet, and by the distension of his cheeks he appears to be sounding a vigorous call. He is astride a genuine dandy horse; the front wheel is very small, and the rear one large. The trumpet passes through a cleft in the curved head of the horse. At the top of the square are the rays of the sun, and out of them a cord passes through a sort of pulley, and is attached to the rear wheel.

WHY is not cycling popular at the Universities of Oxford and Cambridge? Well, the reason is not far to look for. It is not "*swell*" enough. The undergraduates at Oxford and Cambridge are undoubtedly a mixed lot; but the vast majority of them are gentlemen, and, in after life, after contact with the world and a wearing down of angles, turn out, in many cases, first-rate fellows; but no one can deny —and we trust no 'Varsity man who reads this will feel offended at our saying so,—that there is a very strong feeling of "priggism" rampant even amongst men who are gentlemen, just as they are emerging from boyhood to manhood. A few men, with money enough to indulge in more expensive pastime than cycling, set the example, and "the men" follow like a flock of sheep. Ten years later, or in less time, when, as barristers, doctors, clergymen, or what not, they want recreative exercise, they will welcome cycling with open arms; but when the peach bloom of early manhood is on the cheek, a certain class of Englishmen follow only fashion. It is not the fashion at present. *Voila tout!*—*The Cyclist.*

THE CLUB.

CALUMET CYCLING CLUB.

AT the last meeting of the "Calumet Cycling Club," of Brooklyn, N. Y., held Tuesday, Nov. 1, the following officers were elected: President, Robert Mabie; vice-president, C. J. Hauck, Jr.; secretary, John W. B. Quail; treasurer, Arthur L. Ward; captain, R. L. Jones; 1st lieutenant, Walter Bonner; 2d lieutenant, Wm. G. Hodge; color-bearer, Chas. H. Madole; bugler, Wm. Murphy.

THE FAVORITE LINE TO CALIFORNIA.

THE Great Rock Island (C. R. I. & P. R'y), offers a choice of routes beyond Missouri River, on both single and round-trip tickets. First-class excursions every week. Rates as low as the lowest. Trains composed of elegant day coaches, superb dining cars, magnificent chair cars and Pullman palace sleeping cars. For full information, address E. A. Holbrook, G. T. and P. A., Chicago, Ill.

OFFICIAL ANNOUNCEMENTS.

APPOINTMENT FOR WEST VIRGINIA.

JACOB W. GRUMP, Chief Consul for West Virginia, having resigned I hereby appointg as his successor Howard P. Wilkinson of Wheelng, who will be respected accordingly.

T. J. KIRKPATRICK, *Pres.*

GEORGIA APPOINTMENT.

AT the reque t of a number of Georgia members, I take pleasure in hereby appointing as Chief Consul for that State, T. L. Ingram, of Columbus, Ga.

T. J. KIRKPATRICK, *Pres.*

PENNSYLVANIA REPRESENTATIVE.

I HAVE appointed W. R. Tucker, Esq., of the Philadelphia Club, as a representative for Pennsylvania.

GEO. A. JESSUP, *C. C.*

SCRANTON, Nov. 2, 1887.

CALIFORNIA APPOINTMENTS.

THE Chief Consul has appointed the Cliff House L. A. W. headquarters for Golden Gate Park, San Francisco, and has also made appointments of local consuls as follows: L. B. Metcalf, Santa Barbara: H. S. Eiderman, Willows; W. S. Hoover, Napa City.

N. A. ROBINSON, *Sec.-Treas.*

SAN FRANCISCO, Oct. 27, 1887.

KANSAS MEMBERS, ATTENTION!

MR. OTTO H. WULFKUHLER, Leavenworth, Ka., is hereby appointed Secretary-Treasurer of the Kansas Division, vice Chas. C. Candy resigned. Appointment to take effect Nov. 1. All communications should be addressed accordingly, by direction of Chief Consul Everest.

CHAS. C. CANDY, *Sec.-Treas.*

FORT LEAVENWORTH, KA., Oct. 31, 1887.

NEW BRITAIN CLUB.

EDITOR BULLETIN,—Please accept the resignation of the New Britain Wheel Club as a club from the League of American Wheelmen.

A. W. ABBE, *Secy.*

NEW BRITAIN, CONN., Oct. 27, 1887.

PENNSYLVANIA CLUB.

EDITOR BULLETIN,—Please note that at the regular meeting of the Pennsylvania Bicycle Club, of Philadelphia, held Nov. 3, 1887, it was decided by unanimous vote to withdraw from the League as a League Club.

LEE R. MCKINSTRY, *Secy.*

PHILADELPHIA, Nov. 4, 1887.

DELAWARE DIVISION, L. A. W.

THE annual meeting of this Division will be held on Thursday, Nov 17, at 7.30 P. M., at the room of the Wilmington Wheel Club, 826 Market Street. We request all members to note the time and place of meeting, as no further notice will be sent. A full attendance is requested.

By order,

J. E. PALMER, *C. C.*

Attest: CHARLES W. TODD, *Sec.-Treas.*

TO CALIFORNIA L. A. W. MEMBERS.

AT a meeting of this Board, held in the city of Los Angeles, on the 18th inst., the following business was transacted:—

Application of Mr. Wm. C. Hull, for reinstatement as an amateur, accompanied by his written statement, which was formerly presented by Dr. Thos. L. Hill, of San Francisco, was favorably passed upon, individually endorsed by each member of this Board, and forwarded to the United States Racing Board, praying said Board to give the matter all the consideration it is entitled to.

Assignment of the half-mile State championship for 1887 to the Ariel Bicycle Club, to be contested at Oakland on Thanksgiving Day, Nov. 24, 1887. The following preamble and resolutions were unanimously adopted:—

Preamble. In view of the doleful fact that this Division was, through the misunderstanding of the United States Racing Board, left at its last annual meeting, held at Santa Cruz, without a United States championship, which our ever-diligent Chief Consul had petitioned for in ample time; in response to which petition an undesirable event (unfortunately the only event then remaining with that Board) against which the thirty-day rule had begun to run, was assigned to this Division; therefore, be it

Resolved, That our worthy Chief Consul, R. M. Welch, petition the Racing Board of the League of American Wheelmen, through its Chairman, D. J. H. Cooley, at Plainfield, N. J., at the earliest moment for the five-mile United States championship for 1888; and further

Resolved, That he petition said Board to assign to this Division as soon as the United States championships are agreed upon for 1888, said above-mentioned five-mile United States championship to be contested on July 4, 1888, or on the date of the holding of the annual meeting of this Division, at any locality in this State, that this Division may select at least thirty days before the date of contest; and be it further

Resolved, That this preamble and resolutions be spread in full upon the records of this Board, and that they appear in full in the columns of the L. A. W. BULLETIN, and that a c py hereof be forwarded to the United States Racing Board, and that a like copy be sent to the Chief Consul so that he will be instructed as to the actions of this Board in the premises.

All of the championships for this year being agreeably disposed of, we now establish the following as the championships for this State for the year 1888:—

A one-half-mile.	A one-mile.
A two-mile.	A three mile.
A four-mile.	A five-mile.
A ten-mile.	A twenty-mile.

Applications for assignment of the above events, excepting the one-mile and the twenty mile events, which are hereby reserved for the Division Meet, will be received from clubs.

The five-mile and the ten-mile events are hereby reserved for the last half of the year and will not be assigned to any club for competition until after July 1, 1888.

Not more than two championship events will be allowed or assigned to any one club; one event in the first half of the year, and the other event in the last half of the year.

Entries to any of the above championships are restricted to Division L. A. W. members.

Championship medals must be uniform in design. Messrs. Wagner & Co., No. 13 Trinity Place, San Francisco, have the contract to supply them at twenty-five dollars per pair, or set of two, fifteen dollars for gold and ten dollars for silver.

It was decided that riders not having a record are entitled to the full limit, and the limit men in handicaps are to be placed at the following distances:—

One-quarter-mile, 75 yds.	Four miles, 225 yds
One-half-mile, 50 yds.	Five miles, 250 yds.
One-mile, 100 yds.	Ten miles, 440 yds.
Two miles, 175 yds.	Twenty miles, 880 yds.
Three miles, 200 yds.	

It was further decided that all amateur cycle clubs or amateur athletic clubs to which a championship event might be assigned in this State owe a duty to this Board in the following particulars:—

That when they hold a race meeting a complete report is to be made to the Chairman of this Board, and that said report is to embody a programme of the meeting, a list of those starting, time of first and second man, and a careful minute of the position of each and every man in each and every mile.

Cyclingly and truly yours,

H. C. FINKLER,
Chairman Racing Board.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:—

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct

List 112—Total 28—11,786.

BOSTON, Nov. 11, 1887.

CALIFORNIA DIVISION—2.—341.

Unattached.

17092 Brother, Hunt, Vacaville.
17093 Stitt, Wm. B., "

CONNECTICUT DIVISION—1.—641.

Unattached.

17086 Putney, Wm. S., Suffield.

DISTRICT OF COLUMBIA DIVISION—2.—101.

Unattached.

17078 Albert, L. E., 1515 T St., N. W. Washington.
17079 Colman, Willard P., 2008 Ninth St., "

ILLINOIS DIVISION—3.—613.

Ædus Cycling Club.

17 80 Anderson, Chas., Humboldt Park P. O., Chicago.
17081 Wunderle, T. P., Humboldt Park, P. O., "

Illinois Cycling Club.

17099 McCorquodale, E. S., 30 Park Ave., "

INDIANA DIVISION—1.—234.

Unattached.

17100 Stewart, Frank A., Hartford City.

KENTUCKY DIVISION—1.—97.

Unattached.

17101 McLane, Thos. C., 1414 W. Market St., Louisville.

MAINE DIVISION—1.—129.

York County Wheelmen.

17094 Willard, Geo. E., Biddeford.

MARYLAND DIVISION—1.—283.

Unattached.

17082 Moore, Frank H., 708 W. Howard St., Baltimore.

MASSACHUSETTS DIVISION—1.—1,313.

Unattached.

17102 Stockwell, Wm. B., Box 277, Millbury.

MICHIGAN DIVISION—1.—278.

E. Saginaw Bi Club.

17087 Osborn, H. D., E. Saginaw.

NEW YORK DIVISION—7.—2,276.

Long Island Wheelmen.

17103 Monell, Fred B., 23 Macon St., Brooklyn.
17104 Steel, Geo. H., 302 Hart St., "

Unattached.

17083 Kell r, Gerald, 320 W. 14th St., New York.
17084 Schaffner, Robert F., 50 W. 90th St., "
17085 Watkins, Alfred, 183 W. 71st St., "
17105 Kellogg, P. H., Rushford.
17095 Webb, Frank K., 180 Warren St., Hudson.

OHIO DIVISION—3.—930.

Unattached.

17088 Brown, Chas. S., Ravenna.
17096 Griffin, Thos. L., 601 Lark Pl., Columbus.
17097 Schaibel, W. V., Ohio State University, "

PENNSYLVANIA DIVISION—1.—1,710.

Unattached.

17089 Pine, E. M., 1716 Oxford St., Philadelphia.

RHODE ISLAND DIVISION—2.—174.

Rhode Island Wheelmen.

17090 Heath, Willis H., 16 Franklin St., Providence.

Unattached.

17098 Morgan, J. Howard, M. D., Westerly.

WISCONSIN DIVISION—1.—87.

Unattached.

17091 Zacharias, Frank, 708 Ninth St., Milwaukee.

GOOD MEN ON GOOD WHEELS

Put the Records Where They Stay.

IT IS ABOUT A YEAR NOW SINCE STILLMAN G. WHITTAKER MADE THE FOLLOWING SET OF WORLD'S RECORDS ON THE CRAWFORDSVILLE COURSE, VIZ.:

10 Miles in 29 Minutes 1 3-4 Seconds.

20 Miles in 59 Minutes 35 4-5 Seconds.

100 Miles in 6 Hours 1 1-2 Minutes.

And these Records have stood ever since, notwithstanding the Fact that the Competitive Trade has done its utmost to acquire them.

While other Manufacturers have built Special Wheels for this Purpose, which differed materially from those they offered the Public, all of our Performances have been on the Identical Wheels listed in our Catalogue; and we claim, therefore, that they are remarkably significant, and demonstrate, unquestionably, the

EASY RUNNING QUALITY OF OUR BEARINGS.

THEN THAT PERFORMANCE OF FRANK DINGLEY'S ON THE LYNN TRACK,

100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds.

Being Twenty-five Minutes better than the American Record, and Eleven Minutes better than the English Record. Quite a Number of Attempts have been made to Lower this by Other Makers since, all of which proved to be Failures.

We think the above is ample evidence to convince the most skeptical, and to efface any impression to the contrary caused by false statements of our traducers. Respectfully submitted.

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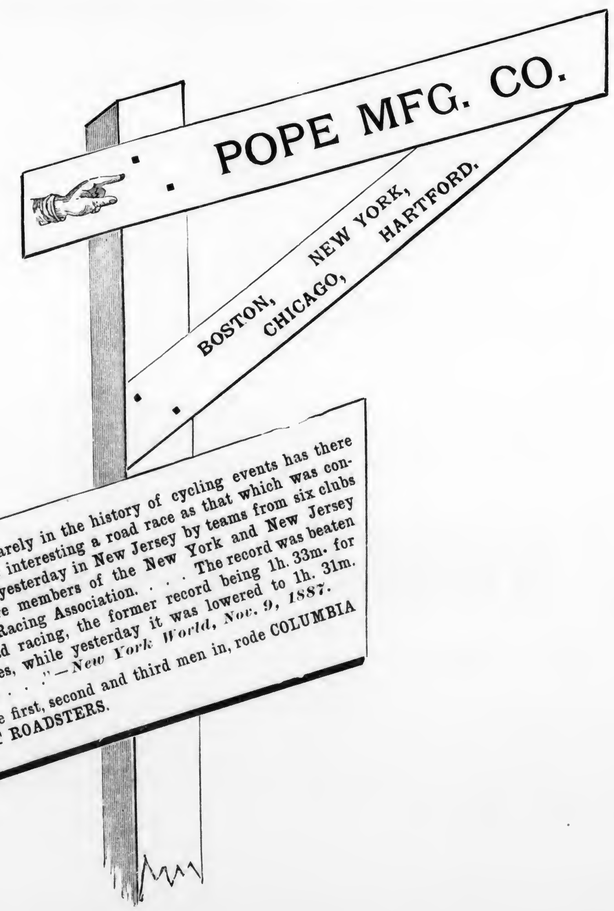
THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA:

PUBLISHED WEEKLY:

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, NOVEMBER 18, 1887. | VOL. V. No. 20. WHOLE NUMBER, 125.



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THE BULLETIN

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PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

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All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith.

Members should be careful to notify the EDITOR promptly of any change in their residence, giving their old as well as new address. Great care is taken with the mailing list. All changes received after Tuesday night can not be attended to until the following week, as at that time the list goes to printer for revision. Members who write for back numbers will have them forwarded on Friday, our regular mailing day.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

THE renewal season impends.

OUR books will be opened Dec. 1 for the reception of renewals.

THOSE who apply for membership in December, and send us $2, will be entered upon the books and carried to Dec. 31, 1888.

WE shall have a new system of numbering. Renewals will be entered and numbered upon the books in the order in which they are received. The new number will be called the yearly number, and it will indicate the promptness of renewal. Members will also retain their original number, which will appear on the ticket as such.

UNDER the new system it can easily be told at any time how many renewals have been received, and very much writing will be saved by the economizing of entries in this office.

APPLICANTS for membership will be given numbers in regular sequence from those now in use, and will have but one number the first year.

WE shall reserve a few numbers up to Dec. 1 for League officials, giving them precedence of entry on that day; but after Dec. 1 the names must go down in regular order, without regard to the member's position.

RENEWALS will not be published in the BULLETIN. The Executive Committee has decided this to be an unnecessary expense, and of benefit to no one but the State secretaries. Weekly reports will go from this office to these secretaries, and these will be fuller and more satisfactory than the published reports have been. We shall give each week the number entered by States, and we may decide to give the returns from the larger clubs.

THERE has been a demand for a ticket holder which shall be waterproof, and which will carry the ticket so that it can easily be exposed. We have had samples submitted to us, and have contracted for a number of the one which we decided upon. It will be made of the best calf stock, be waterproof, will have a place for the ticket and a pocket for one's personal card. We shall supply these to members for twenty-five cents each. Members will oblige us by ordering these when they renew.

WE shall print a renewal blank which we will supply to consuls, agents, and club secretaries as they are wanted. It would add much to our convenience if club secretaries would apply to us for these blanks and fill them out, rather than send us a list of names on a single sheet.

Do not forget to send old number.

LIFE members will be entered on a special list, and be numbered from one upwards, according to date of entry. They will be numbered L.1, L.2, L.3, etc., and a ticket varying in minor details from the regular will be issued to them.

RECOGNIZING the guideboard law of Massachusetts, the officials of Chelsea have called upon the wheelmen to co-operate with them in erecting direction boards at all the cross roads. Committees have been chosen by the local clubs, and it will devolve upon them to select places for the new boards and to indicate what shall appear upon them. The city officials agree to erect the boards according to the wheelmen's wishes. It is safe to say that Chelsea will be well furnished with guideboards. Brookline has a model set of boards, and Chelsea will take many ideas from that city.

FROM A FEMININE POINT OF VIEW.

FAREWELL runs now engage the attention of wheelmen and wheelwomen. Soon will the snows of winter mantle the roads in robes of snowy white and put a barrier to all riding. Then we live over the past and revel in the anticipation of the future.

IF you will excuse me for bringing in my personality, I want to say that I am going where roads are perfect from one's doorway for miles and miles away. I have been located where I had to ride a mile to get good roads, and where the hardest mile of all was at the conclusion of every long run. All that will be changed now, for I am packing up my household goods preparatory to a removal to the Newton district, where poor roads are unknown. I expect to place a good record to my credit next year, for I am a good distance from the village centre, and I suspect that my ready saddled horse will stand at the door all the time.

AND speaking of records, it is quite time for the ladies to send me their figures for the year. Last year I had the great pleasure to publish a number of very interesting letters from the lady riders, giving a sketch of how far they had ridden during the season just then closing. I want to repeat the idea this year, and I will ask each and every lady rider who reads this to send me for publication a short sketch of what she has done this year, and add any suggestion, tell of any experience, or give any hint for the benefit of her sisters, that she thinks will be of value. Send all such to "Daisie," care of Editor, box 5267, Boston, Mass.

THERE has been handed to me a clipping from a Washington paper, from which I select the following. The first party spoken of I have heard no account of before, but the second is undoubtedly our North Shore trip, and since the chronicler is very far from right in that, I am inclined to believe that perhaps the first is a myth.

"THERE was a party of eight who toured it on their wheels as far as Saratoga this summer. There were couples, husband and wife, on tandem tricycles and two unattended ladies on singles. They had the best sport and the reddest of cheeks to bring back to New York. A Boston touring party covered some 500 miles at about the same time. Its numbers varied somewhat from day to day, but there were usually about eleven ladies along on tandems or single machines. One who went the whole 500 miles declared that she felt much better at the five hundredth than at the first."

LATEST reports from the North Shore trip show that the assessment of $3 per person was almost sufficient to cover the incidental expenses. There was a very small deficit which the committee made up. The Secretary is making inquiries concerning his nickel-plated lantern, which was taken away by mistake. He says he doesn't want the japanned lamp that was left in its place.

I AM in receipt of a letter from California, which tells me of the experiences of two feminine cyclists in that far-distant State. They are mounted on wheels weighing one hundred pounds each, and are as yet strangers to the delights of a light bar steerer. They write a very bright and chatty letter, asking advice which has been sent to them, and as I read what they say I am inclined to believe that riding the wheel has been responsible in good part for their flow of spirits.

MRS. SMITH, of London, has been able to go upon the race track without sacrifice of dignity, and has shown us what a woman can do in the way of quick riding. Speaking to a newspaper writer about her recent tandem ride, she says: "At the finish of this ride I was not in any way distressed, and had it not been for the darkness which set in, we should have continued for fifty miles. Our tandem was geared to 60 inches, and weighed about 70 pounds. A correspondent, in last week's '*B. A.*,' suggested my saddle being raised, and also my handles; but I have tried a higher saddle and cannot ride so well, as I use 6 1-2 inch cranks, and I like my handles rather low, so that I can lean on them when going very fast; otherwise, I like them about two inches higher for road riding. Have always found one should have saddle fairly low and well back to get best results with least possible fatigue."

IT would seem from this that Mrs. Smith is an advocate of the thrust action, as opposed to the vertical, and I am glad to know this, for I have noticed a disposition on the part of lady riders to get forward to a degree that would be to me distressing.

I AM inclined to believe the tandem is responsible for the error of a too-vertical action, if it can be called an error, for I find that the three-wheeled tandem is balanced so evenly that the lady must be placed well forward in order to keep the little wheel from rising. I am not able to discuss mechanics with the gentlemen, but if they will bear with me in my ignorance, I will say that the tandem can be very much improved in the way of balance. As at present built, the lady has to sit so far forward, that she is not comfortable, and the gentleman is not perfectly happy between bruises that he gets by striking the axle, and his uncomfortable — and on many machines dangerous — position in coasting. I may be all wrong in this, but I am willing to be corrected.

IN Cork a ladies' tricycling club has been formed called the Tivoli Cycling Club, and the ladies have been enterprising enough to hold a race meeting Save the mark!

DAISIE.

HARRY ETHERINGTON has sold *Wheeling* to C. W. Nairn, who has been London editor of the *Cyclist* for eight years. W. M. McCandlish remains with the paper as associate editor, and F. Percy Low is editorial contributor. It is understood that H. J. Swindley will supply Mr. Nairn's place on the *Cyclist*. The new management issues its first number reduced in size to that employed by all the other wheel papers, for *Wheeling* has always carried the largest page of all.

THE OWL.

HEZEKIAH B. SMITH, who owned the whole town of Smithville, N. J., including the machinery factory bearing his name, who has become well known to wheelmen as the builder of the Star bicycle, died at his home in Smithville on the 5th inst. He came originally from New England, where he had made a fortune, and settled down near Mount Holly, where he built his village and factory. Mr. Smith was an exceedingly eccentric individual, and when he wanted anything, he wanted it badly, and usually got it, being a free spender without being extravagant, a fact that may account, somewhat, for the way the Star has been brought to the front in the few years it has been upon the market. An example will more clearly show what Mr. Smith was. He wanted to go to Congress on the Greenback ticket, some ten years ago, and his opponents, to defeat him, had to run the price of votes up to $15 to $20 apiece, but Mr. Smith secured a renomination and introduced the particularly open system of "$5 down, and $10 when I'm elected," and that settled the opposition. Mr. Smith served four terms as a State senator, in the New Jersey Senate.

THE New York Club, after their road race on election day, which was won by P. M. Harris, in 1.7.30, adjourned to Riverside Drive and had the annual picture of the club taken. The New Yorks have introduced a new system in wheel club management; they have abolished the usual monthly meetings, holding them only semi annually in the future, he entire business of the club in the interim being managed by standing committees, under the control of the Board of Governors. This plan is a great improvement over the old one of meeting each month, and allowing each club man to attempt to manage the club's affairs, which as a rule usually terminates in the birth of factions and discord.

THE wheelmen in New York were particularly interested in the election just passed, and succeeded in electing the father of the "Liberty Bill," Mr. Jacob Cantor, to the State Senate, and Mr. Rastus S. Ransom, to Surrogateship. As a compliment probably to the wheelman vote, a bicycling complexion was given the whole affair by the rivalry for District Attorney between Messrs. Nichol and Fellows. Now if there is anything the average wheelman considers himself posted upon, it is the merits of nickel and felloes, so the fight was a hot one, but as usual, the felloes outlasted the nickel, and Jno. R. Fellows is to-day the District Attorney of New York. Wheelman, as a rule, did not seem to take kindly to the George candidate for this office, and he was, in racing parlance, "left standing at the post" in the race for the political honors of this office.

THE cartoons in *Puck* are usually noted for their perfection of satire and wit, but perhaps the furthest removed from either of these features is one that graces, or rather disgraces, the last sheet of this week's issue. A park driveway is represented, with "road hogs" and "snubs" in profusion, while a most truthful representative of a tramp, mounted upon a most untruthful representation of a bicycle, is pictured as holding his hat out for alms to the horror-stricken dude, who sits in a dog cart alongside of his, or somebody else's, "best girl." Beneath all of this is the following explanation for the benefit of those who see the picture, and without which I am sure no one could see the point of it, "Keeping up with the times — The progressive tramp takes to the wheel." I, for one, after reading this am still unable to see the point of the cartoon, if it has any. It certainly is not my idea of a *progressive* tramp or otherwise, who would bestride such a monstrosity of a wheel as is shown in that picture, but if there ever was an example of a retrogressive one, he is the example.

DID you ever notice how it does tire some men to see another one easily wheeling his way along on a bicycle?

IN my experience in cycling journalism and as a rider, I have met some glaring examples of ignorance among wheelmen, but the culminating one is as usual discovered by that old standby of journalism, "A Contributor," who along with "Vox Populi" and "A Subscriber" is always looked for in every newspaper office, to ask idiotic questions and air their own and others' ignorance. Mr. "A Contributor" in your issue of 4th inst. claims to have spoken with a "well-known wheelmen," who, among a lot of other questions equally as bright, wants to know, in regard to the "Liberty Bill," as to "What the benefit consists of?" When any wheelman, "well known" or otherwise, asks me what the "benefit" of this bill is, his obtuseness is, I am afraid, of that order which would need an auger for the surgical operation requisite for his enlightenment, not a pen; and I therefore give the job over to some carpenter, who with a well-tempered tool of recognized boring ability, may bore a hole in the head (if he has one) of this "well-known wheelman," and then pour into it a concentrated extract of the benefits of liberty in general, and wheeling liberty in particular.

WHILE these and other queries are being asked by a "well-known wheelman" who also thinks "it might be possible to say a great deal on both sides,"—to further quote from his friend Mr. "A Contributor's" letter,—our debt remains unpaid, and our treasury is bankrupt, and I must once again announce what I know to be a fact, that the Park Commissioners intend introducing an amendment to the "Liberty Bill," exempting all New York City parks and roadways from the equality elsewhere granted wheelmen by this law. Allow me, therefore, to add my query to those of the gentleman who is so thoroughly disguised under the title of "a well-known wheelman" as to be utterly unrecognizable here, and ask him, through his sponsor, Mr. "A Contributor," how are you going to keep this amendment from passing?

THE OWL.

A MEETING TO ORGANIZE A CYCLE MILITARY COMPANY.

A NUMBER of gentlemen interested in the movement to organize a company of militia mounted on wheels was held at the Capital Bicycle Club-House last night. Herbert S. Owen was made temporary chairman and A. B. Dent was elected secretary. It was decided to form a social club, with the ultimate object of forming a military organization, to be mounted on wheels and mustered into the National Guard. A. F. Dinsmore was elected permanent chairman, and Messrs. Owen, Johnston and Dent were appointed a committee to select a name for the organization and to draft a suitable constitution and by-laws. The thanks of the organization were tendered to the Capital Club for the use of their rooms for the meeting The chairman stated that though the meeting was held in the rooms of the Capital Club, it was not intended that the new organization was to be in any manner allied to that club or any other wheelmen's organization, in the District of Columbia. The question as to whether bicycles or tricycles would be best suited for use by the corps was discussed, but no determination was reached, and it is probable that tricycles will be used at the start, though in time a bicycle company may be added. An effort will probably be made to induce Congress to make some special provision for the wheel corps, as it will be largely in the nature of an experiment that will be looked upon with great interest by military men with a view to determining the fitness for 'cycles for use in the Regular Army and in the State National Guards.

Another meeting of the club will be held Wednesday evening, November 23, at the same place, when the committee on name and constitution will report, and new members will be elected.

Washington Post, Nov. 10.

ANOTHER "EARTH'S" RECORD.

WHILE all eyes were fixed on Whittaker in the West, and the *Bi. World* races in the East, a quiet unassuming rider in Warren, R. I. strained himself, and secured a record, that even the Katama Railroad would feel proud of.

While in Warren, a day or so ago, I was furnished the following, as facts beyond dispute, and as they came only second-hand I feel compelled to swallow them. I trust your readers, with the aid of a little oil, can do likewise.

The Victor people are ably represented in Warren by William S. Mills, and to prove his belief in the wheel he propels a "Safety." Mr. Mills is a prominent member of the "Bristol Co. Wheelmen," and ever since Capt. Bliss won the county championship (3 1-4 miles) in 12.39, he has worn a determined do or die look, and the boys daily expected a challenge.

Secretly, quietly, ofttimes after dark, he had been training, until his muscles were like iron, and his wind strong enough for defence in case of a riot. Previous to a trial for the championship, he decided to privately take an exercising run from Bristol to Warren. Friday, Nov. 4, he judged about correct, and pedalled slowing towards B., saving himself for the return trip against time. On arrival at B. he discovered he was minus a watch; but the day was so fine he decided to start by the Episcopal Church clock, and stop by the Baptist clock in Warren, distance 4 3-4 miles. Are you ready? go! and he was off. His course was through the principal street, and "geese, gals, and onions" flew past until they appeared like the holes in a cribbage board. Up by the gas house, over the macadam road, up the rough, sandy, one-mile grade, down the other side, across the flats, over the railroad crossing, through the town, whoa, time? Ye gods, it can't be it is ten minutes. Four miles and three quarters in ten minutes!

He said nothing, but hitched up a team, took the time of the clock in Warren, and drove back to Bristol to compare.

Two and one half minutes' difference, and against him. Actual time, *twelve* and *one half minutes*, for *four and three quarters miles*. Say, do you accept "Safety" records? Allow me to suggest that this record be accepted.

Good riders, on large wheels, don't care to do that road better than nineteen minutes. "Blood will tell" every time. I understand that Mr. Bliss has offered Mr. Mills the championship medal, saying a contest was unnecessary. I hope Rowe won't read this. It might make him feel blue on his honeymoon. I see Englehart required nearly fifteen minutes to make five miles on the path; but here behold a man that spurts on the road for fun, at better than a three-minute clip.

Did I hear you wink an eye Mr. Editor?

R. I. D.

PROVIDENCE, Nov. 6, 1887.

A THANKSGIVING DAY RUN ON BURLINGTON PIKE.

I CONTEMPLATE a run on my "Facile" out the Burlington (N. J.) pike, as far as Beverly (15 miles), or even Burlington (18 miles, each way), on Thanksgiving Day, leaving Market St. Ferry House, in Camden, about 9.15 A. M. Would like to hear of one or more cyclists, who propose taking such a trip, on this last holiday of the wheeling season, whom I might accompany.

Fraternally,

WM. STANTON MACOMB, L. A. W. No. 6768.
45 SAUNDERS AVE., W. PHILADELPHIA, PA., Nov. 9, 1887.

HOPKINS BREAKS THE 10-MILE UNICYCLE RECORD.

C. C. HOPKINS had a "go" at the ten-mile unicycle or one wheel record yesterday at the old Exposition track in the presence of a number of wheelmen and others. He captured the record "by a large majority," lowering the best previous performance 12 minutes and 22 seconds. Prince Wells, the fancy rider, recently did ten miles in 59 minutes 36 seconds. Hopkins's time yesterday for that distance was 47 minutes 14 seconds. He rode for an hour's record, and in that time covered 12 11-16 miles. He rode a 55-inch Apollo, stripped of everything but pedals, forks and handle-bars. His time by miles was as follows:—

Miles.	*Time.*	*Miles.*	*Time.*
1	4.32	8	38.10
2	9.06	9	42.36
3	13.42	10	47 14
4	18.20	11	51.57
5	22.48¾	12	56.48
6	27.21	12 11-16	1 hour
7	31.55		

The following gentlemen officiated:—

Timers Austin Banks and Robert Gerwing; scorers, John F. Allers and R. E. Reiche; starter and extra timer, W. L. Van Horn.

Denver Republican, Nov. 7.

CHAS. A. BEIDERMAN, captain of the Outing Cyling Club, of San Francisco, is departing for Southern California, and San Francisco loses a very enthusiastic wheelmen. J. W. Gibson, another San Francisco wheelman, goes to Philadelphia to study medicine.

ST. LOUIS.

I AM glad that the Missouri Club, at its last meeting, decided to get out of what might wear into a rut, and cyclists above all should be afraid of ruts. Its opportunities for making the winter pass pleasantly and instructively are manifold. With an elegant suite of reception and entertainment rooms, and with a large and well fitted-up gymnasium, it can arrange and carry out almost any plan of pleasure. It took a step in that direction at the meeting. Will Barron, who has just seceded from the big Missouri Gymnasium, preferring to go with his bicycle club, offered to teach a gymnastic class two nights in the week, and the offer was favorably received with the cry, "What's the matter with Barron?" Then the inauguration of a boxing class was discussed, and the exposition of the art of self-defence by a "professor" was seen later on downstairs. The putting on of another story to furnish additional billiard-room was deferred in discussion till another meeting, when several champions and opponents of the scheme will be on hand to air their views.

MY letter in the BULLETIN the other day, suggesting a compounding of words to form club names, has brought upon me requests to furnish names for Eastern clubs about to be formed. Now, it was not my intention to pose as a name-dispenser, but I thought that a little hint might be useful. In the prompt requests that have come to me, I see that the hint was needed and did not fall upon barren ground. I know no more names than anybody else can make who knows words enough to coupound. Indeed, I should be sorry to furnish any, because one of the nicest things about such naming is the discussion of names in a club meeting. Get the members together and spend an evening in compounding a name. You will find it very entertaining, almost as much so as progressive conversation. And then, don't you see, the name would mean so much more to you if evolved by yourselves than if you got it from a stranger.

ELIOT TODD, president of the Todd Pulley and Shafting Company, rolled over the big bridge the other day on his tricycle. As he went over he met a wheelman, who asked, "Hello, Todd, goin' to East St. Louis?" "Farther than that, you bet," was the laconic reply, as the tricycle sped on to the Illinois side. Yes, he was right in saying he was going farther. His immediate destination was Louisville, Ky., but from there he is going to ride to Atlanta, and then to New Orleans, and in fact all over the South. He will be gone three months, and will probably make a record before he gets back. Todd is a peculiar fellow, being quiet, almost taciturn. He went away on this long trip as silently as the Arab folds his tent, and hardly let anybody know of it. His reticence is in a measure caused by policy. He has the idea that a knowledge that he rides would hurt him in his business, and so his mouth is always puckered to say, "Hush!" I say it's a pity such a fear — a groundless fear — exists; that the prominent business men in the community who cycle hide their light under a bushel; that they do not learn that a man's neighbors and associates admire moral courage.

WE are discussing a hare and hounds chase to give us an appetite for our Thanksgiving turkey, and it is sufficiently novel here as a cycler's diversion to cause talk. The prospects are good for a lively time on that holiday, as I think a number of the boys will go into the chase.

THE talk about having a special path built from New York to Philadelphia for the use of cyclists, puts me in mind of the fact that two years ago the *Spectator* urged that a special side path be built on Lindell Boulevard from Grand Avenue to Forest Park, to keep the wheelmen from interfering with the horses or being interfered with. The wheelmen very promptly sat down on such a scheme, and knocked the *Spectator* out in one round by showing that the horsemen would argue like this: If the wheelmen can be kept off the main road on Lindell Avenue, what is the matter with keeping them off every thoroughfare? This reasoning, you see, if carried out, would make such a path the entering wedge for prohibitory enactments. What the wheelmen want to do is to insist upon being allowed to use the main road, and have nothing to do with side roads or bridle paths.

REPRESENTATIVE SUDA has found a nice course, he says, for a road race. It is a thirty-mile route by way of Kirkwood, Fenton, and the Gravois Road. This route is well known to nearly all the road riding wheelmen of this city. I say "road-riding," because there are a great many wheelmen who know nothing of riding outside of the boulevards and parks. They make up that large class of riders known as "park pets." About the course, Suda says nobody can say anything but what is favorable. Its grades are easy, and as twenty-five miles could be covered without any portion of it being ridden over twice, it would make a good long-distance course.

A. M. BLANCHARD, the artist, is back after spending the summer in New England. He did n't do much riding, as he went to visit relatives, and they did n't ride not only, but did n't like to see anybody else ride. He speaks in high terms of Rev. Mr. Melden, of Northampton, Mass., an enthusiastic wheelman, who extended the St. Louis traveller many courtesies.

THE revised constitution, as drawn up by Messrs. A. C. Stewart, W. M. Brewster, and George H. Lucas, has been submitted to the Division. Its changes are not many, but one or two are important. The chief consul is given power to fill all vacancies, which does not seem to be consistent with another section that gives to chairmen of committees the right to constitute their committees. If the chief consul's power in filling vacancies is to extend only to local consuls and representatives, I think it ought to be so stated, as an ambiguity of language in such a document often generates much wrangling. Another alteration gives a member the right to one proxy vote, provided the proxy is made out in the handwriting of the person giving the proxy. Another change, I think, needs looking into. The finance committee is to audit the accounts of the secretary-treasurer, and the latter is made a member of the committee, thus being called upon to pass on his own ability. To a modest man, this might seem rather painful, and to a dishonest one rather a good thing. There is no certainty of having such a careful officer as J. A. Lewis all the time, and it might be a good thing to leave him off the committee. Robert's "Rules of Order" is made the parliamentary authority. A mail vote will be taken on the adoption of this constitution, at once.

THE bridge toll across the river has been raised from five to fifteen cents. The Cycle Club found this out to their sorrow the other day on going out on the Belleville run, which is across the river, — "over on the other side." I have not heard exactly why the increase has been made, but expect to learn shortly. The rise may result in some official protesting. This load of fifteen cents each way would weigh pretty heavily on wheelmen having to cross twice a day. In fact, I hear of one wheelman in East St. Louis, who has disposed of his wheel for that very reason. For my part, I would like the right of the company to make such a charge examined into, and I am glad that the chief consul is looking into it. He tells me that he is pretty sure that the matter can be compromised, if no indiscreet person makes a break and gets the company angry. Brewster says that wheelmen are very funny. They want to have their wheels recognized as vehicles, and then when a vehicle charge is put upon them, they object. I hear that the action of the company was caused by a new rider trying to learn to coast on the smooth inclines. He ran into a buggy and caused a general upset. It is one of those unfortunate instances where the many suffer because of the individual.

I TRUST that matrimony will not put an end to Griff Glover's use of the wheel. I have my fears that it will, though. He used to ride nearly all the time, and there is a tradition that he rode in and out from Normandy, twelve miles, every day of one summer. But the past two seasons he has practically given the wheel the go-by. In that time he has been busy getting a new business in shape, and claims that has kept him from it. But I believe there is a deeper cause, and my heart is chilled by the sudden thought that this aversion to wheels is the necessary outgrowth of buying a wedding ring, and the fate that has been, lies in store for those who wait. Let me say that I cannot understand why a bicyclist, as has been the case so often, should cease to be a bicyclist simply because he gets married. The plea that your wife does n't want you to cycle is no reason at all. If the wheel has done for you, Mr. Benedict, physically what it has for me and scores of others, your wife ought to have sense enough to urge you to persist in continuing such exercise. She may object to the time you give to it. If you are reasonable and ride consistently, there is no more reason why she should complain of the time you give to it, than there would be in her objecting to the time you spent at the gymnasium. Any woman who objects to what will keep her husband healthy, is a fit subject for some pretty vigorous treatment.

BURLEY AYERS told me recently that the prospects of a European tour next year were by no means bad. The one projected for the past summer fell through because there seemed to be nobody with time to spare to go. He was sure this must have been the reason, as he had heard of no kicks from anybody, and there would have been some if anybody had been much put out. Burley is as confident as ever that the trip can be made in six weeks after leaving New York, from the Skager Rack down to Italy. He admits, though, that the trip will admit of little sleeping, as it will have to be a "demition grind" from start to finish.

ONE of the prettiest sets of resolutions I ever saw is the engrossed vote of thanks of the Plainfield (N. J.) Bicycle Club to the Missouri Club for courtesies shown Dr. J. H. Cooley, who, the resolutions say, was the representative at the meet of the Plainfield Club. The resolutions are handsomely framed, and what is as good as anything is the legibility of the three signatures, Messrs. Howard J. Runyon, J. B. Madine, and T. S. Barr. This beautiful expression of thanks arrived only the other day, and was first hung up last Saturday week.

THE Missouri Club has issued its invitations for the winter entertainments, which will be on a more extensive scale than last year's. The opening will be a hop next Friday. Musical and literary entertainments will follow on Dec. 15 and Jan. 12, and a bal masque on Feb. 9. Lent will shut out March, but on April 5 the series will end with an April-fool party. These entertainments last year gave the club and the sport a standing in the social world that was gratifying to every true lover of the wheel. They are select, quiet, and promotive of a healthy sociability that increases the influence of the club.

BELDING has turned up sick, and so the race with Greenwood must be considered as only a dim hope. Belding says that a doctor has recommended him to give up riding, as he (the doctor) believes it caused his trouble, — kidney ailment. Belding takes it all in and thinks his name will be Dennis if he rides any more. The idea that his riding has brought about any ailment is the merest moonshine, as he never has ridden enough to agitate materially any portion of his anatomy. Belding does n't look very sick, in fact he strikes me as being as vigorous as ever, and I can only regret with many others that he should be stricken down just when the friends of the safety wanted to see it vindicated. But there are other safety riders, and Greenwood and the De Soto road are fixtures hereabouts. Why cannot the rear driver be sent over this famous road by some other rider?

OMEN.

THOSE cyclists whose ideas on the fitness of things in general do not persuade them to clean their machines immediately after a hard or dirty ride, should remember what neglect does for their steeds. Years ago, in the innocence of our heart, we believed that a painted or enamelled machine could come to no harm, even though covered with mud. Time has taught us differently, however. We found out some long time ago that the rims of a machine, if left with wet mud standing upon them, got rusted round about the holes drilled for the spokes, and that, after a time, the spokes rattled sadly, and made the machine rickety. Remember, therefore, the rims when cleaning. — *Bicycling News.*

THE speed attained by the bicycles and tricycles on a good road is superior to that attained by a fast trotter for the same distance, and as a speedy mode of conveyance is only surpassed by a few of the fastest steamships and the locomotive. Two riders recently rode a tricycle 20 miles 715 yards in one hour, and rode 25 miles in 73 minutes 42 8 seconds, or at an average rate of 20.35 miles per hour. The mechanical construction of a bicycle is well worth study. The requisite amount of strength is probably obtained with a smaller proportion of weight than in any other machine, and considering the trying nature of the strains, a fair amount of durability and immunity from breakdowns are obtained. The price, however, per pound (about $3) of the best and lightest machines is considerably in excess of that of almost any other machinery. — *R. R. Gazette.*

AGAIN THE K. C. W.

WINS THE INTERSTATE CUP. — KLUGE BEATS ALL RECORDS OVER THE COURSE. — A PROTEST FROM THE BROOKLYNS.

THE fourth semi-annual contest of that firebrand and obnoxious alphabetical road-racing association has come and gone, and again left the gallant Kings County boys the winners of the champion cup. There are some to say that good luck gave it to them. I say that such unsportsmanlike paper wisecracres are unworthy of notice. Good riding did it. We have nothing to do with what might have happened if Stenken and Baggot and Smith, of the Hudson County run, had not met with accidents to their wheels that caused them grave delays. When they might have finished is mere conjecture. We have to deal with happenings, not probabilities. All sympathize with them in their misfortunes, none the less the Kings County men, I venture to state. And further, the Hudson County men have shown no disposition to do other than abide by the results, without grieving over shattered possibilities. The unlucky trio can go much faster than accident allowed them to. This all will admit; but whether they could have gone fast enough to win, I leave the calculators to discuss.

Election day was a rather bleak day, and a stiff breeze blew from somewhere about Milburn toward Irvington. Nor was the northern end of the course in good condition. Recent repairs had left the road in pretty rough trim. Altogether, taking wind and surface into consideration, the knowing ones estimated that the conditions were such as to slow the time for the whole distance from three to five minutes, and the result seemed to prove it. There was a large attendance of wheelmen and spectators, not near so large as that of last spring, but large for all that, a large one, say five hundred cyclers and one thousand on foot and in carriages. Then there was a jolly crowd of Ilderans, who had forsaken their wheels for a six-in-hand tally-ho; and the wheelmen were on their good behavior, and Marshal Edwards and his assistants had little difficulty in keeping a clear course, except in the excitement of the last ten miles. Carriages readily and cheerfully gave way, as though they wished to disabuse the minds of all that they considered the race a nuisance or anything but a harmless day's outing, to be looked on with indulgence. Those who have proclaimed this race the violation of human rights *par excellence* would have been silenced could they have been there. I am inclined to think that we have not seen the last road race, over this course at least. Do I utter heresy, Mr. Editor? Can the League stand a bare statement of facts, or must all this be blue pencilled?

The old-time *semper paratus* bevy of clubs was on hand to start of course; all of them with new blood. Kings County had Wilson, Marion, and Tom Hall; Brooklyn, Mead, Williams, and Waters; Ilderan, Warner and Class; Union County, Rhett and Warner; and Elizabeth, Berry, Gilbert, and Jenkins. Among the missing were such established scorchers as Harry Hall and Valentine of the Kings County, Caldwell of Elizabeth, Greenman of the Ilderans, and Pierson of Union County. It was practically a new deal all around. The story of the race can be easily told by a statement of the leaders and their times at the intermediate distances: —

Five Miles.

1	Kluge, H. C. W.	17.10
2	Stenken, H. C. W.	17.56
3	Baggot, H. C. W.	18.19
4	Bradley, T. B. C.	18.21
5	T. J. Hall, K. C. W.	19.03½
6	Wilson, K. C. W.	19.20
7	Schoefer, I. B. C.	19.21
8	Mead, B. B. C.	19.26
9	Todd, B. B. C.	19.39
10	Waters, B. B. C.	19.40

Ten Miles.

1	Kluge, H. C. W.	35.22
2	Stenken, H. C. W.	36.47
3	Bradley, T. B. C.	37.33
4	Hall, K. C. W.	37.38
5	Wilson, K. C. W.	39.08
6	Todd, B. B. C.	39.19
7	Mead, B. B. C.	39.23
8	Schoefer, I. B. C.	39.23
9	Bowman, E. W.	39.29
10	Waters, B. B. C.	39.59

Fifteen Miles.

1	Kluge, H. C. W.	53.54
2	Bradley, I. B. C.	56.45
3	Hall, K. C. W.	57.25
4	Mead, B. B. C.	58.39
5	Wilson, K. C. W.	58.39
6	Todd, B. B. C.	59.11
7	Waters, B. B. C.	59.30
8	Schoefer, I. B. C.	59.30
9	Bowman, E. W.	1.00.11
10	Knox, K. C. W.	1.00.31

Twenty Miles.

1	Kluge, K. C. W.	1.12.45
2	Bradley, I. B. C.	1.16.40
3	Hall, K. C. W.	1.17.27
4	Wilson, K. C. W.	1.18.56
5	Mead, B. B. C.	1.20.05
6	Todd, B. B. C.	1.20.08
7	Waters, B. B. C.	1.20.11
8	Bowman, E. W.	1.20.45
9	Knox, K. C. W.	1.21.42
10	Baggot, K. C. W.	1.22.23

How the teams stood relatively at different distances may be seen from a summary of the points.

	5m.	10m.	15m.	20m.	25m.
1 K. C. W.	62	67	70	71	73
2 B. B. C.	56	61	68	68	65
3 H. C. W.	78	63	42	48	52
4 I. B. C.	47	43	49	45	44
5 E. W.	42	39	41	40	39
6 U. C. W.	15	27	30	27	26

Considering the day and the track, Kluge's performance was a most remarkable one. So was Bradley's. A comparison of the leader's times in the two contests is interesting.

	5m.	10m.	15m.	20m.	25m.
Stenken, S.	17.38	36.01	54.47	1.13.46	1.33.57
H. Huse, S.	17.38½	36.02	54.47½	1.13.47	1.33.53
Valentine, S.	17.39	36.56	55.56	1.15.18	1.34.48
Bradley, S.	18.03	36.57	55.52	1.15.19	1.34.49
Kluge, F.	17.10	35.22	53.54	1.12.45	1.31.03½
Bradley, F.	18.21	37.33	56.45	1.16.40	1.36.21
T. Hall, F.	19.03½	37.38	57.25	1.17.27	1.37.30

Under equally favorable conditions, Bradley would certainly have beaten last spring's record, Tom Hall would probably have, and possibly Wilson and Mead. That Kluge would have gone well under 1.30 no one doubts. After the breaking down of his wheel between ten and fifteen miles, Stenken pluckily, after a long delay, got another and finished. Baggot's spokes were broken, and his pedal bent after five miles. He fell back from third to fourteenth in consequence, and then got as far front again as ninth. Smith also made substantial gains after having fallen back and being obliged to change wheels. It was an unlucky race for Hudson County, but they were game to the end, and all finished despite their accidents. Jenkins of the E. W. lost many places from the slipping of an ill-fastened saddle, while Warner of the Ilderans was knocked out by a header. The former races have been singularly free from mishaps; but this time the law of compensation seemed to be determined to get in its fine work. The men finished as follows: —

	Club.	Time.
1	C. E. Kluge, H. C. W.	1.31.03½
2	H. L. Bradley, I. B. C.	1.36.21
3	T. J. Hall, Jr., K. C. W.	1.37.30
4	T. L. Wilson, K. C. W.	1.38.52
5	W. S. M. Mead, B. B. C.	1.39.37
6	N. F. Waters, B. B. C.	1.40 30
7	S. B. Bowman, E. W.	1.42.12
8	E. B. Baggot, H. C. W.	1.42.35
9	J. Knox, K. C. W.	1.42 45
10	G. E. D. Todd, B. B. C.	1.43.19
11	W. C. Marion, Jr., K. C. W.	1.43 29
12	S. J. Berry, Jr., E. W.	1.47.05
13	J. W. Schoefer, I. B. C.	1 47 35
14	E. D. Williams, B. B. C.	1.47.47
15	T. H. Burnet, U. C. W.	1.49.03
16	W. B. Rhett, U. C. W.	1.50.00
17	E. M. Smith, H. C. W.	1.50.40
18	J. E. Warner, U. C. W.	1.52.44
19	U. C. Jenkins, E. W.	1.54.43
20	W. G. F. Class, I. B. C.	1.56.50
21	G. L. Warner, I. B. C.	1.59.06
22	C. A. Stenken, H. C. W.	2.01.18
23	F. C. Gilbert, E. W.	2.01.20
24	A. Farrington, U. C. W.	Did not finish.

The K. C. W. thus won the cup by the score above given, and the B. B. C. took the banner for second.

The following protest was entered by the Brooklyn B. C. against Kluge's riding: —

BROOKLYN BICYCLE CLUB,
BROOKLYN, N. Y., Nov. 7, 1887.

MR. M. L. BRIDGMAN,
Secretary N. Y. and N. J., T. R. R. A.:

Dear Sir, — I hereby notify you that I protest against Mr. Charles Kluge riding or competing in the road race of the above association to be held on election day next, for the following reasons: —

First. On the ground that he has not been an active member in good standing of the club he represents, for three months previous to the race.

Second. That he is a professional or promateur.

Third. That the Racing Board had no right and has no power to reinstate him, or any other professional.

Fourth. That allowing men of his class to compete is contrary to the spirit of the association, which is to foster purely amateur and friendly competition between the contestants; and

Fifth. That allowing him to ride will establish a bad precedent and demoralize the harmonious workings of the association.

In entering this protest, I would say that I have been urged to do so, and that I voice the sentiment of a large number of wheelmen, and I protest, not only as captain of the club I represent, but also as a delegate to the association.

Very truly yours,
A. B. BARKMAN.

The Hudson County men say they will not allow the protest to be withdrawn, and stand ready to meet all the charges and arguments therein contained. The executive committee will shortly hold a meeting to take action on the protest. JER. C.

LETTER FROM BROOKLYN.

THE grand closing event of the season, the interstate road race, is now a thing of the past, but Brooklyn still holds the cup; the Kings County winning with seventy-three points, the Brooklyn club capturing second prize with sixty-five points. The day was clear, cloudless, and not too cold, but a stiff gale from the west very much interfered with the racers. As was predicted, several falls were taken and three wheels went to smash, though less of the accidents were attributable to the bad condition of the road than had been supposed. A large representation of wheelmen was present, though fewer than ever before, and this, with a like decrease in the number of carriages, enabled the committee to preserve better order and interfere less with traffic. The results were a surprise to every one, as it was generally conceded that the Hudson County would would secure first place, barring accident; they indeed had hard luck, both Stenken and Baggot meeting disaster. The riding of Bradley of the Ilderans, who is a pure and untainted amateur, was wonderful, and it is to be hoped that he will be awarded first medal. The Brooklyn team showed up well, and made a grand effort for first honors. The riding of Mead and Waters was a surprise to everybody, and they may be looked upon as dangerous men in the future. At the conclusion of the race, and when the crowd was scurrying homeward, a pleasant little incident occurred at the Hilton Hotel: it was the presentation of the second prize, a handsome silken banner, to the Brooklyn club. The presentation was made by Mr. Howard Greenman, with a short and suitable address; the trophy was received by Mr. Barkman, captain of the Brooklyn club, who replied on behalf of the club, thanking the committee for the unexpected pleasure, and expressing a hope that the first and second prizes might continue in the future, as in the past, to remain with representatives from the City of Churches.

THE heavy rain of Thursday has left the roads in a very muddy condition and it only requires a sharp frost to rut them so as to make riding anything but enjoyable. The clubs are already making preparations for the winter season; bowling parties, whist and pool tournaments, are now talked of, and in the Brooklyns the toboggan club is being reorganized and a snow-shoe club is being formed.

THE Long Island wheelmen hold their house warming on the evening of Wednesday, the 23d inst. Great preparations are being made for the event, and it is expected that it will be one of the leading social features of club life this winter.

THE Kings County and Brooklyn clubs both intend presenting the members of their teams with suitable souvenirs, in commemoration of their efforts on election day. This action is meritorious, as any one who rides such a race for his club, whether or not he lands a winner, is worthy of some substantial remembrance.

MR. CHARLES SCHWALBACH has just recovered from a severe case of fright. We are not aware that Charlie has any cause to fear an anarchist invasion of his peaceful establishment, but, be that as it may, he was the recipent, a few days since, of a mysterious package, about three inches square and twelve long. The package was unexpected and unmarked, except as to the direction, and, as it strongly smelt of powder or fulminate, a warning cry of "dynamite" caused it to be hastily put aside, while plans were formed for its safe inspection. No one had the courage to open the parcel, so it was taken to a neighboring field and tied to the end of a string, two or three hundred feet long; then some venturesome person, taking the other end of the string, dragged the parcel over several hundred feet of rough ground, when, no explosion ensuing, courage enough was mustered up to make a careful inspection of the inside; the wrappers were carefully cut away and a knife cautiously inserted at the corner of the box, when, behold! it contained a lot of new vulcanite brake handles for the New Mail. The joke was on Charlie, so he treated the crowd. BOS.

Nov. 12, 1887.

MASSACHUSETTS DIVISION.

THE first meeting this season of the board of officers of the Massachusetts Division was held last Saturday evening at the house of the Boston Club, St. James Avenue. The meeting was held at the Boston Club House by invitation of the members of the board who belong to that club.

After an hour spent in social intercourse and talking over cycling affairs, the wheelmen adjourned to the dining-room, where Steward Nottingham served a dinner which was a credit to the cuisine of the club.

Chief Consul Hayes presided, and at either side were seated Secretary Sanford Lawton of Springfield, and Charles Richards Dodge. The other members present were E. B. Coleman and John Amee of the Cambridge Club, W. S. Slocum of the Massachusetts Club, A. W Robinson of the Rovers Club of Charlestown, J. B. Seward of the Chelsea Club, W. C. Marsh of the Springfield Club, Dr. W. H. Emery of the Roxbury Club, W. R. Maxwell of the Somerville Club, and Captain E. G. Whitney, J. S. Dean, W. G. Kendall, and C. S. Howard of the Boston Club. After the repast, Chief Consul Hayes made a brief address and briefly reviewed the work of the year. He stated that the road book would be ready for delivery Jan. 1.

Whether or not the book should be allowed circulation among other than League members produced a lengthy discussion, in which most of the members present parti ipated. It was finally voted to rescind the vote of a previous meeting, and permit the book to be sold to other than wheelmen at a stated price.

It is hoped that some time in the not very distant future a macadamized road through the State may be constructed, and on motion, a committee, consisting of Dr. Emery and Messrs. Dodge and Slocum, was appointed to consider the most advisable measures to be pursued in attaining this object.

A law was passed by the legislature last year making the erection of guideboards compulsory, but the statute has not been very generally complied with, and a committee consisting of Messrs. Howard, Emery, and Dean was appointed to do what they could in the matter.

It was voted to have the meetings of the board held once a month at such places as the chief consul should designate, and various other matters of routine business were transacted.

After passing a vote of thanks for the entertainment provided by the Boston Club members, the meeting adjourned until next month.

HORACE G. CROCKER of the Columbia team returned last week from Atlanta, where he has been spending four weeks. He raced at Atlanta, Macon, and Athens, participating in fifteen or eighteen races. He reports the people as enthusiastic over wheeling and racing, and the roads excellent. Every effort was made to induce him to remain in the South, but Mr. Crocker determined to return home, and will winter in Newton.

ARIEL AWHEEL. READING, PA., NOTES.

THINGS bicycular have been very quiet up here among the Pennsylvania hills, for sometimes past. About the only affair of any interest was the race between Schwartz and Wilhelm, at the half-mile track on the Fair Grounds last Friday, the 4th inst. There has been a great deal of talking done, and much speculation indulged in for several months over the relative merits of the two men, and when a race was finally agreed on, every one felt glad to think the subject would be finally laid to rest. The race was a five-mile one, held under L. A. W. rules. Consul H. Crowther was referee, with J. H. Jacobs, H. K. Whitner, and A. H. Kretz as judges. Both men used 54-inch Star bicycles. Schwartz had the pole, and the men pull out steadily with Schwartz leading, and Wilhelm following a length behind. This they kept up until the last quarter had been entered, when Wilhelm suddenly put on a tremendous spurt and left Schwartz a hundred feet. Wilhelm's time was 16.38; Schwartz, 5 seconds later. The latter ran a game race, and it is no discredit to him that he was beaten, although the race would have been much more interesting if it had been a half mile or a mile. It was too much of a procession to be very interesting, especially to outsiders. Wheelmen were of course interested in the different style of the two racers, and it was noticeable how much easier Wilhelm's riding was. He simply followed the pace set by Schwartz, while the latter appeared to be working very much harder. The wind was very high and very raw, and the six hundred spectators — among whom were quite a number of ladies — shivered throughout the race. The result was not much of a surprise, although the friends of both men had been sanguine enough before the race, but the cycling community *were* surprised the next day, when Schwartz beat Wilhelm in the one mile open, at the races of the West Philadelphia Athletic Association in Philadelphia, on the famous five-lap track, which caused so much discussion last autumn. Quite a number of Reading riders went down to these races, and Douglas scooped the novice prize.

Some Philadelphian plaintively asks, in a late issue of the *Am. Athlete:* "Can't we prevent the Schwartzs and Wilhelms from coming down here and carrying off all our prizes?" For answer, I can tell him that there is another man in Reading, who, if he could only be induced to train, could show the rear wheel of his 58-inch Victor to any one in town — bar none. Yes, I believe he could show Wilhelm the way down the home stretch, unless indeed Irv were to ride a crank wheel, and then it would be a race worth seeing, for no one can gainsay the fact that Irv Wilhelm is a fast man and naturally built for a racer. But the man I refer to — Captain Schmidt, of the Ariel Wheel Club — is a typical athlete. Weighing one hundred and eighty pounds, without five superfluous pounds on his body, six feet two in his stockings, and only twenty, if he only would train, what a promising future he would have on the path, time alone could tell. But what 's the use of talking racing to a man who won't get down to work? There 's George Scheele, who will get him out on the track or road, and wind him in a mile run. By the way, George himself — who is one of the nicest, most genial fellows you ever saw — is a fast man himself and could make some of the others hustle if he wanted to. "Jack" could tell all about it, for "Jack" knows. That poor dog has a hard time of it when Scheele takes him along for a twenty-mile spin down country and back. Jack comes home an utterly disgusted dog, swearing he 'll never look at a bicycle again, and yet the very next time there 's Jack along.

THIS Democratic administration is a great success so far as the weather is concerned. For the past fortnight we have been having Indian-summer weather, and our roads have likewise been at their best. So, ho, for the merry road, and shame to the laggard who keeps his wheel housed! There are a good many of the latter, by the way. Our club runs show up a mighty sparse attendance in spite of the fact that never is the wheel more enjoyable than during the crisp autumn days. Well, theirs is the loss. Only what the deuce does a man buy a wheel for, if he does n't want to ride? ARIEL.

Nov. 9, 1887.

MASSACHUSETTS hopes soon to have a series of good macadam roads reaching from Boston to Pittsfield.

THE WHITE FLYER.

"THE White Flyer," a new wheel invented by Frederick White, inventor of the Cyclone, is now on exhibition at 61 State St., Boston. It is somewhat different from the ordinary tricycle, for it has neither rotary action nor lever action as usually employed. The drivers are 40 inches, the pilot 23 inches. Handle-bar steering and brake on front wheel. Weight, 75 pounds. On the axle are two drums, forming the rings around the friction clutches; fastened to these drums are two steel cables, one eighth of an inch in diameter. These cables leave the drums in such a manner as to pass slightly upward and over two rolls provided with roller bearings, and thence perpendicularly down, and are fastened to the pedals. The pedals, which are provided with rolls, which in turn are provided with roller bearings, work directly up and down in V-shaped grooves or stringers, and as the rolls have a convex surface and roll instead of slide in the grooves, the result attained is practically that of a ball bearing. One pedal raises the other by a reciprocating mechanism consisting of two gears, with a pinion fitted to the clutches; the only strain upon these gears is the weight of the pedal, and the slight weight which the rider allows his foot to exert on the pedal while being raised; this mechanism allows the rider to make any length stroke from one inch to the full stroke of eighteen inches.

The cables are very light, and have a guaranteed braking strain of 1,600 pounds; can be attached to or detached from the machine in a very few seconds. On a tour, when a hotel is reached, the cables can be detached, rolled up and placed in the pocket, thus preventing any one from riding away with the machine. There is no oil used on any parts front of the axle, thus preventing any soiling of clothes.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

LONDON HOTEL.

EDITOR BULLETIN: — In a late number of the BULLETIN I notice a statement that our American wheelmen have failed to find proper accommodations for themselves and machines in London. When there some two years ago, I was very pleasantly cared for at Mr. Burr's hotel, No. 10, 11, and 12 Queen's Square, near the British Museum. Mr. Burr is himself an enthusiastic wheelman, and has a large number of locker stalls for his guests' wheels, with all conveniences for washing and cleaning, and is authority on all of the roads about London. Our American tourists will find it quite worth while to give Mr. Burr a call when in the "great city," and I am sure their comfort and convenience will not suffer thereby.

WM. ALLEN BUTLER, 16,863.

SYRACUSE, Nov. 12, 1887.

J. L. SNYDER'S FALL.

EDITOR BULLETIN: — I take the liberty of informing the members of the L. A. W., that one of their number, Joseph L. Snyder by name and one of the original "1,000," has fallen by the wayside like the good seed. He came to Denver last summer, with a letter of introduction from a prominent Eastern wheel firm, and seems to have taken advantage of every opportunity offered to beat people, finally robbing his room-mate, a Mr. Moorehead, of about $200, in money and valuables, for which he was sent to the State Penitentiary for eighteen months. He hails from Pennsylvania, and claims to be an insurance agent.

GEO. E. HANNAN.

DENVER, Nov. 9, 1887.

FRIENDS AT COURT.

EDITOR BULLETIN: — In your issue of Nov. 4, L. A. W. No 9938 takes the Owl rather severely to task for his instruction to League members in regard to voting. While the practice of voting for or against a man, simply on account of his attitude towards wheeling, would perhaps be unwise, I think in the instance noted by the Owl, that wheelmen should have followed his suggestion. Self-preservation is among the first of nature's laws. If we do not try to defend our rights, to whom shall we look to care for them? The Owl suggests that we do this once,

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Regulation League Cloth, Burlington Mills, $2.18 a yard; League Buttons, large, 5 cts. each; small, 2 1-2 cts., full set for suit, 55 cts. Uniform sent C. O. D., privilege of examining, and ONLY TO LEAGUE MEMBERS. We do not pay delivery charges on cloth.

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SPECIAL BARGAINS IN BICYCLES.

56 Club, new, $58. 52 Premier, almost new, ball bearings, $42. 58 Expert, good order, $57. 54 Harvard, splendid order, $47. 60 Champion, full nickeled, like new, $55. 50 Victor, ball bearings, $65. 52 Champion, used four weeks, $60. 48 Expert, ball bearings, $50. 46 English Bicycle, new, $25. 54 Victor Light Roadster, latest pattern, $75. 50 Harvard, spade handles, $48. 42 American Safety, $45. Springfield Roadster, new, $68. Also a job lot of new English Bicycles, with ball bearings, in 48, 50, 52, 54 and 56 inches, at only $48, and the same sizes in plain bearings at $43 each. Over 100 other second hand bicycles. SEND STAMP FOR LIST AND MENTION THIS PAPER.

A. W. GUMP, DAYTON, OHIO.

and repetition will be unnecessary. I think the wiser plan would be to do so as often as demanded. The courts are always open to us, to be sure, where we may maintain our cause, but the overthrow of an unjust law requires a great deal of time, trouble, and expense. When, then, it is to decide whether a man is to occupy a position in which he can do us much harm, it would seem a sensible thing to do to choose a friend rather than an avowed enemy. We should act in this way from the standpoint of self-protection and not of malice, however. We keep criminals behind bars, not in a spirit of revenge, but that they may do society no further injury. And so it seems to me, that aspirants for office who would use their power in abridging our privileges, should be made to feel our weight at the polls. PUNCH.

CYCLETS.

THANKSGIVING

WILL come next week.

THE last club run may now be held.

AN after-dinner run on Turkey day is ill-advised.

RIDE before dinner and get up an appetite.

THE father of the liberty bill was run in on a Cantor, at the last election.

THE Boston Club will have a paper chase on election day.

BICYCLISTS and cow-boys have been racing in London.

NEW YORK wheelmen made themselves felt at the polls on election day.

SAFETIES exceed the ordinary wheel in Washington by a ratio of three to one.

HENDEE is travelling through the South in the interest of the Springfield Roadster.

THE Copeland steam bicycle will be brought to Boston in a few weeks.

CHICAGO wheelmen will have a hare and hounds chase Thanksgiving day.

THE Manchester Bicycle Club will hold a series of short races on Thanksgiving day.

HOWELL commenced riding in 1879, and his star has been in the ascendency ever since.

THE Chelsea Club recently gave a complimentary supper to the victors in the Eastern road race.

THE Cambridge Club has got a boom on. At the last meeting thirty-six new members were admitted.

IT is said that Harry Etherington is coming here from England to start a large business in the sporting line.

ALLARD, Engleheart, Lee, and Oxborrow, who were suspended by the N. C. U., have been declared professionals.

A WASHINGTON correspondent intimates that Crist will donate all his racing trophies to the National Museum.

JOHN KEEN was down for a race on his geared bicycle against Senator Morgan at Agricultural Hall, London, Nov. 5.

IT is not uncommon to read in English papers advertisements of houses to let with gateways wide enough for tricycles.

SENATOR MORGAN was not able to exhibit his trick riders before the Queen. Her Majesty did n't care to see them.

WE have got a new word from England. Here it is, "rideist." Soon we shall hear about raceists. These things make us feel like a disgustist.

THE Dover, N. H., city marshal has determined to put a stop to the sidewalk-riding nuisance, and has issued a notice to that effect.

THE Hyde Park Ramblers are to have a hare and hound chase Thanksgiving morning at 9.30. The start will be made from the club room.

MR. LUSCOMB, of the Rights and Privileges Committee, and Dr. Gilfillan, of Brooklyn, have been in Boston recently, enjoying Boston cycling hospitalities.

THE New York Bicycle Club will undoubtedly attain a mileage of 25,000 miles for the year. J. M. McFadden of the club had ridden 2678 miles up to Nov. 1.

NOV. 15 the Chicago members of the L. A. W. will have a run to Pullman, Ill. It is expected that fully three hundred riders will participate in the run.

ON election day twenty-two members of the New York Bicycle Club rode five hundred and ninety miles. The highest individual record was fifty, and the lowest eight miles.

THE social season will be fairly inaugurated this week. The Malden Cycle Club will hold a ball Nov. 18; Chelsea Ramblers, Nov. 29; and the Chelsea Club, Dec. 14.

WHEELMEN will be represented in the Massachusetts Legislature by W. S. Slocum, Esq., of the Rights and Privileges Committee, and by John Read Esq., of Wm. Read & Sons.

CAPTAIN ROMAINE, of the Passaic County Wheelmen, won the medal for best mileage in that club during 1887. He cycled 3,075 miles. W. D. Banker was second man, with a record of 2,800 miles.

EARLE HITCHCOCK, a bicycler, ran into a carriage at Springfield, Mass., last Monday. Mr. Hitchcock was borne to the ground, and in some way his left eye was torn from its socket.

THE Missouri Club has arranged a very attractive series of entertainments for the winter. The ladies are invited to attend these. Among other attractions there will be a bal masque and an April-fool party.

THE Boston Bicycle Club will give a hare and hound run, open to cyclers, on Thanksgiving day. Two medals will be given as prizes. Entries close Tuesday, Nov. 22, with Capt. E. G. Whitney, 36 St. James Avenue.

MARRIED at Harrisonburg, Va., Nov. 9, Miss Bettie Conrad to Mr. John L. Logan. A large number of the bridegroom's cycling friends were present at the ceremony. The couple are on a bridal tour East.

CHAS. E. WHITTEN, of Lynn, has made a new bicycle with the little wheel in front. It has lever action and the foot travels in an oval. It weighs eighteen pounds less than the Star, and has ball bearings all around.

BOSTON wheelmen meet every Saturday at one o'clock for lunch at a French restaurant in Sewall Place, off Milk Street. The proprietors reserve one room for the wheelmen, and many take the opportunity to look in for lunch at the appointed time.

THE Springfield Bicycle Manufacturing Company has removed from 19 Pearl Street to No. 9 Cornhill. They have made preparations for an active summer campaign, and are filling orders daily. The new offices are at the warerooms of John P. Lovell & Sons.

C. G. KING was "roped" one day last week on the Littleton road by some frisky cow-boys and received a dangerous fall. This is the second occurrence of this kind, and it is to be hoped the last. Wheelmen in the future will be prepared for emergencies. — *Denver Republican.*

PERCY STONE answers Whittaker's challenge, and deposits $50 forfeit with Mr. J. A. Lewis of St. Louis. He is willing to meet Whit in the five races proposed, for any amount of money, and will race him at any time between April 1 and June 1, 1888, on such tracks as may be agreed on.

THE N. C. U. at its quarterly meeting decided not to establish a racing board. In place of Mr. Robert Todd, resigned, Mr. Finlay Macrae has been appointed the new secretary, and he is to receive a salary of £125 per annum, and a bonus to be hereafter determined upon all members' subscriptions.

R. H. DAVIS, '91, who at the fall games of the Harvard College Athletic Club, rode a bicycle two miles in better time than had ever before been made at that place, was born in Boston, Mass., and is only nineteen years of age, stands five feet eleven and one half inches in height, and weighs one hundred and fifty-three and one half pounds. He will probably show considerable improvement next year.

THE sixth annual road race of the New York Bicycle Club took place on election day. The course was from the Peabody House, Yonkers, via Broadway to Kingsbridge, Kingsbridge road to 170th Street boulevard to 59th Street, fifteen miles. Start 11 A. M. Percy M. Harris made the course in 1.7.20. He rode a Springfield roadster, geared to *sixty-three inches.*

TRAINER Charles P. Daniels, now that the racing season is over, is back to the Boston Young Men's Christian Association gymnasium for the winter, where he has charge of a number of pupils. He will stay there until the spring, when he expects to have several athletes in his hands. He says that he thinks that W. A. Rhodes or Hollingsworth can do as well under favorable circumstances.

AT the Detroit Bicycle Club races a novel race will be the run-and-ride by pairs, one mile, each pair to use one machine. A team of two will start together, one riding and one running. At the first quarter of a lap the one that started riding will dismount and hand the wheel to his partner, who will mount and ride the next quarter lap, and so on alternating in running and riding. The finish must be made together.

R. M. LOCKWOOD, Secretary-Treasurer of Maryland, has returned from his European trip. He visited Scotland, England, France, Belgium, Germany, Italy, Switzerland, and Australia. He rode his machine on a tour in the Highlands, in London, Paris, and Brussels, and was received cordially everywhere by foreign bicyclists, who have organized clubs in most of the large European cities. The Speedwell Club, of London, entertained him.

WE think the uniform question has been discussed widely enough in our columns, and so we have sent several letters that have come to us to the Uniform Committee. These letters contain facts which it is well for that committee to have, and if any other member has a grievance it will be as well to let it be heard, but enough has been said in the BULLETIN on the subject.

WE always regret to hear of misdoings on the part of wheelmen, and especially so when they come after a record for good deeds. J. L. Snyder, recently of Pennsylvania, was one of the original members of the League. He was an active worker in cycling matters several years ago, and, though we knew him only by correspondence, we are cognizant of many services he has done the cause. He is now paying the penalty of a convicted thief at Denver.

IT was only a few weeks ago that the hundred-mile tricycle record for England on the road was lowered by C. W. Brown to 7.31.40. He was not, however, destined to hold the coveted honor long, for on Tuesday, Oct. 24, E. Hale, mounted upon a Ripley tricycle, succeeded in riding the one hundred miles in 7.11.6, beating Brown's time by over twenty minutes. At the same time, S. F. Edge and G. L. Morris, on an Olympia tandem, took the record for that machine into their charge, accomplishing the hundred miles in 6.57.32, cutting previous best by some nine minutes.

MORGAN'S six-day race at the Waverley Market, Edinburgh, was a great success. The racing was for eight hours a day, or forty-eight hours in all. Woodside was thrown from his machine the first day by running into a man who crossed the track. J. D. Lumsden, the Scottish champion, and Jules Dubois, of Paris, rode at the head of the procession from the first day. Lumsden finally won by half a wheel. Lumsden made 651 miles 12 laps. Several special races occurred during the long race, and Temple beat Howell in two of these.

AT the last meeting of the Society of Cyclists, in London, Mr. J. B. Marsh read a paper describing the stained-glass window in Stoke Pogis Church, bearing the representation of an angel mounted, apparently, upon a dandy-horse. A copy of the subject was handed round for the inspection of the audience, but from the discussion that ensued, it would seem probable that the supposed hobby-horse is, after all, nothing of the sort, but merely a portion of renaissance ornamentation bearing an accidental resemblance to the ancient velocipede. — *Cyclist.*

THE breaking of the Harvard bicycle record, this fall, has stirred up the wheelmen into extraordinary activity. The Harvard Bicycle Club has had several successful runs, a hare and hounds chase, and now proposes to have a club handicap road race Friday. The distance to be covered by competitors will be about fifteen miles, and the start will be made at Central Square, proceeding thence to Mount Auburn by way of Brighton, Newtonville, Waltham, and Watertown. Prizes will be given to the first two men in at the finish, and cups to all others who cover the distance inside a specified time.

VICTORS!

Easiest Hill Climbers, Fastest Coasters.

STIFFEST, STRONGEST AND HANDSOMEST!

You will make a mistake if you buy without seeing them. Send for Catalog.

OVERMAN WHEEL CO., MAKERS OF VICTOR BICYCLES, TRICYCLES AND SAFETIES, 182-188 COLUMBUS AVENUE, **BOSTON.**

THE time may come when a man without a bicycle will be looked upon as pitifully as the wretch who shivers in midwinter without an overcoat. — *Chicago Inter-Ocean.*

IT has been rumored for some time that J. Kemp Bartlett, Chief Consul of the Maryland Division L. A. W., intended to resign his office, owing to business engagements, which prevented his giving the office of chief consul the attention it should have. This rumor has been made a certainty. Mr. Bartlett on last Thursday forwarded his resignation to T. J. Kirkpatrick, president of the L. A. W., and recommended that A. E. Mealy be appointed to fill the unexpired term of chief consul. While Chief Consul Bartlett's resignation is a matter of much regret to all wheelmen in Maryland, he having made a most efficient and industrious officer, the choice of Mr. Mealy as his successor is one that will meet the approval of all, and his appointment to the important office will give entire satisfaction. — *Baltimore Argus.*

MR. H. B. SMITH, of the H. B. Smith Machine Co., died at his residence in Smithville, N. J., Saturday, Nov. 5. Mr. Smith was a New Englander by birth. He went to New Jersey about 1834, and owned, at the time of his death, the entire town of Smithville. He had served creditably as a member of the New Jersey Legislature, and leaves a host of friends. His estate is valued at about a quarter of a million, and by his will he provides that the large machine shops at Smithville shall be kept in operation for an indefinite period, and also that the income from his estate shall be devoted to the construction and maintenance of a school for the free education of young men in mechanics. The trustees appointed by him to carry out this design are Andrew J. Smith, Charles H. Chickering, E. F. Burns, Joseph J. White, B. W. Storey, G. D. Fields, Benjamin Crozer, Eayre O. Lippincott, George Lippincott.

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

ADVERTISEMENTS will be inserted in this column as follows: Fifty cents for four lines, first insertion; twenty-five cents for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

BARGAINS IN BIKES AND TRIKES. — Fine assortment of new and slightly used machines, Standard makes, and only such as can be guaranteed. Wheels bought, sold, and exchanged. Being sole New York agents for New Rapid and Quadrant cycles, we will make exceedingly liberal allowances for old mounts in exchange for above machines. Send for bargain list. NEW YORK BICYCLE CO, No. 38 Park Place, New York.

REWARD OFFERED FOR THE RETURN OF a 50-inch full nickeled Columbia bicycle, No. 12,229, 1887 style, double grip handles. Stolen from WM. P. RADLEY, 324 W. 47th street, New York.

FOR SALE. — Genuine Rover Safety, 1887 pattern; has been run about 500 miles, good as new; balls all over; bargain at $115. H. A. SMITH & CO., Newark, N. J.

FOR SALE. — One 53 and 55 inch, new, 1887 Columbia Light Roadster; best offer over $100 received before Dec. 1 takes either. One new 1887 Columbia Light Roadster tricycle at best offer over $125 cash. T. B. RAYL & CO., Detroit.

STAR. — 48-inch Special Star, enamelled, with all improvements, never been ridden; will sell cheap, as I have no use for it. Address M. C. S., care Letter Carrier, No. 58, Boston, Mass.

BICYCLE. — 50-inch New Rapid, in excellent condition, price low. Address ROBERT MOORE, P. O. Box 240, Philadelphia, Pa.

50-INCH STANDARD COLUMBIA, $40; 52-inch Standard Columbia, $40; 50-inch Expert, $75; 54-inch Expert, $45; 56-inch British Challenge, $65; 52-inch American Rudge, $95; 52-inch Rudge L. R., new, $125; 54-inch Mail, new, $125; 42-inch Pony Star, $55; 51-inch American Star, $65; 52-inch Shadow, $40; Humber Tandem, $175; Humber Tandem, $200; Humber Cripper tricycle, $125. LEWIS L. EVANS, Wilkesbarre, Pa.

BICYCLES, SECOND-HAND. — If you wish your wheel sold quickly, at a small commission; or if you wish a choice from the biggest list of big bargains in America, send to MANHATTAN WHEEL EXCHANGE, 49 Cortland St., N. Y.

BICYCLE. — 58-inch, full-nickelled Expert, ball pedals, in good condition; price $75. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

BICYCLE. — 54-inch Expert, full nickelled, ball pedals, cow-horn bars, and in excellent order, $80. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

Assignee's Sale at Public Auction.

OF PROPERTY OF THE LYNN CYCLE CLUB TRACK ASSOCIATION, AN INSOLVENT CORPORATION.

This valuable property, so well known to the sporting world, will be sold at **Public Auction** on the premises of said association, at the corner of Western Avenue and New Chatham Street, in Lynn, Mass., on **Saturday, the nineteenth day of November, 1887,** at two o'clock in the afternoon.

The property consists in part of the interest of the Assignee in the Lease of said premises, and of the Track, Fences, Grand Stand, Judges' Stand, Band Stand, Ticket Office, one large Dressing House, ten Cot Beds, about one hundred Chairs, one five hundred pound roller, Rakes, Tools, etc. For further particulars inquire of the Assignee or Auctioneer. Terms made known at the time and place of sale.

Lynn, Mass., Nov. 4, 1887.

EZRA BAKER, *Auctioneer.* ***GEO. J. CARR,*** *Assignee.*

ROVER SAFETY BI HUMBER CRIPPER TRI CYCLES.

We have fresh invoices of these Celebrated Machines, which are unequalled for RIDING ALL THE YEAR ROUND, which we have had built specially for American roads, and which we offer at attractive prices. Send for illustrated catalogues.

SPECIAL NOTICE.

We want a few good second-hand wheels, 48 to 54-inch, for our local trade, and will allow *full value* for these in exchange for new

Rovers, Crippers, or Tandems.

LLEWELLYN H. JOHNSON,

401 Main Street . . . . . Orange, N. J.

For Sale, Cheap!

BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. O. P. Drawer 64.

BICYCLES ON EASY PAYMENTS.

New Rapid, American Champion, Star, Rival, Otto, and other Bicycles and Tricycles sold on easy payments, with no extra charge, except for interest. Prices guaranteed as low as the lowest. Low freight and express rates to all points. Large stock of accessories, including all latest novelties. Nickel-plating and repairing.

SECOND-HAND WHEELS

bought for cash, taken in exchange, and sold on instalments. Liberal discounts to agents. One of the largest stocks of new and second-hand wheels in America; rarely less than 200 wheels on hand to select from. Send for large illustrated catalogue and latest descriptive second-hand list and terms of easy payments; of interest to every actual or prospective wheelman. Correspondence solicited.

GEO. W. ROUSE & SON, 25 G Street, Peoria, Ill.

Kingston Knitting Co.

27 Kingston Street - - BOSTON, MASS.

MANUFACTURERS OF

Knit Worsted and Woollen

ATHLETIC GOODS

In all the popular styles of the season.

Bicycle Outfits in Jerseys, Jackets, Tights, Pants. Stockings and Caps to match.

Full Body Tights in Plain and Ribbed Jersey Cloth, with Plain and Fly Fronts, re-enforced, and pockets.

POLO and TENNIS OUTFITS,

With Caps to match.

L. A. W. JERSEY UNIFORMS.

Very stylish, with Knee Pants, Stockings and Caps. These garments we also make in English Navys, and Blacks, and Colors.

The **Cloth** for all of our suits we manufacture ourselves, and it is unsurpassed for quality and durability.

Many novelties in Toboggan and Sporting Goods, in Plain, Striped and Figured Guernseys. Toques and Sashes for ladies and gentlemen.

We are prepared to execute any orders from the trade or clubs at very reasonable prices. Correspondence solicited.

ST. LOUIS WHEEL CO.

Difficult Repairing a Specialty.

Enamelling, Nickelling, Etc. at Lowest Prices

LARGEST STOCK OF SECOND-HAND BICYCLES IN THE WEST. WRITE FOR LIST.



The SPRINGFIELD ROADSTER for 1888.

YOST AND McCUNE PATENT.

This is an absolutely safe wheel, which retails for **$75**, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all-round road riding and hill climbing ever offered the public for the money. Best class of cold-drawn weldless steel tubing in handle bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first class as to its workmanship and material.

The 1888 pattern **SPRINGFIELD ROADSTER** for **$100**, has ball bearings all round, and cow-horn handle bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels are identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of **$25.**

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

RETAIL SALESROOM, 147 WASHINGTON STREET, BOSTON.

Branch Offices in all the leading cities.

SPRINGFIELD BICYCLE MFG. CO. - - 9 Cornhill, Boston, Mass.

THE English associations that put up danger boards are much annoyed by bill posters, who cover them, and mischievous persons, who knock them down.

THE Lynn Cycle Club Track Association is a thing of the past. Having become insolvent some time ago, its creditors delayed pushing their claims, hoping that matters would turn out more successful, but now, seeing no hope of gaining anything by a delay, they have petitioned it into insolvency, and accordingly the property will be sold at public auction next Saturday, George J. Carr, Esq., being assignee, and Ezra Baker, auctioneer. The property includes premises at the corner of Western Avenue and New Chatham Streets, grand stand, fences, band stand, chairs, etc., and many minor effects. Sporting men from all parts of New England will be present.

THOMAS B. JEFFREY, of Chicago, is the inventor of a process of fastening rubber tires upon bicycle or other metallic wheels. It consists in first rotating the wheel with its rim in contact with the rim of a secondary wheel which runs in the cement; next, rotating the wheel with its cement-covered rim in contact with cement-dressing devices shaped conformably to the tire which is to be cemented on to the rim; thirdly, stretching the tire over the rim; fourthly, heating the rim sufficiently to make the cement yield to the tire, and, lastly, revolving the wheel with its tire exposed to radial pressure, while the cement is cooling. — *Invention.*

A WELL-KNOWN advertising agent said to us the other day: "There is n't a paper in America that has the circulation of the BULLETIN, but that claims fifty thousand circulation." We are like George Washington, for we cannot tell a lie. We publish the figures every week.

OUR ideal of an ordinary for rough road work would be as follows: Weight, not less than 40 lbs.; 22 to 24 in. hind wheel; front wheel two or three inches below rider's stretch, with good, high, easy spring; rubbers, 1 in. or 7-8 in. to front wheel, 7-8 in. to back; rake, 2 in. to 3 in.; cranks, 5 1-2 in. to 6 1-2 in. throw; ample clearance, handles brought low, and a little back, so as to give a straight pull; and last, but most important, Fisher's "Noncropper." Such a machine would be almost, if not quite, as safe as a safety, lighter, much more graceful in appearance, much more durable, and easier driven over rough or muddy roads. In case of mounting and luggage-carrying capabilities, the safety stands first; in these the ordinary cannot hope to rival it. — *Irish Cyclist.*

THE CLUB.

HARTFORD WHEEL CLUB. — Hartford, Conn.— Officers elected Nov. 8. President, L. A. Tracy; vice-president, J. J. Grace; financial secretary, F. C. Burnham; recording secretary, F. W. Saunders; treasurer, F. E. Eaton; captain, H. H. Chapman.

A NEW bicycle club has been organized at Lawrence, with the following officers: President, Charles H. Davis; vice-president, Dr. C. W. Partridge; treasurer, William S. Jewett; secretary, H. L. Sherman; directors, Charles H. Davis, C. H. Beedle, A. H. Robinson, Francis Cogswell, Dr. George W. Dow.

OFFICIAL ANNOUNCEMENTS.

THE FOREIGN MARSHAL.

LONDON, Oct. 30, 1887.

TOURMASTER, L. A. W.: —

Sir, — I do not know that it is incumbent upon me to make any report to you, as Foreign Marshal of the L. A. W., but still I believe it will interest you to know that during the past season I have received numerous letters from members of the L. A. W., who contemplated touring in Europe, asking for advice on the subject — and that I endeavored to answer these letters to the best of my ability. I also heard from members touring in England, Scotland, France and Germany; and endeavored to aid them when it was in my power.

A number also called on me personally — and I am always glad to see fellow cyclers. And I must say though the past season has shown a remarkable growth in the number of American cyclers touring in Europe, I hope the coming year will see the number doubled.

And, sir, I would ask, if you do not think the time has arrived for a regularly organized tour in Europe by the L. A. W. A tour which would not only show Europeans what American cyclers really are, but would, I know, be a delightful experience for all Americans who have never seen a perfect road in their lives, and who look forward to a trip to Europe.

In conclusion, I must say that the tour of Mr. and Mrs. Harold R. Lewis, though only planned for their own pleasure, is the most remarkable and successful cycling journey ever made.

JOSEPH PENNELL,
Foreign Marshal, L. A. W., 14.

ILLINOIS APPOINTMENTS.

UNION HOUSE, Blue Island, F. Englehart, proprietor. Meals, twenty-five cents. No. 27, Maywood Hotel, Maywood; meals, fifty cents. No. 28, Summit House, Summit, Dennis O'Brien proprietor; meals, twenty-five cents. No. 29, Windsor Hotel, Bloomington; two dollars per day to L. A. W., regular rate, two fifty and three dollars. No. 30, M. J. Frenneson is appointed Local Consul, No. 39, District 1, Englewood, Ill.

N. H. VAN SICKLEN, *C. C.*

CHICAGO, Oct. 11, 1887.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them.* After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 113 — Total 37 — 11,823.

BOSTON, Nov. 18, 1887.

CONNECTICUT DIVISION — 1. — 642.

New Haven Bi. Club.

17106 Weare, Wm. W., 393 Temple St., New Haven.

ILLINOIS DIVISION — 4. — 617.

Æolus Cycling Club.

17136 Cizkowsky, Joseph, 446 Jefferson St., Chicago.

Unattached.

17137 Knight, Ed. N. Kankakee.
17138 Lalty, Frank L., 161 So. Water St., Chicago.
17124 Roach, J. Coy, Lincoln.

IOWA DIVISION — 1. — 146.

Milford Bi. Club.

17107 McCutchin, Al., Milford.

MARYLAND DIVISION — 1. — 284.

Centaur Cycle Club.

17125 Ehrman, Henry, 114 S. Broadway, Baltimore.

MASSACHUSETTS DIVISION — 1. — 1,314.

Unattached.

17131 Horton, Frank L., 1 Walnut St., Fall River.

MINNESOTA DIVISION — 2. — 107.

Unattached.

17126 Morton, Grant, Fergus Falls.
17127 Svensgaard, Harry, "

MISSOURI DIVISION — 5. — 367.

St. Louis Cycle Club.

17140 Greilich, Jos., 1318 Market St., St. Louis.
17141 Urquhart, Geo., 117 No. 3d St., "
7015 Wheeler, H. D., 3954 Morgan St., "

Unattached.

17128 Pearsons, Abner, C., 1611 Baltimore Ave., Kansas City.
17132 Smith, Gregory H., Box 59 "

NEW YORK DIVISION — 17. — 2,293.

Albany Bi. Club.

17108 Brainard, A. E., 313 Clinton Ave., Albany.
17109 Emmet, J. K., Jr., Rensselaer Ave., "
17110 Guilford, H. B., 4 No. Pearl St., "
17111 Harper, Ira, 966 Madison Ave., "
17112 Harrison, G. Wm., 128 State St., "
17113 Hawley, C. E., 182 State St., "
17114 Martin, Howard, care D. L. White, Lumber Dis., "
17115 McFarland, J. H., 234 Madison Ave., "
17116 Paddock, Wm. G., 3 Green St., "
17117 Shanks, D. W., 56 No. Pearl St., "
17118 Van Benthuysen, F., 407 Broadway, "
17119 Van Dusen, F., 510 Broadway, "
17120 Van Schoonhoven, J. J., 84 Clinton Ave., "
17121 Vine, Elwood W., 56 Chestnut St., "
17122 Wendell, C. E., 89 No. Pearl St., "

Kings County Wheelmen.

17129 Sniffen, M., 144 Hooper St., Brooklyn.

Unattached.

17130 Perkins, Albert J., High St., Newark.

OHIO DIVISION — 2. — 932.

Logan Co. Bi. Club.

17133 Wellman, Vance, Bellefontaine.

Unattached.

17134 Porter, Jermain G. Cin. Observatory, Cincinnati.

PENNSYLVANIA DIVISION — 1. — 1,712.

Unattached.

17123 Haage, Chas. F., Penn. St., above 7th, Reading.

RHODE ISLAND DIVISION — 2. — 176.

R. I. Wheelmen.

17135 Farnum, Ormsbee T., 47 Charles St., Providence.

Unattached.

17139 Clapp, Albert G., 22 Sprague St., "

GOOD MEN ON GOOD WHEELS

Put the Records Where They Stay.

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20 Miles in 59 Minutes 35 4-5 Seconds.

100 Miles in 6 Hours 1 1-2 Minutes.

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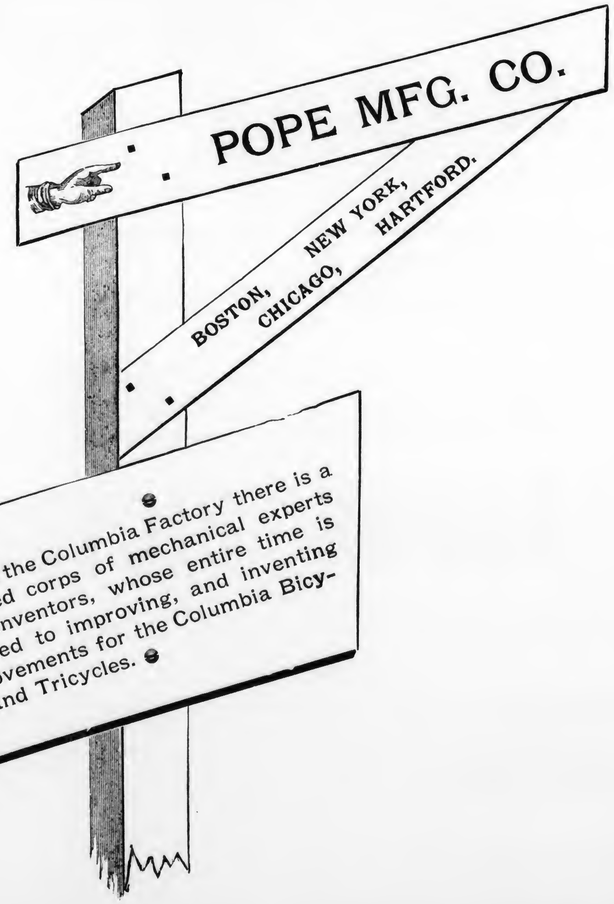
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THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN: PUBLISHED WEEKLY: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, NOVEMBER 25, 1887. | VOL. V. No. 21. WHOLE NUMBER, 126.



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THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

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A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith.

Members should be careful to notify the EDITOR promptly of any change in their residence, giving their old as well as new address. Great care is taken with the mailing list. All changes received after Tuesday night can not be attended to until the following week, as at that time the list goes to printer for revision. Members who write for back numbers will have them forwarded on Friday, our regular mailing day.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

IN deciding to sell its road book to anybody and everybody that has a mind to pay for it, we think the Massachusetts Division has made a mistake. We believe in the doctrine of League privileges to League members only, for without this idea in view the success of the League will be small. We already hear the remark, "Why should I join the League, when I can get all the benefits by staying outside?" The road book is the result of the combined labor of hundreds of enthusiastic League workers in Massachusetts. This labor was given gratuitously, and in the interest of the League, and we question the moral right of those assembled at the late meeting of the division to rescind the vote of a previous board, wherein it was declared that only League members could have the book, for much of the work has been done with the understanding that the former vote should stand.

WE cannot quite concede that the article that appeared in the BULLETIN about the proportion of dues that should go into the general fund and into the division treasury was politic. It is sure to raise adverse comment, and, in case the readers thereof see in the suggestion a hint of what the Executive Committee may aim to bring about, incalculable harm may come of it. —*World.*

The *World* thinks our editorial on the proportion of dues which should go to the divisions is impolitic, because it will lead to adverse comment. We think not. If the BULLETIN cannot be used for the discussion of the ways and means of the League without fear of adverse comment, we mistake its mission. If there are those who do not agree with us, they may be heard in its columns. We have no personal axe to grind, and it matters little to us how the money is divided. The money that is paid for League dues should be used for the benefit of cycling in America, and the best way to use it is one of the problems which the League has to meet. Inasmuch as several of the divisions have spent much money this year, and are now embarrassed for want of funds; and inasmuch as many divisions have money lying idle in their treasuries, with no immediate nor prospective use for it; and inasmuch as this idle money ($2,000) would more than pay all the outstanding bills of all the divisions, and do much to promote the cause of cycling, — we are inclined to believe that the question we have started is one well worth looking into, and we do not value the opinion of any person who condemns us for starting the discussion, and imputes to us other motives than the best interest of the League.

FURTHERMORE, we desire to say that our editorial was in no way "a hint of what the Executive Committee may aim to bring about." They can "bring about" nothing. The Board of Officers must act on this question, and they represent the membership in all the States. The Reorganization Committee is the one most interested in this discussion, for it is now preparing the new scheme of organization, and all such points as the one involved in the division of dues will be considered by it.

IF there is a wrong principle involved in a division of dues which sends money to all divisions in equal proportion, whether they have use for it or not, it will be aggravated by the adoption of a rule which simply increases the allotment. In this view of the case, it might be well to appropriate certain stated sums, large enough to cover current expenses, to the divisions, and beyond this the money might be specially appropriated for special work. All these questions are worth considering, and the columns of the BULLETIN are open for a discussion of them; but it will be as well, for the good of everybody, for correspondents to refrain from impugning the motives of the editor, or of those who take part in the discussion.

WE will say that for the benefit of the Reorganization Committee, we have been gathering statements from the secretary-treasurers regarding the amount of money on hand in the division treasuries. They have nearly all furnished the statement asked for, and we find, as stated above, that there are two thousand dollars in these treasuries, for which there is no immediate nor prospective use. One treasurer refused to furnish a statement, and replied to us in effect that it was none of our business, and that if he was to be asked questions, he would first like to put a few to us. It is a thing to be grateful for that there is but one such official in the whole list.

JUDGE BARRETT, of New York, decides that a club has a right to expel a member for the violation of any rule in its code; for if a man joins a club or remains with it, he accepts any and all rules that are on the books or that may be made. All that he can demand is a fair trial under the rules.

THE city council of Anna, Ill., repealed the ordinance forbidding bicycle riding in the streets at a meeting held Nov. 7. The action of the council puts an end to the case of Charles P. Goodman, which the local wheelmen, in conjunction with the L. A. W., took up, and the League scores one more triumph.

FROM A FEMININE POINT OF VIEW.

WHEN I asked the ladies to send me their records for the year that has passed, I had no idea that I should receive such quick responses, but I found on my table this morning two very interesting letters, which I want you to read with me. The first comes from a lady living about eight miles out from Boston, and reads as follows: —

MY DEAR DAISIE: — I hasten to tell you what I have done on the wheel this year, for I have enjoyed your articles in the BULLETIN, and wish to contribute my mite towards making the ladies' column interesting; that is, if I am capable of doing so. I have been a rider for three years, and have, until this year, ridden a single machine. My husband purchased a tandem at the opening of the season, and we have ridden together many, many miles. We live a mile from the railroad station, and it has been my custom to ride the tandem with him to the station in the morning, and then after he has departed on the train I have ridden the machine home alone, if I could not find a companion. Several times friends have been at the station, by appointment, and have pedalled home with me, and on such occasions we generally took a round-about way, in order that the ride should be of sufficient length to pay my friend for her trouble. Very many times I have ridden to Boston with my husband, and stored the machine in the city during the day, going into town again at night to ride out. I think I must have covered many miles, but I have kept no record. I find that riding keeps me in excellent health, and I can do my work much easier than formerly. I have less of the distressing sick headache that I am a victim to, and I bear up under toil in a way impossible to me several years ago. I wish I could make ladies see the benefit of riding as I see it, for I know that with a more general use of the wheel we should have healthier and stronger women.

Yours, for the good cause,
M. F. C.

MY next letter comes from the North Shore of Massachusetts.

MY DEAR DAISIE: — I have ridden this year 864 miles, by cyclometer. My riding has been on the roads between Lynn and Beverly, as well as in the direction of Marblehead. I have done all this riding on a single machine, and considerable of it alone. I spend a great deal of time prowling about on my wheel, and have done little but desultory riding. Last year I rode only 200 miles.

Faithfully,
LULU N. G.

SO far, so good. Now let others send in their records, that cyclers in America, as well as those abroad, may know what American women are doing.

I HAD a gentle protest last week from a good lady friend, who told me that she was sorry not to be able to go on the North Shore trip, on account of the short notice. Her vacation was taken in the summer, and she could get no time from business in the fall. It is the purpose of the committee to lay out the programme for next year in the spring, and plenty of time will be taken to drum up recruits. In this connection it may be well for me to notify the ladies of the annual Cottage City Meet, where are gathered a large number of riders on the delightful island. This comes in August.

AN English physician writes to the C. T. C. *Gazette* as follows: "Having a large practice among ladies, I am in the habit of recommending moderate cycling for many cases of debility, poorness of blood, nervousness, indigestion, torpidity of liver, and other functional disorders peculiar to the female sex, and I find that, when my advice is followed, my patients improve wonderfully in health. At the same time, I always stipulate for all-wool clothing (outer and under), and no racing over the ground. I advise ladies always to walk up stiff hills, and never to over-exert themselves by trying to do too great distances. No lady, who has any tendency to lung or heart disease, should cycle without proper medical advice first.

DAISIE.

THE OWL.

IT has been remarked that "a policeman's lot is not a happy one." While many of us, no doubt, do not accept this assertion without many and several reservations, I am sure that had the lot of the Secretary-Editor been the one under consideration, the most of us would have agreed that, decidedly, it was not a happy one. Instruction comes often to us from most unexpected quarters. Who would have thought, for instance, that when you, Mr. Secretary-Editor, wrote to Mr. Josh Zimmerman, the Treasurer of the Indiana State Division, that there should have pervaded your epistle, some subtile odor which would cause the genial Josh to have "at once smelled a mice," as he declares, upon his official honor, he did? Why! oh, why! did you try to borrow that $97 from Josh's official keeping? What do you know about running the office you hold anyway, when compared to Josh? See how much better he is posted than you are. You, in your report, tell us that to issue the BULLETIN for the past year has cost so many dollars less than for the year preceding, but Josh declares it has cost 10 per cent more; a statement I know he or no other gentleman would put into print, till after they had made a study of the bills paid by the L. A. W. for both years, and, of course, Josh has done all this,—of course. Take my advice, Mr. Secretary-Editor, and resign your office. Before I read Josh's letter about your faults and his own shrewdness, I thought you ran your office very well, but since reading Josh's letter, I see that he, not you, is the only man for the office, and unless we at once have Josh at the helm, the L. A. W. is doomed. At least do something, Mr. Secretary-Editor, to prevent Josh from writing such scorching denunciations of your official inability, and we, your suffering friends, will bless the silence thus gained, that, like a poultice, will come to heal the blows of sound made by the sledge-hammer arguments of Josh.

"FOUR races! Admission, fifty cents," was the sign I saw the other day upon the gate of an athletic ground, where some bicycle races were to be held. They must have played an awful funny game to have four aces, and let you in for as low as fifty cents. I have seen it cost $50 to come in when there were only three aces.

THE streets of New York are to be further improved. (?) This time it is some system of "truck tramway" with which our already wretched streets are to be still further destroyed. Permission has been given by the Board of Aldermen to lay these tramways through the streets, consisting of two wide flat rails for the truck wheels to run upon, between which will be placed a roughened foothold for the horses. What next, I wonder, will be done to make New York, beyond compare, the worst paved city in the world?

J. HAMPDEN ROBB, who has but recently been appointed a Park Commissioner, and is in consequence an object of some interest to New York wheelmen, is a brother-in-law of Jno. Andrew, a Park Commissioner of Boston, and it is sincerely hoped that Mr. Robb may conclude to visit Boston, and take a few lessons from his brother-in-law regarding the liberal treatment of wheelmen in public parks.

I WAS reading that thrilling narrative, "Across New Jersey on a Bicycle," the other evening, and when I came to the part where the author remarks that he "stood beside a waste of sand," I could not help thinking that this would be a satisfactory proceeding rather than a disagreeable one. If you undertake to put your arm around it, it will neither slap your cheek and run away, nor lay its head on your shoulder and tell you what an impudent fellow you are, yet I cannot say I prefer a waste of sand, to owners of the kind of waists who *do* all of these things.

I AM afraid that "Senator" Morgan is trying to take advantage of my well-known innocence, when he writes me that he had to decline, for the American Team now in England, an invitation to dine with the Prince of Wales. Perhaps it may be so now, since the "Senator" and his men have gathered in the festive ducats of our British cousins; but I can remember the day, and I guess the "Senator" can too, when things were not so rosy with him, and he would have accepted an invitation to dine with any one, even the Prince of Wales, and have been mighty glad of the chance, too.

MRS. MARIA PHILLIPS has just died at Denver, after celebrating her one hundred and first birthday. It is related of this lady that she never used tobacco in any form, never wore a bustle of any style, and had not, up to the time of her death, taken to tricycling, which latter peculiarity is the only connection between this item and cycling.

W. H. MCCORMACK, the well-known scorcher of the Citizens' Club, is thinking of offering a magnificent silver vase, made by Tiffany & Co., for annual competition between the members of New York City wheel clubs; the course to be from Yonkers to New York, and the date election day; the winner of the cup for three successive years to become its owner. The idea is an excellent one, and would enable us to settle the vexed question as to who is the best rider on Manhattan Island.

TOBOGGANING is again going to be the craze for the coming winter. A plan is on foot to have the prominent wheel clubs here combine to erect a mammoth slide, to be kept for their own private use.

WHILE it may be just a little bit early to announce it, yet to enable such wheelmen as desire to pass a New-Year's eve with the greatest amount of enjoyment, I must mention the fact, that the Citizens' Club intend having their usual celebration on that evening. The affair will be in the hands of such well-known conductors of these kind of events as Messrs. McCormack, Nelson, Martine, and Spier, and it is needless to say that they are beyond compare as the promoters of any class of "High Jinks," and that the result will be eminently satisfactory.

THE New York Athletic Club is contemplating building a half-mile bicycle track upon the most modern plans, and going in for the encouragement of international competitions between wheelmen.

THE OWL.

QUAKERTOWN QUILLINGS.

THE event of the past week has been the farewell dinner tendered by the Century Wheelmen to Mr. George H. Ralston, of that club, who is about leaving the country for a permanent residence in Brazil. Thirty-seven members turned out on the evening of the 15th, and a happier, more enthusiastic dinner party would be hard to find. The usual amount of speech-making was indulged in, Mr. Frank Read acting as toast-master, and the neat way in which the "club poet," Mr. Rosenal, turned the tables on those who expected a good time at his expense, provoked much favorable comment. Mr. Ralston will sail this week.

I have been looking up this matter of the Philadelphia clubs leaving the League, as clubs, Mr. Editor, and I find a very general desire on the part of the members thereof that they shall not be understood to be partisans of Mr. Wells, and that as a matter of fact, Mr. Wells's name has hardly been referred to in connection with such action. The Pennsylvania Club, from what I can learn, feels aggrieved, if at all, more at what they consider the indisposition of the Board of Officers to allow Philadelphians the right of franchise in the League, than because Mr. Wells himself was rejected; as one of the prominent riders remarked, "We have the right to choose the devil if we want him, and they (the Board) should not object." The Philadelphia Club in its new quarters is naturally under a very heavy expense, and the matter of sending a check each year, directly from the club treasury, for a hundred or hundred and twenty-five dollars, is a matter they feel obliged to carefully consider. The Century men say that there has been no discussion on the question whatever as yet, and most of them are quite indifferent as to whether the club stays in or goes out. The Germantown would most likely object on the score of expense. The Tioga will probably remain, as it has been from its organization a League club.

As an instance of the ability of the post, office officials in this country, the following is worthy of comment. A letter addressed simply "Manufacturer of Steam Tricycles, Atlantic, U. S. A." was received by Mr. Kirk Brown, the agent for the Copeland engines, from a party in England, who desired to become agent for such a machine as he had seen the description of in a scientific paper, quoting the exhibition given by the Copeland Tricycle Company at Atlantic City, some weeks since. The Briton had nothing to go by save this newspaper article, and yet the slim address he gave carried the letter safely.

John A. Green, of the Star firm of Strong & Green, is safely back into the League fold, and his return is the subject of considerable favorable comment with wheelmen here, with whom Mr. Green is quite a favorite. Wilhelm's Star record for the Paoli to 52d St. business still holds good, although Dampman, of Honeybrook, Pa., has twice attempted to lower it, and has gotten closer to it in forty-nine minutes, than any other rider so far. As the distance is all of sixteen miles, the record

(48.10) is a world's road record for the distance, is it not?

"Phacto," of the BULLETIN, had better study up a little on League history. In the last issue of that paper, he calls Pennsylvania the third largest State in the League. This State rose from third to second place over a year ago under the chief consulship of Mr. Wells, and now holds second position by a margin of about four hundred members. The exact membership of each State is now published in the BULLETIN each week, so that if "Phacto" will keep his eyes open, he may be able in the future to avoid making himself ridiculous.—*American Athlete.*

Thanks, Mr. *Athlete*, thanks. Your kindness is only equalled by your veracity; but really I don't care to study up on League political history, even of the last year or two. I can recall nothing in it particularly elevating or instructive. I *do* recall, however, now that you mention it, that Pennsylvania is in second place in the League; but somehow I can't say that I see that Ex-Chief Consul Wells has had much, if anything, to do with putting it there. It has really appeared to me that almost all the League troubles we have had have come up since that gentleman was elected to the consulship by his friend and brother, the famous Mr. Aaron, and I am positive that I have not yet seen a word in his paper that has, by any accident, tended to encourage the increase in League membership. Hence, as I read the *Athlete* quite faithfully, I hope I may be forgiven for having "ridiculously" placed Pennsylvania in third place. And while we are on the subject of errors, suppose we turn to the very next page of the *Athlete*, and see how it carefully remarks that in the West Philadelphia races, Mr. Wells's tandem partner, Synnesvedt, was the "only rider mounted on a light roadster"; quite a ridiculous error, Mr. *Athlete*, as the man who beat him in the first heat and pushed him so closely in the second was on a machine about five pounds, I should judge, heavier. Please, Mr. Pot, don't call the Kettle so black.

PHACTO.

CHICAGO.

THE *Spectator* is neither dead nor dreaming, but has been waiting for St. Louis to bob up serenely and volunteer her opinion of the Quincy races. "Omen," you have kicked before you were spurred. I have heard no one say that "the Quincy races were a representative contest between the two big cities." So you see that the kicking is all at your end of the bridge. You say Sanders is no flyer, although he made the fastest time in the recent Manchester road race. Bowbeer never claimed to be a flyer, and had no hopes of getting nearer than second place in any of the races. Ehlert had his eye fixed upon the first prizes. This is the man that we will put against S. Louis, and we will bet "dollars to doughnuts" that Hart, or anything else in the West, can't even make it interesting for him. Rememb r, this is Ehlert's first year, or the year of experience, on the track, and now he can do a mile in 2.42 with ease. Well do I remember the day that Hart caught Van, "the old war horse," napping, and had a complete walk over in a one-mile contest at Cheltenham Beach. One mile is a little short for Van, and for five miles, I think he could allow Hart a respectable handicap Now, St. Louis, *any time* you want "a representative contest between the two big cities," just say so and we will accommodate you, either on road or track, lap race, team race, or anything you may wish.

THAT combination run, composed of the various city clubs and unattached wheelmen, started for Pullman Sunday last, at 10 A.M. We managed to get over two hundred in line, Joliet being the only outside town that was represented. Sloan and Ned Oliver were in knee pants for the first time this year. The Chicago Club resurrected a captain and color-bearer for the occasion. Other clubs out in full force. For the return trip we left Pullman at 3 P.M., and returned via Woodlawn Avenue, through South Park and Kenwood. The scorch between "Verax" and "Thistle" did not take place, owing to sickness of the latter. The credit and success of this run is due to Mr. C. H. Sieg, with whom the idea originated.

ALTHOUGH the Ehlert-McCurdy road race is a thing of the past, a word or two on the subject will not be out of order. In the first race the course was selected by mutual agreement, and was from Forty-third and Drexel, through South and Jackson Parks, and back over the same course to the starting point, a distance of nine miles. McCurdy took the lead, and was fifty yards ahead at the entrance of South Park. At this point Ehlert found good use for a spurt, and took a position just in rear of the Star man, which he kept till near the finish, when he made his final effort, and won by less than a yard. Time, 32.08. McCurdy was not satisfied, but wanted another race, and the privilege of selecting the course. This was granted him and Pullman was the favored course. The race took place on Sunday morning, two weeks since. A heavy rain of the day previous left the lower end of Stony Island Avenue in bad condition. Ehlert took the lead and kept it to the Sand Hill, at which point McCurdy left him, and crossed the tape in Pullman, a good winner. Time from Forty-third Street, 31m. The third and last race was run on election day over the same course as the first race. McCurdy, mounted on a racing Star, took the lead, and was cutting out a very fine pace, until he reached the car tracks, at which point he became familiar with the fact that the racing wheel was minus eleven spokes. Ehlert left him here, and crossed the tape in the very good time of 28.15. A strong head wind prevented still better time being made. In the mean time, McCurdy had gotten another wheel, and finished a few minutes later. Tales of all kinds are being told about how much time McCurdy lost in changing wheels. The latest is to the effect that he walked two miles for the extra wheel. All very "fishy," but I dare not give my opinion on the subject, for I know nothing more than any one else.

ALL arrangements for the paper chase, on Thanksgiving, have been completed. At present we are "snowed under," and our chances for good weather are very doubtful. Riggs and Bowbeer are to be the hares from the Illinois Club, and Bray and Stamm from the Æolus. Other clubs not heard from.

SPECTATOR.

LETTER FROM BROOKLYN.

THE question of all others that is agitating this community at the present time is what the verdict of the Executive Committee of the Alphabetical Association will be regarding the recent protest of Mr. Kluge by the Brooklyn Club. As the matter will probably be decided pro or con before this appears in print, it will be no breach of faith in my herein speaking about some of the said pros and cons.

The Hudson County Wheelmen, I am told, now claim that they are not and have not been a League club for some time past; that Kluge was, therefore, eligible to membership, while a promateur, and was an active member while a promateur, and that he is not a professional or a promateur at present.

The Brooklyn Club say that the protest was made for the best interests of the Association, to promote peace and harmony at all future meetings, by establishing a precedent in the present case, and for the purpose of debarring all who were not amateurs, or who had even a suspicion of professionalism or promateurism from competing at the semi-annual contests; and it is their desire that the case be decided strictly upon its merits, considering not only the interests of the individual, but also those of the Association. Regarding the first section of their protest,—that Kluge has not been an active member of the Hudson County Wheelmen in good standing; for three months previous to the race,—they claim, that at the time Kluge became a promateur, the Hudson County Wheelmen were a League club, that there was a clause in their by-laws which said, a person to be eligible to membership must be eligible to membership in the L. A. W.; and another clause which said the Hudson County Wheelmen shall be a League club. At the time Kluge left the League he also left the Hudson County Wheelmen, as an *active member*. A resolution was offered changing the by-laws, and annulling the two before-mentioned clauses, in consideration of the fact that their captain was chief consul of the State of New Jersey at the time this resolution was tabled, and *was not carried until too late* to allow Kluge getting the benefit of the three month limit.

Regarding the second section, they claim that Kluge became a promateur the moment he mounted his wheel on the day of the race, and would like to have Mr. Kluge testify as to who paid his expenses during the six weeks in which he was in constant training on the course, and whether he has received, before or since the race, or whether he expects to receive in the future, directly or indirectly, from any person, any remuneration for, or contribution toward his expenses or his services. Regarding the third section, they claim it is a technicality, and not in the province of the committee to consider or take action upon.

Regarding the fourth and fifth sections, they claim the justice of the assertions are manifest to any one, and involve a precedent established by the Association a year ago, in the case of Wilhelm and Powell, who were debarred from competing at that time for precisely the same reasons; that they were suspected professionals, though not proven ones, though the real issue was covered up by a clause adopted at that time, restricting competitors to a residence within the thirty-mile limit.

All who were present at the recent race could not fail to notice the exceeding bad grace and unkind expressions with which the majority of the wheelmen present received Mr. Kluge, and this was due not to any personal feeling, but entirely to the injustice of allowing such men as he to compete in such a race, the superior advantages of the man, resulting from his perfect training, placing him in a class entirely beyond those who were to run against him. Such perfection as he displayed is only to be obtained by the most careful and persistent training, and at a loss of time and expense entirely beyond what ordinary individuals can afford. Such men should not be classed with, or allowed to compete with the class who form the breast-work of the Association, and who represent the class for whom the Association was organized.

To allow them to compete will debar other clubs from entering teams and ultimately disrupt the Association. The rules of the Association, as we have said before, provide that a competitor shall have been an active member, in good standing, of the club he represents, for three months previous to the race. The races are governed by League rules, and the Association is formed of clubs, and the clubs of members who are supposedly amateurs. An amateur must, therefore, be an amateur three months to enable him to compete. It seems reasonable and just, therefore, to insist that in

the case of a professional being reinstated and allowed to compete as an amateur, the date of his reinstatement be, at least, three months prior to the date of the race, and that the intervening period be free from suspicion. It is hardly equitable that converted professionals be accorded special privileges.

The Association is not an organization of professionals, but of amateurs, both in letter and in spirit, and deals with amateurs only. Kluge's reinstatement was published in BULLETIN of Sept 30, being about five weeks prior to the race. If a professional can be reinstated five weeks before a race, and ride, why not five days, or five minutes? Why not be a professional for two months and twenty-nine days prior to the race, and on the last day be reinstated and ride. If such is to be the ruling of the Association, we would like to know it. Think of it yourself. Is it just?

BON.

Nov. 21, 1887.

ST. LOUIS.

THE attention of wheelmen cannot well be directed to a better subject than street sprinkling, which is the source of both annoyance and expense, in pocket and physical comfort. It is coexistent with the riding season. It does n't shadow the cycler's life for a few days and then step out of sight; but, like the possibility of a header, it stays right with him. I don't presume there is any city which has attained a large life in which the cyclist is not bothered by sprinkling. It spoils his ride down to business in the morning, for if he does n't get his wheel all muddy in the side streets, he is likely to take a flop or a header on the slippery paving, and damage himself or his wheel; and I know of a no more tlepressing way of starting the day than by taking a bad fall, while going to work. In the evening, ten chances it is slop, slop, all the way home, with the nerves kept at a steel tension, until the husband or father, if the wheelman is lucky enough to be so classed, is cross and disgusted on arriving at home. Nobody that has ridden much in a city where sprinkling is extensively carried on will deny this.

Now, what is the remedy? Simply this: put the sprinkling entirely in the hands of the municipality. Then, if you want to petition for less sprinkling or more careful sprinkling, your petitions will have some weight. When sprinkling is done by private contract your redress is hard to secure. How are you going to get it? Suppose you go to the contractor and say, "Here, you are putting too much water on this or that block." What will he reply? That he is n't sprinkling for the benefit of the city; he is pleasing the people in the block, who pay him, and as they don't complain, he 'll keep right on. Put the work in the hands of the city, and every citizen then has a right to make a kick. This has been shown the past summer in this city. When the *Post-Dispatch* began its anti-dust crusade last spring, to take the sprinkling away from the private contractors, and make the city do it, the wheelmen all said, "Oh, that will spoil all our riding: we can find some dry spots now, but when all the streets are wet by the city, it will be an ocean of *mud*." But the contrary has proved true. The city had not been sprinkling long on the old flooding plan when kicks came in so fast that the street commissioner was compelled to order a lighter application of water; and, as a consequence, the asphalt is always ridable, with comfort and safety, and, in the main, every down-town street city sprinkling has proved a blessing in disguise. Let the wheelmen think about these cold facts, and when their streets are rendered unridable, let them strive to get the city to control the water carts.

The members of the Missouri Club, and all lovers of athletics, ought to be eternally thankful to Will Barron for the gratuitous interest he is taking in arousing the club to a proper appreciation of gymnastics. He has just issued, at his own expense, I take it, a circular, which he has sent to every member of the club, calling his attention to the class which is to begin, on Monday next, a course of gymnastics. It will meet Monday and Thursday evenings through the winter, and will be under the teaching of Mr. Barron, who has for some years, nearly a decade, been one of the leading lights at the down-town gymnasium. He is versed in all the branches of physical training, and is thoroughly capable of making the boys "fit." Moreover, he is a gentleman, and a very companionable one at that. If the club don't take advantage of this chance, it ought to quit being a club; as one of the principal things for which a club is valuable is its ability to bring out and use talent and experience that count in the progress of the members. Outside of the entertainments, no one will deny that last winter was a dull one in the club; that its many facilities for instruction and amusement were not utilized as they might have been. Billiards, pool, and cards were about the only diversions. Now comes along a member, who says he will organize and carry through a class that will help dissipate the popular belief that the average cycler is a flat-chested, round-shouldered, weak-lunged young fellow, with abnormally developed calves. It may be that this preponderance of calf accounts for the phenomenal thirst for milk. But Mr. Barron proposes to make the wheelman something more than an aggravated case of leg. He proposes to make him what he ought to be, "the paragon of animals"; for the latest cipher discloses that Shakespeare had a bicyclist in mind when he penned his tribute to man's superiority.

Percy Stone's reinstatement has been largely the theme of local talk this week. Whether he will get in or not, his friends will make a good hard fight to get him back into the League. Of course, it is understood that if he don't get back he will have to leave the Missouri Club. I don't mean to say he ought to, or anything like that, but I do say that since there has been some talk of his being out of place as a professional among amateurs, he is too manly not to defer to such an opinion, either by making a manly attempt to become an amateur, or by leaving the club. Whether the motive which impels him to return to the League which once he spurned is unselfish, is a question with which I have nothing to do. Everybody knows how Percy came to leave the amateur ranks, as well as I do, and there is no use trying to enlighten the powers that be. Other fellows with a motive as selfish have left the L. A. W., and been taken back with open arms. Why should n't there be a white shirt left for Stone, if he comes around and asks for it? He would have had a much better show to get back if he had not gone to the Cleveland races, last summer, and entered the professional events. Before that he was mostly that unique and short-lived specimen, known as the promateur; afterwards, he fell to the common level of a professional.

Before this is out in type, the first cycling hare and hounds chase in St. Louis will be a thing of the past. Dent Taylor, of the Missouris, and George Tivy, of the Cycle Club, will be the hares, and as they know every tortuous path in Forest Park, the scene of the chase, there is every reason why we should expect lots of fun. There will be considerable rivalry in the chase line on Thanksgiving Day. The Missouri Amateur Athletic Club and the Christian Brothers Athletes have each a paper chase, starting at 10 A. M., and at the same hour and place the wheelmen have theirs. That is one reason why I wish to see a big turnout of the hounds, as it would be a big feather in our cap if we could turn out the best chase in our initial effort.

The Missouri's opening entertainment occurs this evening. It is a hop and, it is said, is to be a very swell affair. I will give you fuller particulars next week.

OMEN.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

MR. BELDING'S REPLY.

EDITOR BULLETIN: — As your correspondent, together with "Hew," and the *Post-Dispatch*, has of late used my name rather freely and without authority, I beg to ask for space to correct the wild statements made by the aforesaid party. I never said that I could beat Greenwood, nor have I at any time intimated that I would like to meet him. The facts are these: On the 25th of September, Professor Stone and myself started out to see what the Victor Safety would do, and, much to our surprise, we made the trip from St. Louis to DeSoto in 6.03. We stopped one hour for dinner, so that our riding time was 5.03, not counting several short stops for water, milk, etc. Naturally, the Professor and myself felt very much elated to think that we had come so near to Greenwood's time of 4 23, and in speaking of it to your correspondent I said that I believed I could, with a very little training, beat Greenwood's time, and I say so now. When one takes into consideration that in that trip we walked over more than five miles of new gravel, I cannot see that I made a very wild assertion. This was the first time I had ever made the trip, while it is one of Greenwood's favorite routes. Hicks became so excited, that he published all sorts of stories and statements that were without foundation, and had they appeared only in the *P.-D.*, where the writer was known, I should not attempt to contradict them. I was praising the Safety wheel more than myself, and I believe that, mounted by a good rider, like Professor or Percy Stone, or Greenwood, the DeSoto trip can be made with it in less than four hours. I doubt very much whether Greenwood ever challenged me or any one else, as I think him too well posted in sporting etiquette to do such a thing. At all events, I am no sporting man, and until I have had more than one ride over the DeSoto road I shall not challenge any one. I was telling Hicks, a few days since, that acting under the advice of my physician, Dr. W. A. Wilcox, I had quit riding altogether. He at once publishes the fact in a very sneering way, so as to make his readers think I was afraid to make a race. I have only to say that I hope he or any other wheelman will never be afflicted physically as I am. If I recover, in the spring, I may undertake to do some tall riding on the Safety.

H. W. BELDING.

ST. LOUIS, Nov. 16, 1887.

DRILL CODE.

EDITOR BULLETIN: — The League of American Wheelmen has excellent organization, a neat and serviceable uniform, a model Constitution, and a first-class paper. Now, let it give us an authorized manual of club and battalion drill and code of whistle (or bugle) and of silent (or hand and cap) signals. Some clubs have drill and signals, notably the L. I. W., whose simple code, published some tim since, deserves attention. There must be in the membership many military men who can provide us with a plain, sensible, and serviceable drill and code, which the proper League authorities will approve. Will they, and will the BULLETIN aid in obtaining these?

L. A. W., 2,465.

D. D. S. TO "BON."

EDITOR BULLETIN: — In the issue of Nov. 4, your correspondent "Bon" makes some very wild assertions which are not founded on facts, and which not only question the right of the Hudson County Wheelmen to enter one of its members, but also N. Y. and N. J. T. R. R. R. A. for allowing him to enter. He also charges that the Hudson County Wheelmen are guilty of "jockeying and other questionable methods to gain the supremacy." This I deny most emphatically, as every one knows that the Hudson County Wheelmen are composed of gentlemen, as their record on the track both as racers and officers will show their loyalty to amateur racing, and his charging this to them is a personal insult to each and every member. He also states that C. E. Kluge is a professional or was recently. This is also false, as Mr. Kluge made an affidavit when applying for reinstatement to L. A. W., that he had never raced for money, or otherwise violated the amateur rules. I will state that Mr. Kluge does not live on the course, or that his expenses are paid by the Pope Company, but that he has worked at his trade (interior decorator) part of every day. "Bon" last week says, that Kluge would be protested on the grounds that he had not been a member of the Hudson County Wheelmen three months previous to the race. Mr. Kluge has been a member of the Hudson County Wheelmen over two years, and when he *resigned* from the L. A. W., the Hudson County Wheelmen, rather than to expel Mr. Kluge, suspended its by-laws and withdrew from the League, as a League club, but each member retained his membership in the L. A. W. He says that "the Association was organized for purely amateur and friendly races between clubs composing it." Does he suppose that, by writing such letters, he will promote a friendly feeling between clubs and their members? And last, but not least, I will answer his question by stating that every member of the Hudson County Wheelmen signed the application for Kluge's reinstatement in the L. A. W., and it was at their request that he made application.

D. D. S., 12,398.

"BON" REPLIES.

EDITOR BULLETIN: — Much amusement has been afforded both myself and the wheelmen of this city by the attempted sarcasm which appeared in your issue of the 11th inst., entitled "Is it Jockeying?" and signed by L. A. W., 12,048. This brilliant youth starts off with a lot of gibberish about "equal rights," "distribution of property," "breaches of the peace," and ultimate stretching of necks, evidently taken bodily from some one of the numerous editorials recently published on the anarchist question, and having no bearing whatever on the point in question. The gentleman evidently has a brilliant imagination, or else a wonderful construction of the English language, to have the audacity to sandwich in this little anarchist sermon in his pitiful effort to be great, and gush with grand quotations. Finally, when he comes down to common-sense, he is very ignorant of facts, or very much puffed up with his own importance. He asks, "Who has heard any grumbling because Kluge is to ride?" In reply, we would simply like to know where the gentleman has resided during the past three weeks previous to the race. Certainly not around New York, or he would have heard of it, had he ears. He next asks, "Is any one grumbling because Hall is entered, or because he makes his livelihood by selling wheels?" This is the first time we knew that selling wheels was an offence which an amateur could not commit; and as for grumbling, we have heard a little, but as we were not "morally certain" of any reason why he could be disqualified, and as we were "morally certain" that if there was a good reason, the honor of the K. C. W. would not allow him to be one of their team, if was not necessary to say anything about it. Truly, your correspondent was a great "moralist" when he says, "The H. C. W., we have no doubt, think it a credit to them to have Kluge on their team." This assertion is, undoubtedly, correct; but a question of more importance is, what do the majority of wheelmen interested think about Kluge being on their team? not what do they think, but what does the world think? not what does the culprit think, but what does the court think which tries him? In regard to his question as to where there is any "jockeying" or any "questionable methods," he would, perhaps, have been wiser if he had waited or been better posted, before rushing into print. He remarks that my "suggestion of a remedy is certainly unique." This may be so, but it is certainly not more unique nor nearly as obtuse as his wonderful epistle, more of which, I trust, will be forthcoming, though we would prefer more originality in future.

BON.

Nov. 21, 1887.

(This correspondence must now cease.—ED.)

TEXAS.

EDITOR BULLETIN: — I noticed in your issue of October 28, that Percy Stone was in our city "winning prizes in professional races with the Texans." Now I will say that the so called Stone was not in our midst during the late "round up," and if he had been we are not ignorant enough to disregard the amateur rule, and be led and "lassoed" by a professional which would result in our being "branded" "P." We are, as you say, Texans, but we keep pretty well posted regarding, "Am's., Pro's., wheels" etc., even if our steel "broncho's," are inclined to "buck" occasionally in the midst of some cactus or prairie-dog holes. The boys are all becoming "tough" here on account of substituting "temales" for chewing gum while racing, which has been decided a success, and we hope our Yankee friends will pattern after us. They retail by our Senoritas, at the small price of one for a "clakey," the prescription for making same can be had by addressing Sec'y of Dallas Wheel Club. Our races this fall consisted of two one-mile, and one quarter-mile, the two first named were "fetched" by T. L. Monagan, the other by Geo. Arbuckle, who has come into our ranks recently and from whom we anticipate great things. W. A. L. Knox (chief consul), James, and Keen amused the crowd in their triple act. H. Blakeney used good judgment in his close decisions. Our Houston friend, Smith, has also returned to his first love, and he intends making things lively for the boys in the future.

ANTI-PRO.

DALLAS, Nov. 7, 1887.

ONLY $1 FOR THREE TIMES.

EDITOR BULLETIN: — As a proof of the unequalled value of the L. A. W. BULLETIN as an advertising medium, we beg to state that our four-line advertisement, "Star Wanted in Exchange for Crank Machine," in your issue of 4th inst., has brought us over forty replies, with several districts yet to be heard from. Comment is needless.

L. H. JOHNSON.

HER RIM MARK.

EDITOR BULLETIN: — The *Wheelman* for October has an article about a girl who rode a bicycle which "had neither spokes nor hub, and consisted simply of the felloe." On reading the item to a lady friend, she remarked, "That 's all any girl needs."

13,282.

THE Dorchester Bicycle Club will give a five-mile road race on Thanksgiving Day for boys living in Dorchester, starting from the corner of River and Washington Streets, Milton, at 9 A. M. After this race, a hare and hounds chase will be started. The club will give a social party at Lyceum Hall, Dorchester, Dec. 15.

CYCLETS.

RENEW.

AND be happy.

SEND your dollar early.

AND get a low number.

BE among the first thousand if you can.

SEND for a ticket holder and keep your ticket clean and nice.

DON'T forget to send your old number when you renew.

IT saves us very much trouble and annoyance if you do this.

DO you want to sell your wheel? Try a fifty-cent advertisement in the BULLETIN.

A SNOWSHOE club is to be formed by the wheelmen of Melrose this winter.

THE Manhattan Bicycle Club, of New York, held a house warming last Monday evening.

THE Somerville, Mass., Club will hold its annual ball at Odd Fellows' Hall, Dec. 12.

H. D. COREY arrived in New York, Friday, per the North German Lloyd steamship "Saale" from Liverpool.

THE Warren Wheel Club, of Roxbury, has fitted up a shooting gallery, and a shooting tournament is in progress.

RALPH AHL, well known in racing circles a few years ago, returned from an extended tour of Europe recently.

THE last report of the secretary of the Cyclists' Touring Club shows the total number of members enrolled to be 21,928.

MR. WILLDIGG, of Brooklyn, formerly of Messrs. Schwalbach & Willdigg, took a severe header at Fort Hamilton recently, breaking his arm.

THE wheelmen of St. Louis will ask to have Percy Stone made an amateur. He must become an amateur if he would remain with his club.

THE Corey Hill Toboggan Club has a large number of cyclists among its members. Many more will probably join before the coasting season opens.

THE Hyde Park (Mass.) Ramblers are pushing the work on their new club rooms, and will commence the regular Friday-night sociables as soon as the new quarters are complete.

THE Citizens' Bicycle Club, of New York, has withdrawn from the New Jersey Road Racing Association. They do this as an indorsement of the League's attitude towards road racing.

MR. C. R. EISENBRANDT, of Baltimore, was in Boston last week, getting points about League meets. If the League goes to Baltimore it is very probable that one day of the meet will be spent in Washington.

THE Owls, of Chicago, held a "stag" party on Saturday evening last, and on Thanksgiving Day they will have a one-pedal race at Jackson Park, the first prize being set down as an "intelligent turkey."

THE Long Island Wheelmen built a fire in their furnace on Wednesday evening and invited their friends to see the blaze. We are invited to the "house warming," but cannot be there. We imagine they will have a hot time.

IT is very probable that the Pope Manufacturing Company will have no racing team next year. They will keep Rowe in condition to meet Howell, but will do no more. Since Temple has beaten Howell several times, it may be

THE TEST OF TIME

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OFFICIAL CONTRACTOR.

These are the prices: Coat, $6.20; Knee Breeches, $4.34; Shirt, $1.95; Hose, 80 cts.; Cap, 84 cts. Delivered without extra cost to any part of the U. S. where there is mail or express service.

Regulation League Cloth, Burlington Mills, $2.18 a yard; League Buttons, large, 5 cts. each; small, 2 1-2 cts., full set for suit, 55 cts. Uniform sent C. O. D., privilege of examining, and ONLY TO LEAGUE MEMBERS. We do not pay delivery charges on cloth.

All orders must be accompanied by League Number.

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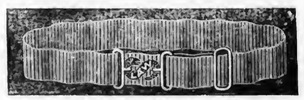
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Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; G. R. Bidwell, 313 West 58th Street; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.

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The Latest and Best.
Put up and for sale by
BENNETT & HALE,
112 ORANGE ST., NEW HAVEN, CT.
Price Per Bottle, with Brush, 50 cts.

A full line of cycling sundries always on hand. We have an extensive Repair Shop, and pay particular attention to difficult repairs on bicycles and tricycles.



L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1.00.

Ira Perego
128 and 130 Fulton Street, and 87 Nashua Street,
NEW YORK.

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SPECIAL BARGAINS IN BICYCLES.

56 Club, new, $58. 52 Premier, almost new, ball bearings, $42. 58 Expert, good order, $57. 54 Harvard, splendid order, $47. 60 Champion, full nickeled, like new, $55. 50 Victor, ball bearings, $65. 52 Champion, used four weeks, $60. 48 Expert, ball bearings, $50. 46 English Bicycle, new, $25. 54 Victor Light Roadster, latest pattern, $73. 50 Harvard, spade handles, $48. 42 American Safety, $45. Springfield Roadster, new, $68. Also a job lot of new English Bicycles, with ball bearings, in 48, 50, 52, 54 and 56 inches, at only $48, and the same sizes in plain bearings at $43 each. Over 100 other second hand bicycles. ☞ SEND STAMP FOR LIST AND MENTION THIS PAPER. ☜
A. W. GUMP, DAYTON, OHIO.

a pleasing spectacle to see if he could defeat Rowe.

W. I. WILHELM, the crack Star rider of Reading, Pa., is twenty-eight years of age; he has won eighty-six prizes, including fifty-eight medals, valued at two thousand dollars, sleeve buttons, rings, opera glasses, bicycle sundries, etc. Wilhelm is captain of his club and very popular.

DR. W. G. BUDINGTON, of New York, who has been to Bermuda three times, and is well acquainted with all the routes about the island, would like a companion for a tour to that place this winter. We will send the doctor's address to any one wishing to correspond with him regarding such a trip.

LONDON, Nov. 12, 1887. — A six-day race between Woodside and Howell on bicycles, and two American cow-boys on horses, was ended to-night in Agricultural Hall. The cowboys, who were allowed to use an unlimited number of horses, won the race by two miles and three hundred and thirty-five yards.

THE Stanley Show will be held next year at the Royal Westminster Aquarium. The date of opening is set for Jan. 28.

THE *American Wheelman* believes that the League should let road racing alone, but the following paragraph would seem to indicate that the *Wheelman* believes it may be practised to the detriment of the sport: —

"The attempts at record-breaking between the Missouri Club House and Forest Park are liable to cause the wheelmen of this city a great deal of trouble. Racing over crowded city streets and boulevards is encroaching as seriously on the rights of horsemen as they ever encroach upon the rights of wheelmen."

IT is now the proper thing for California wheelmen to felicitate themselves on our glorious climate, and to express pity for their Eastern brethren who have to put their wheels away and give up riding during the winter months. As a matter of fact the dark mornings and short days of winter afford little opportunity for riding, especially when supplemented by rainy weather and sloppy roads, and until spring there are other forms of recreation that can be adopted to far greater advantage than wheeling. There will be more or less riding possible all winter, but it must necessarily be of a desultory character. — *San Francisco Chronicle.*

LET us be patient, though severe afflictions
Do from the ground arise;
Half bricks, that rouse our wrathful maledictions,
Are blessings in disguise.

There is no wheel, however oiled and tended,
But latent squeaks are there;
No saddle spring, however deftly bended,
But hurts, at least, somewhere. *Wheeling.*

THE Dorchester Bicycle Club inaugurated the social season with a progressive euchre party on Nov. 15. There was a large attendance of members and their ladies, and the affair passed off very enjoyably to all present. Miss Jackson, Mrs. Swan, and Miss Drake secured the ladies' prizes; Messrs. Schallenbach, Swan, and Forbes winning those for gentlemen. The club will have a social party at Lyceum Hall on Dec. 15; J. Howard Richardson's orchestra.

THE Columbia Calendar for 1888 is far ahead of its predecessors, so far as utility goes. The calendar, in block form, rests upon a portable and compact stand. Each leaf has a space for memoranda, while the quotations relating to cycling, which have been compiled, are as apt as ever before. One can have in this a ready repository for memoranda, notes, etc., and moreover he can easily remove the leaves: a thing not so easy to do in the former block calendar. N. C. Fowler, Jr., is responsible for the results obtained in this calendar, and there is no doubt that wheelmen will appreciate his work. Sent to any one for twelve two-cent stamps to cover cost.

"WHERE will they race?" is the question that is aptly put by the *World*, anent the visit of the English racing men next spring. The Springfield track has been going to ruin for two years, and the tracks at Lynn and Roseville may be sold for other purposes. Cleveland has a good track, which might be used. The prospect that 1888 will be a brilliant race year is not very encouraging.

NEVER hurry in your labors,
If your aims are high or lowly,
But, if forced by circumstances,
When you hurry, hurry slowly.
Texas Siftings.

Never hurry on your cycle,
If you ride for pleasure solely,
But, if forced by circumstances,
When you hurry, hurry slowly.

KIRK BROWN and R. Clyde Swayze, of the *Century Wheelman*, while riding their bicycles through the Park, last Sunday, met with what is known to all cyclers as the "road hog," who attempted to run them down, and who used the most obscene and insulting language to them. The R. H. was at once arrested and cited to appear before a magistrate the following day, but did n't "show up," and a warrant is now out for his arrest. Brown and Swayze assert they will punish this fellow to the fullest extent of the law. — *Baltimore Argus.*

THE Harvard Bicycle Club held a handicap race last Saturday afternoon, starting from the corner of River and Harvard Streets, at 3.15. The course was fifteen miles long, extending through Brighton, Newtonville, Waltham, and Watertown. The finish was made at the railroad bridge near Mt. Auburn. Nine contestants started, R. H. Davis, '91, and Elliot Norton, L. S., being the only ones on the scratch. A rule prohibited men who were out more than an hour and ten minutes from receiving cups. Bailey, '91, who ran in 1.5.20; Davis, '91, 1.1.30; and Norton, L. S., 1.7.46, were the only ones awarded prizes. Freight trains interfered seriously with the speed.

"HOW to enjoy a bicycle or tricycle during the winter." Such was the attractive head-line which caught our eye as we turned over the advertising pages of the "I. C. & A." last week. Here, thought we, is some new and useful "tip," — some method for avoiding splashes of mud, to keep off the rain, or for guarding against colds, — something that will support us in our oft-reiterated statement that winter cycling *is* enjoyable. We went on to the next line, and the office boy leaped from his seat in terror, as our hair rose on end, and our eyes rolled "in a fine frenzy," and our hand instinctively clutched the cut-glass inkbottle. This is what we saw: "Pop it at the Cycle Pawn Office." — *Irish Cyclist.*

SOME prominent Eastern wheelmen have lately been coming to California. A recent arrival in this city is H. S. Wood, of Philadelphia. Mr. Wood is best known in connection with his work for the encouragement of touring. He was the first bookmaster of the League, and compiled the Pennsylvania and New Jersey, and, later, the Pennsylvania, New Jersey, and Maryland road books, the first complete and practical works for the information of touring wheelmen published. The original and particularly clear and concise form he designed for these books has since been very generally adopted for similar purposes. The wheelmen of California will be fortunate if Mr. Wood can be induced to interest himself in their affairs. — *San Francisco Chronicle.*

W. J. MORGAN and John Hamilton, of West Brompton, Eng., started on a six-day race at London, Nov. 7, at 3 P. M. They rode eight hours per day. On the morning of Nov. 7, Morgan raced John Keen for ten miles. Results not at hand.

ALPHONSE KING will navigate his water bicycle in Boston Harbor on Thanksgiving Day.

PROVIDENCE wheelmen run to the park on Thanksgiving Day, and have a photo taken. A road race will also be held.

THE B. C. W., of Warren, R. I., has passed a rule forbidding smoking in the club rooms.

UNCLE SAM says that the League badge is an advertisement, and it must n't go on third-class matter.

THE Glenmere bicycle track at Lynn was sold Saturday afternoon by Auctioneer Ezra Baker to a combine, consisting of John Sheehan, of Lynn; Scott Tuttle, of Swampscott; A. M. Richards, of Charlestown; and P. Henry Murphy, of Lynn, for $1,250.

NEW-YORKERS have given us a new word. A rear-driving Safety is a "goat."

IT is reported that Rudge & Co. will open a branch house in the United States. Mr. H. D. Corey has been offered the management of it. A representative of the company will visit America to make arrangements for the transfer from Stoddard, Lovering & Co., within a short time. The cycle business has been an outside venture for Stoddard, Lovering & Co., and the change has been contemplated for some time.

NEW ORLEANS.

THE New Orleans wheelmen will celebrate Thanksgiving Day with a five-mile and a quarter handicap road race to West End, and will give the Atlanta (Ga.) "moving grand stand" a trial, the course being so situated that a train of cars will follow the racers the entire distance, affording a fine view of the contest in its various stages. There are four or five prizes offered, and a large field of starters, and a big time is promised. Aside from the "moving grand stand," another somewhat novel and commendable example will be introduced by the New-Orleanians: instead of fixing an entrance fee to the race, it is left optional with each entry to either give any amount that he may see fit, or else give nothing at all, if he is built that way. The money so secured is to be used in purchasing Thanksgiving turkeys and jelly, which will be presented, with the wheelmen's compliments, to the Infant Orphan Asylum of the city, making the day one of free-will offering and thanksgiving in reality.

AYERS ON CHASES.

BURLEY AYERS thus writes to a contemporary regarding hare-and-hounds chases: —

"A hare-and-hounds chase is the simplest kind of thing; in fact, things chaste are usually simple. Our course used to be around the boulevards, but that got to be too long, so we have for the past few years made the course to Pullman, seventeen miles. We divide the parties in two. The herd of fellows who can't race to amount to anything go in the hares, while your crack men go as hounds. Give the hares a fair handicap, say ten to fifteen minutes, according to your relative strength. Take your men who have no record, and who are supposed to make nothing better than a mile in four minutes or a little less, and then put your cracks, who have made their mile in 2.50 and such, after them. Figure on the cracks catching the hares just at destination, and you have it. It is for you to make the figures, so calculating that all will arrive at destination very nearly the same time. The hounds, of course, come in first; we have always had it that way. Once in a while a hare would beat the hounds, and then



The SPRINGFIELD ROADSTER for 1888.

YOST AND McCUNE PATENT.

This is an absolutely safe wheel, which retails for $75, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all-round road riding and hill climbing ever offered the public for the money. Best class of cold-drawn weldless steel tubing in handle bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first class as to its workmanship and material.

The 1888 pattern **SPRINGFIELD ROADSTER** for $100 has ball bearings all round, and cow-horn handle bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of $25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

RETAIL SALESROOM, 147 WASHINGTON STREET, BOSTON.

Branch Offices in all the leading cities.

SPRINGFIELD BICYCLE MFG. CO. - - 9 Cornhill, Boston, Mass.

we would rejoice with the hare, and lo, drink with him much and at his expense. There is lots of fun in an h. and h. chase. You must, of course, have a good dinner at the destination; that's the chief wrinkle of the whole thing. And, above all, make the handicaps so fair that all your fellows can go in. In St. Louis you would, perhaps, do it very much different than we do here. For instance, you have quite a field of crack racers and fast men, while you have another and larger field of fellows who don't race, but who like to tour. Therefore, put the roadsters all in the hounds, and handicap your racing men so bad that the hares will have an equal chance with them."

MEXICAN ROADS AND RIDING.

THE beautiful riding districts of this republic may be of interest to some of our readers. I am station agent and operator here, and the only American within fifty miles. My "Bueno Caballo," as the Mexicans call my bike, meaning "good horse," is a thing of great interest to their ignorant minds. Our riding here is, without exception, the finest to be found. We have a smooth level road,—natural make,—as hard as a board. After leaving town about forty miles, we near the mountains and the road maintains its smooth hard surface, but takes on a gradual incline. The return trip from the mountains is a continual coast for fully fifteen miles. We never have wind, rain or snow here; riding the whole year round. I left Kansas City a year ago, expecting to die with consumption, and was unable to walk a block without rest. Now I ride my wheel for twenty miles without a dismount. Should any of your readers have lung trouble I would suggest this climate in preference to California or other so-called health resorts. In addition to the fun of a ride, there is a great deal of excitement. I've chased coyotes, deer, and mountain lions along the road on my wheel. Should we have some "gentlemen of leisure" in the L. A. W., who wish beautiful weather and fine riding the year round, I should suggest this place. Such persons could also readily acquire the Spanish language, the most beautiful tongue in the world.

B. KELLERHOUSE, 10,427.

SAN JOSÉ, MEXICO, Nov. 14, 1887.

TWO ITEMS.

THE New York Division, L. A. W., through its New York correspondent to the BULLETIN, is loudly calling on its members for financial aid to help it out of debt, caused, it is claimed, by the great cost of carrying the Liberty Bill through the last Legislature. The wheelmen of Buffalo, it seems, are rather backward in coming forward in response to this call. As one of them said, "If the division had not spent some $300 to $400 last summer in paying the expenses of eight or ten representatives on the useless junketing trip to St. Louis, it would have money in the treasury now."—*Buffalo Express*, Nov. 5, 1887.

DR. C. S. BUTLER writes this letter: "In last Sunday's *Express* an injustice is done Buffalo wheelmen, by the statement that they have not responded very generally to the call for assistance in paying the indebtedness incurred in the passage of the Liberty Bill. As yet, Buffalo wheelmen have not been asked to contribute to that fund. The benefits of the bill were direct to the wheelmen of New York City and vicinity in opening Central Park, and it was the opinion of Chief Consul Bidwell that they should bear the burden of the expense. To them and to them only was the appeal made. But should it not receive the response that is expected, it may be thought best to appeal to the whole division, in which case, I am sure, Buffalo wheelmen would respond heartily and liberally, for it is their disposition to do just that."—*Buffalo Express*, Nov. 12, 1887.

THE PATH.

SHREVEPORT, LA. The cycle races in connection with the State Fair, which were run under the auspices of the Shreveport Wheelmen on Nov. 11 and 12, proved eminently successful and were among the most attractive features of the fair. The following is a summary of the events: —

Nov. 11. Weather, clear and pleasant; track, poor; attendance, large.

Two-mile Dash. M. B. Sprigg, Shreveport, 1; R. G. Betts, New Orleans, 2; E. L. Alford, Sheveport, 3. Time 8. 3.8.

Nov. 12. Weather, clear and pleasant; track, poor; attendance, large.

Half-mile Dash. R. G. Betts, 1; E. L. Alford, 2; M. B. Sprigg, 3.

One-mile Shreveport Championship. M. B. Sprigg, 1; E. L. Alford, 2; Guido Marburg, 3.

THE CLUB.

BELMONT CYCLING CLUB, Philadelphia Pa. — Officers elected at third annual meeting, Nov. 10. President, M. B. Stern; secretary-treasurer, H. B. Stern; captain, P. B. Lee.

OFFICIAL ANNOUNCEMENTS.

PENNSYLVANIA APPOINTMENT.

I HAVE appointed Clayton Phillips, Consul at Waynesboro', Pa., vice E. J. Rider, resigned.

GEO. A. JESSUP,
Chief Consul, Pennsylvania.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 114 — Total 14 — 11,837.

BOSTON, Nov. 25, 1887.

CALIFORNIA DIVISION — 2. — 343.

Oak Leaf Wheelmen.

17151 Staiger, Jo., Stockton.

Unattached.

17142 Rider, F., 504 Bush St., San Francisco.

GEORGIA — 1. — 29.

Unattached.

17152 Bresee, O. F., Jr., Box 41, Atlanta.

ILLINOIS DIVISION — 1. — 621.

Owl Cycling Club.

17143 Bogue, J. H., 216 La Salle St., Chicago.
17144 Colegrove, F. H., 70 Vale St., Normal Park P. O.
17145 Meade, C. C., 3564 Vernon Ave., Chicago.
17146 Stevens, C. C., 335 Rialto Building, "

INDIANA DIVISION — 1 — 235.

Unattached.

17147 Willhite, Hubert T., Crawfordsville.

KANSAS DIVISION — 1. — 178.

Unattached.

17153 Lewis, Geo. S., 305 N. Topeka Ave., Wichita.

NEW JERSEY DIVISION — 1. — 854.

Unattached.

17154 Lichtenberg, Henry M., Englewood.

NEW YORK DIVISION — 1. — 2,294.

Unattached.

17155 Underhill, Geo. H., Horseheads.

OHIO DIVISION — 2. — 934.

Cincinnati Bi. Club.

17148 Miller, W. A., Price Hill, Cincinnati.
17149 Norton, A. B., 286 W. 4th St., "

RHODE ISLAND DIVISION — 1. — 177.

Unattached.

17150 Batchellor, Clifford H., 20 Sutton St., Providence.

APPLICATION FOR LIFE MEMBERSHIP.

List No. 8 — Total 1.

BOSTON, Nov. 25, 1887.

MICHIGAN DIVISION — 1.

Detroit Bi. Club.

3842 Holcombe, B. J., 222 Woodward Ave., Detroit.

LEAGUE CLUBS.

189. — Trenton Bicycle Club, Trenton, N. J.: Organized Oct. 28, 1887; incorporated Oct. 29, 1887; joined League Oct. 28, 1887. Address Box 429, Trenton, N. J.

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

ADVERTISEMENTS will be inserted in this column as follows: Fifty cents for four lines, first insertion; twenty-five cents for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

BUFFALO HOME TRAINER FOR SALE CHEAP. — Been ridden very little by one rider; practically new. Also, 53-inch Apollo bicycle, in splendid order; price, $75; a bargain. C. A. C., Box 2384, Boston.

FOR SALE. — 48-inch Expert, cow-horn handle bar, grip ball pedals; price, $70; all parts enamelled and in good condition. A. P. McCLURE, Greenville, Pa.

FACILE, 42-INCH, EQUAL TO 50 OR 52-INCH, ordinary; cow-horn handle bars, extra saddle; is in first-class condition; will sell very cheap. Address M. R. CONNELL, room 42, Grand Central Depot, New York, N. Y.

BARGAIN EXTRAORDINARY. 50-inch New Rapid 1887 pattern, all improvements, good condition. Will sell very low for immediate cash.

NEW RAPID,
112 Orange St., New Haven, Conn.

WANTED. — A Victor Safety, Apollo Safety, or Special Rover bicycle, 1887 pattern, latest improvements, must be in good condition; give price and description, whether new or used. F. W. HAID, 2231 Benton St., St. Louis, Mo.

PHOTOGRAPHS. — Cabinet size of T. Stevens, S. G. Whittaker, W. A. Rowe, F. Foster, H. G. Crocker, G. M. Hendee, W. E. Crist, A. B. Rich, R. A. Nielson, E. P. Burnham, C. P. Adams, E. De Blois, Willie Harradon, F. Wood, C. F. Frazier, A. McCurdy, Victor Team, Hal. W. Greenwood, at twenty-five cents each. Address F. H. ROBERTS, Collinsville, Ill.

A VALUABLE POCKET-PIECE. — Having a number of duplicate Ancient Roman Coins not less than 1,500 years old, we will send one to all sending us twenty-five cents or postal note of twenty-two cents, three for fifty-seven cents. CURIOSITY SHOP, Ellington, N. Y.

TO MEMBERS OF L. A. W. — To introduce a fine grade of portraiture I will make (from any good copy) a 20 by 24 crayon for $10. Satisfaction guaranteed. Reference: Rev. A. H. Miller, Beaver Falls; Rev. T. N. Eaton, Beaver, Pa.; Ed. Craig, captain B. V. W.; Will Bell, National Bank, Beaver Falls; W. I. Wilhelm, Harry Wilhelm, Reading, Pa.; Ernett Ceiple, National Bank, New Brighton, Pa.; Chas. Miller, Rochester, Pa.; S. Murray, Sewickley, Pa.; J. Sevin, Lettsdale, Pa.; M. G. Oliphant, 8th and Market, Philadelphia. WILL H. LEIGH, Artist, Beaver Falls, Pa., L. A. W., 7134. This offer good for ninety days only.

FOR SALE. — One 53 and 55 inch, new, 1887 Columbia Light Roadster; best offer over $100 received before Dec. 1 takes either. One new 1887 Columbia Light Roadster tricycle at best offer over $125 cash. T. B. RAYL & CO., Detroit.

STAR. — 48-inch Special Star, enamelled, with all improvements, never been ridden; will sell cheap, as I have no use for it. Address M. C. S., care Letter Carrier, No. 58, Boston, Mass.

BARGAINS IN BIKES AND TRIKES. — Fine assortment of new and slightly used machines, Standard makes, and only such as can be guaranteed. Wheels bought, sold, and exchanged. Being sole New York agents for New Rapid and Quadrant cycles, we will make exceedingly liberal allowances for old mounts in exchange for above machines. Send for bargain list, NEW YORK BICYCLE CO., No. 38 Park Place, New York.

BICYCLES, SECOND-HAND. — If you wish your wheel sold quickly, at a small commission; or if you wish a choice from the biggest list of big bargains in America, send to MANHATTAN WHEEL EXCHANGE, 49 Cortland St., N. Y.

BICYCLE. — 58-inch, full-nickelled Expert, ball pedals, in good condition; price $75. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

BICYCLE. — 54-inch Expert, full nickelled, ball pedals, cow-horn bars, and in excellent order, $80. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

REWARD OFFERED FOR THE RETURN OF a 50-inch full nickelled Columbia bicycle, No. 12,229, 1887 style, double grip handles. Stolen from WM. P. RADLEY, 324 W. 47th Street, New York.

THE FAMOUS CUSTOM-MADE

PLYMOUTH ROCK $3 PANTS

(Full Suits and Overcoats.)



Owing to the present great depression in **WOOL** and **WOOLLEN GOODS,** together with the tight money market, we have been able to buy **FOR CASH,** at a great discount, some lines of woollens that hitherto have been

DO YOU WEAR PANTS

too high priced to be made into $3.00 pants. Samples of these goods will be found in our package of twenty samples that we mail to any address upon receipt of **SIX CENTS,** together with self-measurement blank, and (as a special inducement to mention this paper) a good linen tape measure free. If you cannot **WAIT** for samples, tell us about what styles you prefer; send us your **WAIST, INSIDE LEG** and **HIP** measures, together with $3.00, and thirty-five cents for prepaid express or postage, and we will guarantee satisfaction.

EVERY BUYER OF OUR GOODS HAS THE PRIVILEGE OF RETURNING THEM FOR ANY CAUSE, AND RECEIVING BACK HIS MONEY, OR A NEW PAIR.

The American Express Co. (capital $20,000,000) will cheerfully reply to any inquiry sent to their Boston office about us, and the way we treat our customers.

PLYMOUTH ROCK PANTS CO.,
18 Summer Street, Boston, Mass.

For Sale, Cheap!

BICYCLES and TRICYCLES. Send for list before you buy, to WM. M. FRISBIE & CO., New Haven, Ct. O. P. Drawer 64.

ROVER SAFETY BI
HUMBER CRIPPER TRI **CYCLES.**

We have fresh invoices of these Celebrated Machines, which are unequalled for RIDING ALL THE YEAR ROUND, which we have had built specially for American roads, and which we offer at attractive prices. Send for illustrated catalogues.

SPECIAL NOTICE.

We want a few good second-hand wheels, 48 to 54-inch, for our local trade, and will allow *full value* for these in exchange for new

Rovers, Crippers, or Tandems.

LLEWELLYN H. JOHNSON,
401 Main Street . . . . . Orange, N. J.

Kingston Knitting Co.

27 Kingston Street - - BOSTON, MASS.

MANUFACTURERS OF

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Bicycle Outfits in Jerseys, Jackets, Tights, Pants. Stockings and Caps to match.

Full Body Tights in Plain and Ribbed Jersey Cloth, with Plain and Fly Fronts, re-enforced, and pockets.

POLO and TENNIS OUTFITS,

With Caps to match.

L. A. W. JERSEY UNIFORMS.

Very stylish, with Knee Pants, Stockings and Caps. These garments we also make in English Navys, and Blacks, and Colors.

The **Cloth** for all of our suits we manufacture ourselves, and it is unsurpassed for quality and durability.

Many novelties in Toboggan and Sporting Goods, in Plain, Striped and Figured Guernseys. Toques and Sashes for ladies and gentlemen.

We are prepared to execute any orders from the trade or clubs at very reasonable prices. Correspondence solicited.

RENEWAL BLANK.

Please fill out the blank below, and send it with $1.00 enclosed, and your number, to

ABBOTT BASSETT,
Box 5267,
Boston, Mass.

DO NOT FORGET TO SEND OLD NUMBER.

If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

No. .....

Name, ...

P. O. Address, ...

City and State, ...

Club, ...

GOOD MEN ON GOOD WHEELS

Put the Records Where They Stay.

IT IS ABOUT A YEAR NOW SINCE STILLMAN G. WHITTAKER MADE THE FOLLOWING SET OF WORLD'S RECORDS ON THE CRAWFORDSVILLE COURSE, VIZ.:

10 Miles in 29 Minutes 1 3-4 Seconds.

20 Miles in 59 Minutes 35 4-5 Seconds.

100 Miles in 6 Hours 1 1-2 Minutes.

And these Records have stood ever since, notwithstanding the Fact that the Competitive Trade has done its utmost to acquire them.

While other Manufacturers have built Special Wheels for this Purpose, which differed materially from those they offered the Public, all of our Performances have been on the Identical Wheels listed in our Catalogue; and we claim, therefore, that they are remarkably significant, and demonstrate, unquestionably, the

EASY RUNNING QUALITY OF OUR BEARINGS.

THEN THAT PERFORMANCE OF FRANK DINGLEY'S ON THE LYNN TRACK,

100 Miles in 5 Hours 38 Minutes 44 1-5 Seconds.

Being Twenty-five Minutes better than the American Record, and Eleven Minutes better than the English Record. Quite a Number of Attempts have been made to Lower this by Other Makers since, all of which proved to be Failures.

We think the above is ample evidence to convince the most skeptical, and to efface any impression to the contrary caused by the false statements of our traducers. Respectfully submitted.

GORMULLY & JEFFERY MFG. COMPANY.

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THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

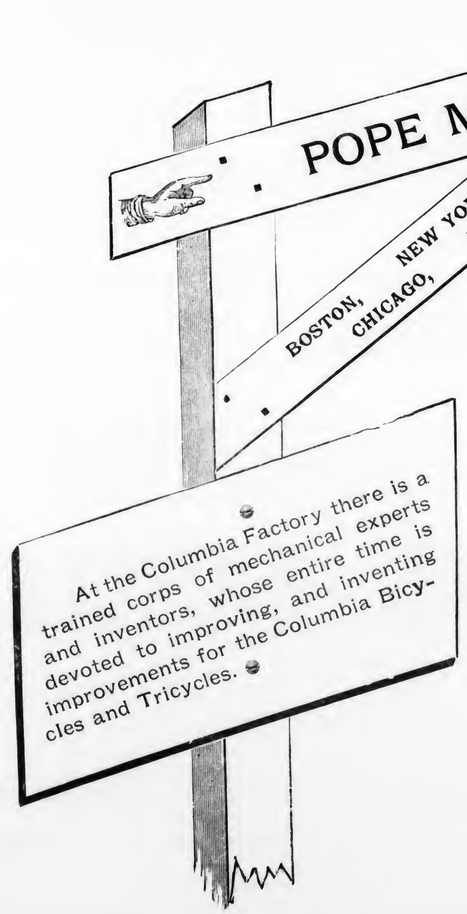
A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED WEEKLY.

$1.00 A YEAR. 3 CENTS PER COPY.

BOSTON, DECEMBER 2, 1887.

VOL. V. No. 22. WHOLE NUMBER, 127.



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1887

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THE RUDGE BICYCLETTE.

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New York Headquarters, George R. Bidwell, 313 West 58th Street

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

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All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith.

Members should be careful to notify the EDITOR promptly of any change in their residence, giving their old as well as new address. Great care is taken with the mailing list. All changes received after Tuesday night can not be attended to until the following week, as at that time the list goes to printer for revision. Members who write for back numbers will have them forwarded on Friday, our regular mailing day.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

A PRESS of matter this week obliges us to lay aside many articles in type; and to oblige many who wish to be heard, we will stand aside with others.

THE OWL.

PERHAPS the strongest points in favor of adopting a tricycle in preference to a bicycle have heretofore been its safety, and the ability to mount, dismount, or remain seated at a stand-still. The introduction of the rear-driven safety of the Rover type has, I think, robbed the tricyclers of every one of their boasted advantages. It is as safe as a trike, lighter, easier running and less cumbersome, both in use or when storing; but the tricyclist, when driven to the wall for an argument in favor of his mount, has always presented the luxury of his ability to come to a stand-still without a dismount. I understand that the makers of the two wheeler now intend to take away from the tricycle this its only remaining claim of superiority. An extra lever, like that operating the brake, is to be attached to the left handle bar, and when the rider has slowed up and desires to stop, he has only to press both levers simultaneously, and while one puts on the brake, the other drops to the ground a couple of brace rods, which enable the rider to sit as much at his ease as though mounted upon a trike. When he desires to proceed, he has only to press upon the pedals as heretofore, and at once the supports are lifted into place ready for use, whenever they may be again wanted. By the addition of this invention, timid and elderly riders can now become riders of the safety, as the props do away with any need of their learning how to mount or dismount, since the machine can be placed in a perfectly stationary position for either purpose.

SHE stood on Riverside Drive surrounded by nine wheelmen, each of whom was trying to outdo his club mates in his gallantry, hoping thereby to win just one smile from the rosy lips of Clara Cripper. Finally, she seemed to tire of the sport, and she turned to them and asked if they did not think she was a perfect bicycle wheel. The question was too much for them, and they could answer it only by asking another of "Why?" "Because I have nine fellows"; and it dawned on them that there *was* rather too large an assembly of wheelmen in that vicinity, and each at once recalled a forgotten engagement, and the fair Clara in consequence found herself to be more like a car wheel than a bicycle one, because she did n't have any fellow. All this goes to show it don't always do to spring antiquated gags upon wheelmen.

I RECEIVED a letter from a correspondent the other day asking me, if he was to beat Rowe in a race, if he would thereby sacrifice his amateur standing. My advice was, first defeat Rowe, and then talk of the consequences afterwards.

As to the merits of the coat of whitewash the Racing Board has in its wisdom seen fit to give the record of Kluge, I have nothing to say, other than to remark, as showing my own individual opinion as to its advisability, that during my own service in the Racing Board, I voted "Nay" upon every application for reinstatement, but as to the power of the Racing Board to reinstate as an amateur any wheelman that they may deem has a sufficient ground for such action on their part, I do want to uphold. In Mr. A. B. Barkman's protest against Kluge in Section 111., he says, "That the Racing Board has no right, and *has no power to reinstate him or any other professional.*" Now Mr. Barkman, as a member of the Board of Officers of the L. A. W., has, at the meetings of that body, several times been present when the report of the Racing Board was read, wherein appeared the names of wheelmen who have both been expelled and reinstated, and, to the best of my knowledge, he has never heretofore questioned the ability of the Racing Board to take such action and surely, as a member of the Board of Officers, it was his duty to have protested to the Board any action of the Racing Board wherein they exceeded the powers of their office. I think Mr. Barkman was present at the last meeting of the Board of Officers, when the Racing Board reported the reinstatement of Kluge, and I do not remember him then to have questioned the power of their ability to reinstate; in fact, it occurs to me now, that Mr. Barkman's attention to Mr. Kluge's case at so late a date is rather ill timed. Had he protested in the Board of Officers meeting, as he should have done, if he held the beliefs he claims, then the protest would seem in rather better form. The wind changes and so do our ideas. I think I remember Mr. Barkman indorsing the reinstatement of Mr. Thomas Stevens to membership in the fold of the League's elect, and he then made no protest against the authority of the Racing Board to so act, and why, then, does he so in the case of Kluge?

ONE of the virtues possessed by the rear-driven safety, that I have not seen noted elsewhere, is its tendency to cause the rider of it to appear in better form, the absence of any forks between the legs of the wheelman helping to induce him to ride in a more graceful manner than on the old vertical-forked wheel, upon which many of them caused their legs to appear like a brace of parentheses, or a pair of calipers, much to the disgust of such of us as had been wont to consider cycling the poetry of action and motion.

THE young English-trained nurse, who has but recently come prominently before the public through her marriage with Senator Hawley, is an example of the prejudice still existing against cycling, and against the lady portion of it particularly, even in a city otherwise exhibiting so much enlightenment on the subject as Philadelphia. It will be remembered that this lady was induced to come from England and take charge of the corps of nurses in Blockley Almshouse. Being an adherent of tricycling at home, which her training as a professional nurse taught her was the most perfect system of exercise she could adopt, she was no sooner fairly settled in her new position, than she began to look around for a trike, and the chance for riding it. Her first ride was her last. In going through Fairmount Park, she met several of the officials of the almshouse, one of whom afterwards, in a friendly way, cautioned her that among the old fossils who controlled the institution, her devotion to tricycling might be looked upon as too progressive, and she would, therefore, be wise to abandon it; a hint which, upon further investigation, she saw it was well to follow, and she rode no more. This is but one of many examples of the official and social prejudices exerted against women going in for tricycling, and the average wheelman has but little idea of the immense force of character a woman must exhibit before she mounts a tricycle. So much so is this the case, that I am afraid many of us, who are riders to-day, probably never would have become such, had we had to undergo a like novitiate when we adopted the wheel.

PIGG is a judge in Ohio. Hogg is a member of Congress. These two facts I would call to the attention of the "road hog." Here's a chance to see "what 's in a name." They might get Congressman Hogg to father a bill before Congress, which would compel every bicycler, upon meeting a horse, to dismount, and, upon his knees with bended head, wait until the equine emperor of the road and his porcine master had passed. This bill, I think, would meet the approval and support of the less rabid class of "road hogs," though, of course, it would have to be drawn much stronger to meet the ideas of the more radical members of the herd. The bill once passed, as of course it would be, undoubtedly, the idiot of a wheelman who thinks he has some legal cause for living as such, would make a faint kick against what he insanely terms unjust discrimination, then the remaining member of the family could be used as a final settler. The case could be tried before Judge Hogg, who for family reasons would, of course, give a verdict in favor of the new law, and there you are, — wheeling is extinct. I have just mapped out this little plan for the benefit of the "road hog," who wants to blot wheeling and wheelmen from the face of the globe, simply upon the strength of the peculiarity of name and position of the Congressman and judge named, and not upon any known adverseness of theirs to ourselves or the cause we represent. I present the plan to the consideration of the "road hogs," then, as the only one I can see that seems feasible for accomplishing the ends they have in view. The theory is an excellent one, and, if in practice it should be found that no deviation occurred from the above, think what a happy lot of "road hogs" there would be next Thanksgiving day; still, it would be well, perhaps, for wheelmen not to get rid of their wheels until all of this *has* happened, because, sometimes, you know, things don't happen just as they are planned and expected to.

THANKSGIVING DAY succeeded in making the year of 1 87 a record one in cycling, it being the only year in such, that the two holidays in November, it and Election Day, were both perfect riding days, both of them, as a rule,

usually being given over to rain or snow. As it was, every wheelman in New York seemed to be out in the morning and forenoon. At that time it was a hollow-day, but around dinner time the scene was changed. The hour passed by, the turkey woke, that bright dream was his last, and his well-browned corpse was soon knocked out, Marquis of Cranberry's rules, by the festive wheelmen. The combat was short and sharp, and the defeat of the turkey unquestionable, but the result was, that in the afternoon the roads were not so full of wheelmen, because the wheelmen were so full of turkey.

THE OWL.

FROM A FEMININE POINT OF VIEW.

WE had him on our double last week and he gave us the repetition of a record we have made many times. "Why this is grand," said he, "I must get a machine. I wonder if my wife will ride, I fear she won't, I hope she will, I 'll suggest it to her, and you 'd better put in a word." We agreed to use our influence and we advised a tandem. He went home and hesitatingly introduced the subject: "Wife, I 've been advised to buy a tandem so that you and I can ride together, what do you think of it?" Her reply surprised him. "Think of it, why I think it an excellent idea. I shall be delighted to ride." He thought he would have to argue her into riding. Her reply not only surprised him, but it decidedly committed him to the purchase of a machine. Now I will tell you a secret. We had been all over the question with the wife beforehand, and it was no new idea to her. Thus do we make riders in spite of themselves.

I AM not using the "we" editorially, for there were two of us in the plot. I have not yet arrived at the dignified and professional pronoun and I dare not assume it.

I HAVE had several records sent in this week, many of which are reduced to the briefest statement of figures. R. F. C. writes that she has ridden 1,000 miles. Mrs. M. is resident where roads are not good, and her rides are necessarily short. She estimates her season's record at 350 miles. Madge B. claims 1,500 miles over Central Park and Riverside Drive roads in New York.

MAUD writes: "I have wheeled about 900 miles this year. This means very many rides, for I go only short distances. My longest runs have been eighteen miles, and by the advice of my physician I do not venture beyond this distance. I grow enthusiastic as I grow older in the service, and untold gold could not buy my wheel. Being, as yet, my own guide and mistress, I ride the single tricycle, and though I go slower than the tandem riders and work harder on the hills, I am not yet wearied of paddling my own canoe."

I HAVE received a mysterious letter this week. It comes unsigned, and gives no hint of its authorship. It encloses a newspaper slip giving an account of a pleasant reunion held by the Raymond excursionists, and the following note is added: "When will the reunion of the North Shore tourists take place?" when indeed? I can only second a motion which I formulate from the hint given by my unknown correspondent.

I HAVE received the following in response to my call for records. It tells its own story and is given entire: —

DEAR DAISIE:—In response to your request to the ladies to give their season's experience, I respectfully submit the following: I commenced riding a Columbia two-track March 15, and have ridden nearly every day since, doing all marketing, etc., on my wheel. At first riding over pavements was very unpleasant, but now I would rather ride over a rough street than not at all. One afternoon in April I rode 22 miles in 5 hours, and although somewhat fatigued, I was ready the next morning for my usual daily ride of about 10 miles. On May 31 I rode from New York City to Croton Lake, 37 miles, the last 15 miles being very hard riding. In August, I rode to Babylon, L. I., one day, returning the next, covering in the two days 82½ miles. I speak of these three trips to show my advancement. My excursions have been numerous, and in all directions. I have no lady companion to join me, for my friends that ride prefer the tandem, and a gentleman to do two thirds the work, and ride only during the dark hours, some from necessity, but most from a fear of making an exhibition of themselves. I have a companion, however, who, when business permits, is always ready, and that is my husband, who also rides a Columbia two-track. Our journeys after wild flowers, our lunches under the trees, and above all our independence of the heated public conveyances, have made the past summer one of pleasure, and long to be remembered. Three years ago I was an invalid. My riding has improved my appetite, spirits, and health generally, and what is more, I have lost none of my enthusiasm, and look forward with anticipation to the future. My season's record is about 1,500 miles. L. A. W. 13,913. DAISIE.

QUAKERTOWN QUILLINGS.

THE January meeting of the committees from the various clubs, looking to a local union for the furtherance of cycling aims, promises to be a successful one. The Pennsylvania, Century, Tioga, South End, and Germantown clubs will each have a representative present at the meeting, which will be at the Philadelphia Club House. If the new organization proposes purely local work, there is room, and to spare, for it; if it intends or attempts usurping the place of the present national organization, it will, doubtless, meet with the fate of the A. C. U. There is little doubt, however, that the conservative Philadelphia Club men intend that this project shall be so handled that the new union will devote its attention to the correction of local evils in the shape of bad drives, road hogs, etc.

The wise heads and old, Mr. Editor, still give their periodical shake of the head over the evils of training and racing on bicycles, — bad effects on the constitution, danger to lungs and heart, etc. Yet, one seldom hears of much growling at the foot racing, and the latter must be much harder on a man than bicycling. At the finish of a "cross country run," given here on Thanksgiving Day, the winner came in barely able to reach the tape, evidently unable to see, for the last thirty yards, where he was going, and dropped into a faint after finishing. He was the worst looking object I ever saw finish a race, and it was ten minutes or more before he came to his senses. He was properly and carefully trained, had had a month to train in, with nothing else to do, and yet was completely used up. I can not believe that it is possible for a man to run himself so completely out in a bicycle race. A rider may be winded and used up, but no matter how hard a race he has ridden, he can always see to finish and dismount. This, certainly, is evidence that the wheel is easier, and less strain in racing, than running, so why not growl at the greater evil first? Athletes, who have tried both, admit that the wheel is less work.

"GEORGE D. GIDEON, the father of Pennsylvania cycling scribes, now relinquishes both pen and pedal." — *Duquesne, in Bi. World.*

ONE goes away from home, surely, to learn the news. I happen to be perhaps as intimately acquainted with "Brer Gideon" as any one, and I am quite positive that up to Sunday of this week he had no idea whatever of relinquishing either pen or pedal. His tandem is still in active use, and his order is in for the first Victor Safety of 1888. He has, however, given up both the ordinary bicycle and the Germantown Club, neither of which, he opines, are absolutely necessary to his continuance of wheeling.

AT Wilmington, on Thanksgiving Day, the half-mile scratch race fell to Merrihew, of the Pennsylvanias, in 1m. 42s., McDaniels of Wilmington, second. The novices' race was won by Richard Dallett of the Tioga Club in 8.45. Tioga is looking up this year, and will be even better next.

FLEMING, of the *Century*, will have the largest mileage record in this State, and probably also the largest in the country for this year. As captain of the Centurions, Fleming has made another record of which he may well be proud.

PHACTO.

LETTER FROM BROOKLYN.

THE weather since Thanksgiving has been glorious, and wheelmen hereabouts have been taking advantage of the supplementary riding season that was ushered in with that holiday, which witnessed such a turnout of wheelmen in the park as has seldom if ever been equalled before. The Long Islands were out *en masse*, which was remarkable, considering the little rest they had the night previous. The Iderans had a club photograph taken, and consequently were well represented. The Kings County Wheelmen had a successful hare-and-hounds chase, and the Brooklyns were to have had one, but, owing to some misunderstanding as to the place of meeting, the party did not assemble until too late to have the run and their Thanksgiving turkey also, — so the former was abandoned. Although the clubs were well represented, it was the unattached who took the prize. They were out by the hundred, and the club men marvelled where they came from. The Brooklyn clubs have had a very healthy growth during the past year, and judging by the appearances of Thursday's turnout, they have every prospect of a much more rapid growth during the coming winter, to say nothing of the new clubs that we hear are forming; in fact, cycling may be said to be booming in this town.

ON Thanksgiving Day, two wheelmen were arrested in Flatbush, for riding on the sidewalk. They were taken before a magistrate and discharged with a reprimand, and the assurance that a repetition of the offence would prove a more serious matter. Clarkson Street, Flatbush, is one of the main streets to many of our most popular runs, as well as being the best route to Jamaica. The roadway is poor, but the sidewalks are excellent. Complaint has been made of the reckless manner in which wheelmen are in the habit of riding on the sidewalks, and this has spurred the authorities to take their present decided action. Thus it is that the majority suffer for the acts of a few, and it is to be hoped that the present trouble will produce some good result, by making the thoughtless ones more careful that we are not deprived of our privileges in other sections.

THERE has been much dissatisfaction expressed in the clubs, and by many prominent League members, about the proposal to omit the publication of League club renewals, as such, in the BULLETIN. There does not exist a League club of any size, among whose members there is not a fairly large percentage who care nothing for the League, are always ready to attack it, and who are members simply because their club rules compelled them to become such. League clubs, as such, receive practically no benefits from the League. If a club be not a League club, any member of that club can join the League and secure all its benefits, independent of the club in any way. League clubs, therefore, do increase the League membership, and swell its revenue, and in return they are entitled to all the credit and consideration that can reasonably be afforded them.

THE Ilderans have issued a very neat little programme of their numerous social entertainments which are to occur during the coming winter. Among them are included lectures, musical entertainments, card and theatre parties, skating and toboggan meets, and an annual dinner, which will occur Dec. 31. Their amusement committee is truly a wide-awake organization, and deserving of much credit.

MY letter would not be complete without a passing remark on the house warming of the Long Island Wheelmen, which occurred on Thanksgiving eve, and which was the most successful and enjoyable entertainment of the kind it has ever been my pleasure to attend. I refrain from writing at length about the beauties of their new club house, and the good cheer which prevailed on that occasion, as I was assured that one, far more capable of doing justice to the event than myself, would send the BULLETIN full particulars. Nevertheless, we all wish the Long Island Wheelmen many happy returns of that, their anniversary day.

THE Executive Committee of the Alphabetical Association have decided the protest against Kluge, entered by the Brooklyn Bicycle Club, adversely. As to the justice or wisdom of the decision, I have at present nothing to say, but time will perhaps show who was right. BOX.

ST. LOUIS.

THERE is not very much to say about the Missouri Club's initial hop, last Friday, the 18th. It was such a swell affair, you know, that everything went off without special incident; and without incidents, of course, a veracious correspondent cannot speak except on the costumes, and you care nothing for those, barring the display of knickerbockers, which was not small. George Boswell, whom you all remember as the head of the finely managed excursion on the river, at the Meet, was out in a lovely pair of black silk hose, shorts, and a swallow tail; and Fred Beckers, the tough rider of the club, formerly, but now a society devotee, showed he had n't entirely forgotten his teachings, by imitating Boswell; and Williamson, at whose bugle blast a thousand men would rise and run, had encased his muscular limbs in a most ravishing suit of black. Dr. Keith was in long pants, but he ought to count as on the short side of the market, as in his case the spirit was willing, but the flesh too strong. He had put on his knickerbockers at home, with the firm intention of frisking around later in the evening to the "lascivious pleasing of a lute." But the genial doctor, who had bought the elegant black pair, when he was worn thin in getting up the League banquet, did not think he had increased in flesh since then, and after getting them on, he sat down suddenly at the family table. There was a snap, a giving way somewhere, a backing out upstairs, and — Dr. Keith wore long trousers at the ball. Probably, it's a good thing he did. He escaped being classed among Brewster's Shanghai roosters, for the captain does not disguise his dislike for swallow-tails and shorts, and does not hesitate to class people who combine the two with the long-legged representatives of Chinese civilization. "Yes, they put me in mind of Shanghais," he says. "With their long-tailed coats and thinly clad legs, they look like a big Shanghai — all legs and tail. I like to see them in bob-tail coats, with shorts. I may not be an artist, but that 's the way it strikes me."

THE ladies were richly clad, and their attire merited and received a column mention in a daily paper, the next day. The toilets were beautiful, but nothing to compare with the faces and forms they adorned. "Well, sir," said one of the participants, the next day, to the BULLETIN correspondent, "I've been to a great many society doings in St. Louis, in my time" — and he plucked at a gray hair — "but I never saw so many pretty ladies. Why, there were — there were — were — slothers of 'em," and as he fell back upon the good strong word, he meandered up to a looking-glass, twisted his mustache, and came back, muttering, "and they call me his Jaggs." Dancing and refreshments occupied the night, and the gymnasium never looked prettier than it did about twelve o'clock, midnight, when the tripping was at its height, not even last summer, at the League reception. It was no wonder that the entertainment committee, Captain Brewster and Frank Pratt, looked extremely happy, as they perambulated through the throng. The next entertainment will be Dec. 15.

ALL the arrangements for the hare-and hounds chase on Thanksgiving were thoroughly made, and the outlook was good for a lively time. But the night before, the *Post-Dispatch* published a despatch from Indianapolis announcing the death and burial of George S. Darrow, editor of the *Wheelmen's Record*. His paper circulates largely here, being, next to the BULLETIN, nearest the cyclers' hearts, and it was with a feeling of profound sorrow that we learned that that sensitive nature and active brain were taken forever out of our midst. The friendships he formed during his visit to the Meet had only been strengthened by the appreciative and intelligent way in which he treated the Meet in his paper. He was a gentleman, in and out of his paper, and we had all come to know it. The announcement that he had been laid away from human sight came before we had even learned of his sickness, and cast a gloom upon the contemplated chase. When the next day dawned, following a rainy night, the added sombreness of things threw a damper on the boys, and they showed that though ready to go in, they would do so not for sport but for duty. So it was thought best to postpone the chase and wait till the feelings of the riders and the atmospheric conditions were more in harmony with the occasion. The hares, Messrs. Bert Taylor and George Tivy, had labored hard to make the chase a success, and are entitled to much credit for their interest in the affair.

A LITTLE postal card came to me the other day, saying: "The first meeting of the Glee Club will be held at the Missouri Bicycle Club-house, this evening." Signed, George C. Oeters. That was all, yet it seemed like the first bird of spring, — a harbinger of the delicious music yet to be. The club met, and Prof. Allman, the director of the celebrated Hatton Glee Club, was there to give the voices a test. His opinion was that the vocal powers were all there. In fact, he said: "Really, gentlemen, you surprise me. I had no idea you had such vocal talent in the club." The organization of the club, as then arranged, is as follows: First tenor, William H. Barron, George C. Oeters, Robert McNeill; second tenor, George W. Boswell, S. B. Schuyler, E. C. Klipstein; first bass, George K. Andrews, L. C. Christiansen; second bass, E. B. Kidson, C. W. Hughes, Tom Lynch; unclassified, Jones S. Irvine, H. H. Keith, H. J. McCormick, and H. W. Baker. For a beginning, I think this showing is remarkably good, and as many more are going in, the prospects are that the Missouri Club will soon have one of the largest club musical organizations in the city. The members will meet every Tuesday night.

VERY little interest is taken here about the reinstatement of Percy Stone. This is not so much because nobody cares, as it is because he has not been looked upon as a professional, locally. All his racing here has been done as an amateur, and it has been only away from home that his professional racing has been done. Consequently, it is but natural for most of us to regard him as still an amateur. Then, again, he has gone on club runs and acted so much like an amateur, that he has seemed one of us. But, nevertheless, the lack of interest shows another thing. It shows that we don't care about getting mixed up in any more wrangles over the question as to who is or who is not an amateur. We got so thoroughly dosed with it over a year ago, when the Racing Board was trying to purify things, that we don't want any more of it.

TALKING about long-distance riding, George Tivy, of the Cycle Club, has ridden five thousand four hundred miles from Jan. 1, 1887, to Nov. 15. This is one thousand miles more than E. A. Smith expects to make in his ride for the Missouris' cup. But Smith began riding only March 1, which makes his four thousand miles a pretty good record. And yet Tivy could not do much riding between January and March, surely not fourteen hundred miles, or anything like it, and that is the difference between their scores. OMEN.

JERSEY.

As far as news goes, everything is about at a standstill down here in Jerseyland just now. There is considerable riding being done, of course, as the roads have kept in passably good shape. The warm weather of Saturday and unday brought out quite a number of wheelmen, and the roads were quite well patronized.

ON Thanksgiving Day, six of the Elizabeth Wheelmen responded to the call for the fifty-mile Morristown run. They found the roads quite muddy in places; but the cool air was bracing, and they made the trip up in about two hours and a quarter. Caterer Day, ever kind to wheelmen, had prepared a fine dinner for them, and the sextet boast of the feat of having demolished entirely a turkey of no mean proportions. In consequence, as might be expected, the pace home was a trifle slower, nearly three hours being required to cover the twenty-five miles.

THE Hudson County Wheelmen had their outing on Staten Island, wheeling to Fort Wadsworth. It was the last formal run of the season; though, of course, individuals will take advantage of every chance the clerk of the weather gives them. By the way, Captain Baggot has been distinguishing himself on the amateur minstrel stage the past week, playing in "Erminie in Black" at the Jersey City A. C. Club theatre. Most of the members of the H. C. W. are also members of the J. C. A. C., and thus enjoy the privileges of one of the handsomest club houses in the country. Ex-Chief Consul Johnson was the moving spirit in the erection of this elegant structure, and is the president of the club. He wanted the wheelmen to consolidate with the athletes, but the former feared that they might sacrifice the independence of their organization thereby, and so did not join as a club. There is a fine place for storing wheels on the ground floor, alongside the bowling alleys, and I saw, on a recent visit, that many of the cycling members had taken advantage of it.

THE rapid growth of cycling may be felt by the attention the big athletic clubs are giving to it in the way of offering wheelmen inducements

to join. What will no doubt prove a great organization in the athletic world has recently been formed at Bergen Point with the title of the New Jersey Athletic Club. A fine plot of ground has been purchased on Newark Bay, and work has been already begun on laying out a ball ground, tennis and croquet courts, and a quarter mile running and bicycle track. Handsome boat and club houses are to be erected, and in all there will be an outlay of some fifty thousand dollars. The Central Railroad of New Jersey is to establish a station at the grounds, which will thus be made accessible easily to residents of Newark, Jersey City, New York, Elizabeth, Westfield and Plainfield. The membership is already over two hundred and fifty, and it is expected that it will not be far from the limit of one thousand before next season closes, as applications are now pouring in by the score. The Ilderan Cycling Club of Bergen Point has joined practically in a body, and many members of the prominent wheel clubs of the vicinity are already members, or are among the applicants. The bicycle track is, of course, the main inducement to the latter. It will be a good training ground, as it can be reached inside of a half an hour from all the points named. A special committee will have charge of the cycling interests, and we can look for some wheel tournaments.

TOMMY BURNET leads the Union County Wheelmen in mileage for the year. His score is 1,600 miles. Al Farrington is second, with 1,575. Tommy takes a rather pessimistic view of the wheeling boom, thinks there is less enthusiasm than ever, with small prospects of its ever getting as high as in former years, citing as *examples terribles* the State Meet on the Fourth of July, and this year's racing on path and road, and asks me, "What is going to be the future for wheelmen?" Now I can see no cause for feeling blue. To be sure there is not the rush and noise about wheeling there was a year or so ago, when we were starting the ball a-rolling. We do not have now to use so many advertising dodges to attract the public's attention to the wheel. It is here now and has come to stay. Wheeling as a recreation and a new means of locomotion is established, and has now settled down to a steady and natural growth.

THE days of parades, and picnics, and drills, and advertising jamborees of all kinds are about past, and the followers of the wheel have now cooled down to a thorough and rational enjoyment of it. In actual mileage the clubs may have fallen off some, but if there is less riding, measured by miles, there are more who ride. The big scores were mere show pieces, most of the miles being made just for the sake of the making and not for pleasure of riding. The interest in racing on the past may be less, but that has been supplied by the enthusiasm over the road races. Certainly, my friend Tommy will not say that the enthusiasm over the great team road races is lessening, or that the road racers are doing poorer work. For my part, I can see nothing but bright skies ahead. The clubs, with hardly an exception, have a larger membership than ever. All those who were simply carried away by the excitement of the first boom have dropped out, leaving the rest active members in every sense of the word.

The cause is being pushed with as much vigor as ever, but the effort is being exerted more in behalf of good roads and the establishment of wheelmen's rights. The evidences of success in both these directions are manifest on every hand in our own State, and especially in the regions frequented by Tommy's clubmates and mine. Tommy, be of a stout heart. The wheel is here to stay and grow until the cycling millennium arrives, when all benighted mankind shall have acknowledged its advantages and profited by them.

THE Executive Committee have settled the protest against Kluge, by throwing it out, and awarding him the championship medal, by a vote of three to one. Dr. E. W. Johnson showed to them that the Hudson County Wheelmen was not a League club, and that Kluge had been elected a life member, with all the privileges of active membership. The Brooklyn representatives failed to produce any proof that he was a promateur or professional; but Dr. Johnson volunteered to prove that Kluge had signed the document sent out by the Racing Board, and had sworn before a notary, that he had received no money from a manufacturer, and had paid his own expenses at meets. With this presentation of facts, and this decision of the powers that be, Kluge's eligibility to race in the contests of the Association is about settled, and the best thing all hands can do is to accept the verdict of the trial, and let the Association resume its normal state of harmony. JER C.

Nov. 28, 1887.

ARIEL AWHEEL.

THE morning of Thanksgiving Day opened cloudy and lowering, with muddy roads and streets, and about nine o'clock a slight, drizzly rain set in, dispelling any lingering hopes the wheelmen of our city may have entertained of having a pleasant run to wind up the season on. At one time it was feared that there would be so much rain that the hill-climbing contest, which was to take place at ten o'clock, would be unable to be run off. However, Jupiter Pluvius, for once, was gracious, and the skies withheld their watery deluge until afternoon.

A hill-climbing contest was something of a novelty in this locality; consequently, as the affair had been extensively advertised in the daily press, upwards of two thousand people were on hand at the place in the suburbs selected as the scene of the contest. This was the East Laurel street hill, the course being from Ninth to Tenth streets. The hill is about five hundred feet long, and has a grade of seventeen feet to the hundred, or about one in six. In addition, it was in very poor condition, the surface being rough, loose, and wet from the recent rains. I don't know anything about Corey Hill, but I'll venture to assert that every one of the men who climbed Laurel street hill this morning can make the top of Boston's famous ascent. The fact of the matter is, that the earth is piled up so all through this section of the country that we're all of us hill-climbers, willy-nilly, if we want to do any riding at all. Mr. C. R. Overman says this ought to be the home of the Safety. It will, Mr. O.; it will! Just give our people a little time to get educated up to the thing; and, by the way, it might be a good idea for you to box up one of your Safeties in that travelling boarding-house you carry around with you to hold your wheel, when you get down this way again.

The contest this morning was for a gold medal offered by Mr. Wilhelm, and, although there were a number of entries, but four started. The first was Murray Killmer, who made the top in 1.3. George Scheele came next, in 58s., and it was generally agreed by the spectators that it would take pretty lively riding to beat his time, and this proved to be the case as the last two — Chas. Miller and S. Snyder — made 1.2½, and 59½s. respectively. Mr. Scheele was awarded the prize, a very handsome medal, which he won fairly and squarely. Jack accompanied him up the hill as pace-maker, cheering him on to victory, and when his master was given the medal, looked as proud as any dog could look who felt that he had done all *he* could toward winning the race. Both Wilhelm and Schwartz very generously withheld from the race, but both rode against Scheele's time afterward, making it in 47½s. and 48s. respectively. It is but fair to Mr. Scheele to state that he slipped his pedals at a critical part of the hill, and that he rode the hill in a trial the other day, in 49s., climbing it three times in succession. Mr. Wilhelm started the contestants, and Chas. G. Willson and Morris Diener were the timers.

MR. HARRY WILHELM, a brother of the racing man, while training on the Five Mile House road, met with an accident that will interfere with his riding for some time. In riding in from the Kurtz House, with Murray Killmer making pace, the rubber tire of the small wheel of the Star machine which Mr. Wilhelm was riding became loosened, and he took a header, throwing him a dozen feet ahead of the machine. He fell on his right side, badly spraining his arm and otherwise injuring himself.

THIS is the second accident this week, although the other one fortunately resulted in no damage worth speaking of to the rider. Capt. Smith, of the Ariel Wheel Club, while coasting a hill on his big 58, was run into by a green rider on a Star, and sheering off sharply to get out of his way, he struck a gully and finished the coast on the re-enforcement of his League breeches. When he got up, there was n't any re-enforcement there worth speaking about. It was scattered at intervals along the surface of the hill, and now the Captain has a prejudice against the official contractors for the League uniform, just because the latter don't put in material strong enough to withstand the ordinary wear and tear of the road. He says the Safety is his mount next season. By the way, it is wonderful how these Rover type safeties have advanced this year. On all sides you hear nothing but "safety," and, if straws show which way the wind blows, then there will be an unprecedented rush for these little wheels next spring. There seems to be nothing but universal praise from those who have tried them. Far superior to either Facile, Star, or Springfield Roadster, so far as absolute safety is concerned, they embody the yet more important (if anything) feature of perfect control of the machine by back pedalling while riding down hill, relieving the rider from entire dependence upon the brake. I have seen and heard of more than one accident resulting from a brake giving way at a critical point in the descent of a steep grade. Then the luxuriousness (I use the word advisedly) of the seat. I have only tried the Crypto and the Victor safeties, but I must say that I never was on anything equal to the saddle and spring of the latter wheel. Perfectly isolated from *all* jar, you sway back and forth with a motion between that of a cushioned rocking-chair, cradle, and hammock, all combined. Q. E. D.? Very well; try one yourself and "be convinced," — as the advertisements say.

CAN it be possible, Mr. Editor, that the following actually occurred in Boston, the city of "cultah" and refinement, — the home of Emerson, Lowell, *et al.?* Surely, surely, there must be some mistake.

A Boston mother was putting her little one to bed, and said: —

"I think, Flossie, you are old enough to learn an evening prayer. I am going to say it for you, and you will repeat it after me."

"Yeth 'm," lisped the little one.

"Well, we 'll begin. Are you ready?"

"Yeth 'm. Let 'er do, Dallagher!"

READING, PA., Nov. 25, 1887. ARIEL.

THANKSGIVING SPORTS.

THOUSANDS of people crowded the old Charlestown Bridge, Thanksgiving Day, to see Mr. Alphonse King ride his marine bicycle to East Boston. His machine had two cylinders to act as floats, and paddles on the large wheel. The distance was ridden in nineteen minutes, in the face of a strong wind, and with rough water to retard his progress. Several times

he was almost upset by the "wash" of passing ferry boats, but he managed to retain his balance, and landed with dry clothes. Several tugs and a small fleet of row boats followed him.

THE members of the Boston Bicycle Club enjoyed a hare-and-hounds run Thanksgiving morning, the hares winning after a run of three hours. The hounds lost the scent after riding about a mile. The run was through Brookline to Newton and return 'cross country or by road as the hares thought best. There were no accidents to interfere with the sport. The hares were Messrs. F. F. Wilson and W. H. Senter; the hounds were Messrs. P. J. Berlo, B. S. Martin, James Brown, R. H. Davis, H. H. Potter, M. B. Frost, and J. E. Bigelow. The winners received gold medals.

THE Jamaica Cycle Club held a successful hare-and-hounds run, nearly all the members riding. The run was through Hyde Park, Dedham, and Needham. The club give an entertainment and dance in Eliot Hall, Tuesday evening, Nov. 29.

THE Dorchester Club gave a five-mile boys' race starting at 9.15 A. M. The entries were, P. Alexander and J. Brandreau, of Boston; A. Dilloway, J. Gibbs, Mr. Hamilton, and J. E. Hall, Jr., of Dorchester. The race was a very pretty one from start to finish, and was won easily by P. Alexander, who came in, in 21.15, with hands down, with J. Brandreau three seconds behind, and the rest in close order. The roads were very heavy and the mud was against them for half the way. Considering the conditions, it looks as though Alexander will prove a tough one for the boys to tackle next season.

AFTER the finish of the boys' race the hare-and-hound run was started. Benson and Doane, of the Dorchester Club, were the hares; and Rhodes, Eddy, Forbes, Clark, and a number of others, started ten minutes after the hares. Rhodes was out of sight of the hounds at the end of a mile. The hares took for their course, Blue Hill Avenue to Atherton Street, to Paul Bridge, up Shaw's Hill to the Big Blue Hill, and trundled their machines up to the observatory and down through the woods in the direction of Houghton's Pond. Anybody familiar with this region, knows what a wild desolate country it is, and with all the hills that were ridden before Blue Hill was reached, it made it a terribly hard ride. Rhodes, however, succeeded in gaining and catching the hares on the back side of Blue Hill in the bushes, and kept on with them to the finish, which went by the way of Randolph Avenue, Milton and Codman Hills, to Mellville Avenue, through a field, across a brook, and two stone walls, through another field, where a game of foot-ball was in progress, and thence to their club rooms. Two of the hounds came in fifteen minutes later. Doane was the first hare in, and Rhodes in first hound. Benson, Doane, and Rhodes finishing in a bunch.

THE CONNECTICUT ROAD BOOK.

THE Connecticut Road Book has been "in progress" since a comparatively early date in the cycling history of the State, and the committee take pleasure in now announcing its completion. It is in press, and will be issued soon after Jan. 1 next. The State officers are not yet fully determined as to the details of its distribution and sale; but it is certain that it will be placed at the disposal of Connecticut members of the L. A. W. in a way to render it a special inducement to membership.

Material for this work has been rapidly accumulating during the last two years, and a tabulated book, similar in design and make up to Mr. Barkman's excellent Road Book of New York, had been contemplated; but after a large amount of copy had been prepared, it became apparent that the tabulated system would in the end prove hardly sufficient to afford the reader an intelligent idea of the three thousand miles of crooks and turns whereof we have succeeded in obtaining exhaustive reports in this little State of Connecticut, a territory measuring less than one hundred miles in length, and less than sixty miles in breadth. Every considerable route table would have to be interpolated with numerous variations, and nearly three hundred disconnected short routes would be jumbled together in a manner which could be only confusing to the ordinary road-book student.

The plan finally substituted in place of the tabulated method, had formerly been favorably considered by the committee, but was abandoned as impracticable, on account of its great expense; and it was only after the inadequacy of tabulation to our special requirements became more and more manifest, as the work of final preparation progressed, that the committee was moved to reconsider; and after much study, consultation, and travel, we, much to our own surprise, perhaps, succeeded in completing arrangements which rendered the new plan feasible. This change, of course, involved the loss of a large amount of labor already expended in tabulating, but to the rather unsatisfactory contemplation of this, we reconcile ourselves in the belief that we have now finished a work, nothing better than which could be derived for a complete guide to the cycling roads of Connecticut. It may be briefly described as follows: —

Messrs. J. B. Beers & Co., of New York, have been awarded a contract for maps of each county covered by our reports, — the eight counties of Connecticut and Westchester County, New York. These separate county maps will be printed from Beers' 1887 revised plates, and on each our reported roads will be reprinted in red tint, together with a simple system of Arabic and Roman numerals, indicating the character of each road, grades, etc., and referable to marginal explanatory tables. The maps will be on tough bond paper, warranted to outlast an ordinary binding, and will fold into a book of convenient pocket size, containing reading matter descriptive of the more important routes, certain through routes outside the territory mapped, hotel and consular lists, and other appropriate information.

Of the merits of Beers's map of Connecticut, special mention is hardly necessary. It has long been the standard map of the State, and no more faithful delineation of a portion of the earth's surface was ever produced on a similar scale. Every road open to public travel, cities, towns, villages, railroad stations, country post-offices, rivers, brooks, and all considerable elevations are represented, each in its true proportion and relative position. It has been proved accurate, even to the showing of our city streets. As prepared for our book, these maps show the tourist every road in the State, and with those adapted to cycling so distinctly indicated and described that a glance will afford as much *essential* cycling information as could be obtained from much reading of anything we could devise in the way of tabulated routes.

The accompanying letter press work will be condensed as far as possible, but will be sufficient to comprehend all necessary information not attainable from the maps alone.

This has been a costly and elaborate work for the Connecticut Division to undertake, but it will be offered entire to each member of the organization at less than the cost of a single one of these county maps, *exclusive of the cycling reprint*, if purchased of the ordinary dealer.

Westchester County, it may be said, was not originally contemplated, but has been added in view of its importance as a connecting link between New York City and Connecticut.

CHARLES G. HUNTINGTON,
Chairman Road Book Comm.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

LIGHT TRICYCLES.

EDITOR BULLETIN: — In your issue of Nov. 4 you venture the assertion that American roads will not permit the use of lighter tricycles than are at present supplied, or words to that effect.

Permit me to describe an experimental machine that I have been using part of the time since last spring and which has, so far, sustained a great deal of hard usage without breaking. I weigh about one hundred and seventy-five pounds, and am taller than the average; use a wheel for business mostly, and seldom spare it: therefore, I think, I can give a cycle a pretty thorough test.

Being experimental, this machine is somewhat heavy in construction, as will be seen from the following description: Wheels, forty and twenty-two inches, tires seven eighths all around, solid rims; Nos. 10 and 12 gauge iron spokes, not butted; brass hubs, bearings, spoked wheels, and joints; iron pipe for frame of about No. 10 gauge; malleable iron drive chain and cranks. When the iron and brass are replaced by steel, and the whole machine constructed of such materials as high-grade machines are now made of, it is evident that it will weigh little if any over two thirds of its present weight, which is sixty pounds. The great saving of weight lies in the design of the frame, which has less parts than any frame I have ever seen. It is central gear and the steering wheel is controlled through the tube that supports the pedals. Steering is effected by either or both hands without lost motion, and there is nothing on either side of the steering wheel to interfere with the mount or dismount: foot-brake on front wheel. So far, the only fault I have found, for all things have faults, is that it is a single driver; but a long, narrow wheel base so far corrects this fault that it goes as well as most tricycles having a Pritchard balance gear. Its light weight and convenience in mounting make it specially adapted for ladies' use, while it seems amply strong for anybody.

CHAS. E. DURYEA.

WASHINGTON, D. C., Nov. 22, 1887.

[We think our correspondent will find that we qualified our assertion regarding American roads. We believe that in some sections of the country we have roads as good, or nearly as good as those of England, but by far the greater proportion of our territory is burdened with roads that prohibit tricycle riding or else demand heavy machines. We believe that we may have lighter machines for the roads about Boston and Orange, and possibly for other districts. — ED.]

MASSACHUSETTS ROAD BOOK.

EDITOR OF BULLETIN: — I was glad to see the energetic protest in the editorial column of last BULLETIN, *re* road book for Massachusetts. In my experience of the "great unwashed," I find a large contingent who inquire, "What is the good of the L. A. W., any way?"

Court decisions, fraternity, or improved roads are no tangible evidence to their minds, but when you talk of twenty per cent discount, BULLETIN, and road book, you touch them where they can feel it, and they understand. One man said he "would wait and see the long-promised road book, and if it was worth the money, would join. What he will answer me next year is not hard to guess, unless the price is higher than L. A. W. dues. I sweat over a great many miles of the worst roads in the State, not that I supposed any one would be

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TO MEMBERS OF L. A. W. — To introduce a fine grade of portraiture I will make (from any good copy) a 20 by 24 crayon for $10. Satisfaction guaranteed. Reference: Rev. A. H. Miller, Beaver Falls; Rev. T. N. Eaton, Beaver, Pa.; Ed. Craig, captain B. V. W.; Will Bell, National Bank, Beaver Falls; W. I. Wilhelm, Harry Wilhelm, Reading, Pa.; Ernett Ceiple, National Bank, New Brighton, Pa.; Chas. Miller, Rochester, Pa.; S. Murray, Sewickley, Pa.; J. Sevin, Lettsdale, Pa.; M. G. Oliphant, 8th and Market, Philadelphia. WILL H. LEIGH, Artist, Beaver Falls, Pa., L. A. W., 7134. This offer good for ninety days only.



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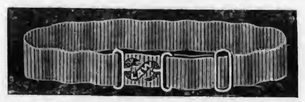
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56 Club, new, $58. 52 Premier, almost new, ball bearings, $42. 48 Expert, good order, $37. 54 Harvard, splendid order, $47. 60 Champion, full nickeled, like new, $75. 50 Victor, ball bearings, $55. 52 Champion, used four weeks, $80. 48 Expert, ball bearings, $50. 46 English Bicycle, new, $35. 54 Victor Light Roadster, latest pattern, $75. 50 Harvard, spade handles, $48. 42 American Safety, $45. Springfield Roadster, new, $68. Also a job lot of new English Bicycles, with ball bearings, in 48, 50, 52, 54 and 56 inches, at only $48, and the same sizes in plain bearings at $43 each. Over 100 other second hand bicycles. ☞ SEND STAMP FOR LIST AND MENTION THIS PAPER. ☜

A. W. GUMP, DAYTON, OHIO.

fool enough to ride them if they could help it, but that the road book might be completed, and I am just selfish enough to say that I did not do it for the general public, but only for that section who unite in support of the L. A. W., and in furthering its aims.

The road book has always been one of the most telling arguments in my missionary labors, and I think the powers that be do wrong when they cheapen the labors of those who worked for it, and weaken the hands of those who recruit. L. A. W. members worked for it, paid for it, prayed for it, and I think it hard on them that their pearl should be "cast before swine."

No. 7,276.

RUBBISH.

EDITOR BULLETIN: — I desire to call attention of South Jersey wheelmen to the dumping of rubbish on the side path of the Moorestown pike, about a mile west of Merchantville, causing wheelmen some uncalled-for annoyance.

"If there's a remedy, try and find it;
If there's none, never mind it."

No. 6,768.

CYCLETS.

DECEMBER.

THE year is nearly burnt out.

WE are turning over the last of the "embers."

WINTER begins in earnest, and now we can cycle but little.

WE cannot cycle, therefore we must read. Read your BULLETIN with care.

FOR you must know that it is now time to pay up, and start anew.

THE early birds are looking for worms in the shape of small numbers.

ON Dec. 1 the books were opened, and names will now go down as they are received.

WE shall use the yearly number for identification, and correspondents will please use it in writing us.

SAVE your old ticket as a souvenir. Do not send it to us. Your number is sufficient.

WE shall try to get the tickets out early. We say this with a full understanding of the old adage concerning the pavement of Satan's kingdom.

EVERYBODY that sees our ticket holder wants one. The League makes only a small margin on it, for we have insisted on the best material and the most careful work.

SINGER & Co. have built a bicycle for police use in Ireland.

THE Jamaica Cycle Club, of Jamaica Plain (Mass.), held an entertainment and dance Tuesday evening.

CAPT. E. G. WHITNEY, of the Boston Club, goes to New Mexico and California next week. He will be absent two months.

THE Kansas City Wheelmen and the Outing Cyclists have consolidated, under the name of The United Wheelmen.

IN contributing a life boat to the Life Boat Institution, the cyclists of England have made a very creditable recognition of the Jubilee year.

AMONG the Benedicts of the past week are J. D. Huggins, treasurer of the L. I. W., of Brooklyn, and D. Edgar Hunter, of racing fame.

"IF Percy Stone is reinstated, why should not I be?" said Mr. E. P. Burnham, the other day. If not, why not? We can't for the life of us see.

THREE wheelmen of Washington, D. C., were last week fined $5 apiece for violating the police ordinance requiring them to have a lighted lamp on their machines after dark.

THE Citizens' Club, of New York, has subscribed $300 for the Liberty Bill. Bravo, Citizens! The Manhattan Club has sent in $50. Bravo, Manhattan!

IN the Morgan-Keen race the Senator was victor. Veteran Jack held the lead for nearly a mile, when his tire came off, thus throwing him out of the race.

IT was n't all pleasure for those who ventured on a wheel Thanksgiving Day, but it was possible to ride. Wheelmen were thankful that it was n't any worse.

DINGLEY is said to have expressed the opinion that three hundred and sixty miles is about the distance that he is able to cover on a cycle in twenty-four hours.

THE Lynn track is not lost to cycling. The purchasers are interested in the sport and will provide entertainment of this kind. A trotting track will be built outside the cycle track.

THE New Jersey Cycling and Athletic Association is not dead yet, nor has it gone out of business. The Roseville track will be retained, and several tournaments will be held next season.

THE Thorndike Club, of Beverly, will give its sixth annual promenade concert and ball in the Beverly town hall, Dec. 15. Concert music will be furnished by the Salem Cadet Band and orchestra.

THERE is to be a seventy-two hour race on rowing tricycles at Philadelphia during Christmas week. All of the great oarsmen of the country, including Teemer, will go in, and he says he does not doubt that he can cover 850 miles.

WE regret to learn of the death of George S. Darrow, editor of the *Wheelmen's Record*, of Indianapolis. He died on Sunday Nov. 20, of typhoid fever. He made his paper bright and interesting, and gave it a prominent place in cycling literature, and he will be sadly missed in wheeling circles.

THE POPE MANUFACTURING CO. will put a new tricycle on the market next year. It will have a large rear wheel and two small front ones. The front will be open and the machine can be folded into a narrow compass to take through narrow doorways. The list price will be a little less than that of the standard pattern.

A NEW HAVEN wheelman has seen the item on the Pope calendar to the effect that Chicago boasts fifteen hundred cyclists, and he writes to say that little New Haven, with one eighth the population, has a thousand riders. He claims more wheelmen for New Haven, in proportion to its size, than any city in America.

T. W. MOORE, of New York, has invented a tricycle which has, according to the circular describing, "Multi-Lever Propellers," and "Er-keep-er-goin' Bearings." It has one large wheel, fifty-four inches, and two front wheels, twenty-seven inches, and the long-named bearings seem to be rollers with small rolls between them to keep them from rubbing together.

REV. LOUIS A. POPE, of Warren, R. I., a brother of Col. Pope, mounted his bicycle shortly after breakfast Friday morning, and arrived in Boston in time for dinner. Mr. Pope is one of the oldest and most practical bicyclers in the country, and for at least nine months in the year his bicycle furnishes him with his conveyance and means of exercise.

A CORRESPONDENT of the *World* announces that Gideon, of Philadelphia, "now relinquishes pen and pedal." We don't believe it. The old veteran still retains his tandem and his enthusiasm, and Mr. and Mrs. G. look forward to many rides next season, including a tour about Boston. The idea that "Gid" can lay aside the pedal is one not to be cherished for a moment.

IT is proposed to present Woodside with a souvenir of the cowboy 7c. bicycle race, in view of his splendid performance in it. He not only rode the grand distance of 422 miles 4 laps in 24 hours, riding four hours a day — which is equal to close on 18 miles an hour — but he worthily upheld cycling against horses by covering 15 miles more than the leading cowboy in the same length of time.

THE revival of the scheme to pave Market Street with bituminous rock, and the gradual extension of this kind of pavement, together with the evidently growing favor with which the Santa Cruz bituminous rock is regarded by the public arouses the hope that San Francisco may shortly have a system of clean, smooth, noiseless pavement, which will make this city as much a wheelman's delight as Washington is. If all that is claimed for the Santa Cruz rock is realized, it will be the best and cheapest paving material possible to obtain, when the almost inexhaustible deposits of it, and their near location to the city, are considered. — *San Francisco Chronicle.*

THE scene was Hampton, and adown the gentle slope the bounding bicycler came, legs over. Towards the bottom occurred a patch of stones with a narrow passage on the one side, and in this narrow pass stood a yokel in all the glory of his Sunday war paint, inciuding flaming necktie, Lewis's 2s. hat, and clean straw pipe. Bell made no impression, neither did the cyclist's stentorian voice, and as the rider did not care to disarrange that carpet of cut stones, he dropped his feet on to the pedals, and, sailing close to that yokel, brought his brawny palm upon the 2s. tile, smashing it, and landing the wearer on the many-cornered stones, likewise shivering that brand new clay. The cyclist went on his way rejoicing, and the yokel picked himself up, reciting the Athanasian Creed backwards and ruefully regarding the battered tile and shattered pipe, likewise commenting forcibly upon the sharp corners of the aforesaid stones. — *Sport and Play.*

THE Indiana Division has a plan for disseminating a knowledge of the rights of wheelmen among farmers and the rural classes. The following will be adopted, says the *Wheelmen's Record*, as being the cheapest and most effective: —

"Country papers all use what is known as patent plates. These they buy of the news companies, at so much a column, use them once, and return them to be used over again until worn out. We propose furnishing plates of this kind, containing the matter we wish printed. The matter will not only consist of extracts of decisions of the courts on wheelmen's rights, but general information regarding the wheel and its uses, with an occasional humorous sketch to liven things up. These plates we will send out a column at a time to a dozen different papers, and by changing plates every week, a running fire can be kept up in each paper for a considerable time on a limited quantity of matter. The country editor will no doubt welcome the plates as a saving on his composition bill, for we will furnish the plates free, if he will print all we send him. In this way fifteen or twenty columns of matter, with say ten plates from each column, can be made to do duty for the whole State. The expense will not be over fifty dollars, and the Division will be vastly better off. The plan is not copyrighted and we suggest to other Divisions to try it."

VICTORS!

Easiest Hill Climbers, ——— Fastest Coasters.

STIFFEST, STRONGEST AND HANDSOMEST!

You will make a mistake if you buy without seeing them. Send for Catalog.

OVERMAN WHEEL CO., MAKERS OF VICTOR BICYCLES, TRICYCLES AND SAFETIES, 182-188 COLUMBUS AVENUE, **BOSTON.**

THE Binghamton (N. Y.) Club rejoices in the completion of the cinder path between Binghamton and Union, a distance of nine miles. The club expended eight hundred dollars in the work, and may well be proud of what they have accomplished. Will some Binghamton wheelman send us a full description of the path, its width, depth, construction, course as compared to the highway, etc.? Other localities may desire to borrow from their experience.

A ROAD race between teams chosen from the R. I. Wheelmen and the Crescent Cycle Club, both of Providence, took place on Thansgiving Day. The course was six miles long. Several tumbles took place, and the men finished as follows: G. P. Hutchins, R. I. (1); E. R. Phillips, C. C. (2); C. E. Munroe, C. C. (3); G. W. Bugbee, C. C. (4); A. F. Clapp, R. I. (5); E. M. Bixby, R. I. (6). Hutchins, Clapp, and Bixby took bad falls, Hutchins covered the distance in 23.40½.

THE secretary of the Surrey Wheelers, an English cycling club, has been officially thanked by the Postmaster-General, for the services rendered by some members of the club in conveying the mail bags to their destination on account of an accident to the Beckenham mail cart, which had been upset, and the horse fatally injured, by a recklessly driven trap. The offender also was chased and caught by a member of the club.

THOUSANDS of people gathered to see Prof. King ride on a marine bicycle from Boston to East Boston, on Thanksgiving Day, and it is said that the Professor won a wager of one thousand dollars by accomplishing the feat. And yet the Portsmouth marine bicycle, that was used several years ago in New England waters, was wont to be propelled to the Isle of Shoals and to other outside points, and in one case it was ridden from Salem to Boston in a driving snowstorm.

THERE is some talk of holding a first-class bicycle tournament in Buffalo next summer, bringing hither the crack riders of England and the United States. If Henry E. Ducker, who acquired a national reputation by his successful management of the famous Springfield tournaments, and who is now a resident of Buffalo, can be persuaded to put his inexhaustible energy into such a scheme, the tournament would beyond a question prove the sporting event of the season, although previous attempts to excite general interest hereabouts in bicycle racing have been unavailing. In the Eastern cities larger crowds are attracted to the race tracks during the week of the bicycle tournament than at any other time in the year. — *Buffalo Courier.*

THE death is announced of William Woodside, a former Philadelphian, at Dunduan House, Coleraine, Ireland, on Saturday last. Mr. Woodside was a native of Ireland. In 1846, he started in the wholesale tea business with his two brothers, John and Robert, in the firm of John Woodside & Co., on Front Street below Chestnut. They dissolved partnership during the war, after each of them had amassed a fortune. William Woodside visited this country three times since he retired from business, each time to recover his health. He leaves a widow and a family, one of his sons, William M. Woodside, being noted as an English bicyclist. The third brother, Robert Woodside, is still living in Ireland. — *Philadelphia Express.*

JESSIE OAKES, who hails from England, has thus addressed Miss Elsa Von Blumen: "I wish, by this card, to challenge you to a bicycle contest, which shall determine the relative speed and endurance of American and English lady bicycle riders. I recognize the fact that you hold the leading position among lady bicyclists of America, and for that reason, as an English rider, I wish to issue this challenge to you. I do not desire to insist upon any conditions beyond stipulating that we shall both ride crank machines, and that each of us shall have the liberty of selecting the make and the weight of wheels. If you accept this challenge, I think we can easily agree as to time, place, and distance. We can then arrange the necessary details and conditions. I only ask that as early a date as may be convenient to you may be selected. I suggest that, as consideration, the winner of the race take the larger percentage of the receipts."

A SHORT time since, W. B. Everett & Co. built an iron oven in the basement of their store, for the purpose of baking the enamel on their wheels. On Tuesday of last week the oven was in use, when suddenly the gas which heats the oven went out. Instead of turning the supply off, Mr. W. L. Ross, Mr. Everett's superintendent, who, with Mr. Butcher, of cyclometer fame, was in the cellar, lighted a taper and started to ignite the gas again. Both these gentlemen then approached the oven, Ross with a taper; but no sooner did they open the oven door and apply the light than a terrific explosion took places. When found by those who went down to investigate the trouble, both men were discovered lying on the floor badly bruised and burned, and insensible. The injuries are very painful, though not of a serious nature. Both gentlemen were removed to their respective homes as soon as practicable, and at latest accounts are doing well. The explosion broke a good deal of plate glass, some of which fell on some passers-by, doing a little damage.

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

ADVERTISEMENTS will be inserted in this column as follows: Fifty cents for four lines, first insertion; twenty-five cents for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FOR SALE. — A 54-inch 1887 New Mail Bicycle, in good condition, best offer over $75 takes it. D. L. EMANUEL, Catasauqua, Pa.

FOR SALE. — Or will exchange Remington typewriter in A No. 1 condition, has had about nine months' steady use, for a Columbia bicycle. Address A. C. PHILIPS, 200 East 4th St., Wilmington, Del.

WANTED. — 48-inch Expert Columbia or Rudge Light Roadster, must be in perfect condition; give lowest price for cash, also full description, year made, finish, condition, etc. J. C., JR., 40 East 68th St., New York.

FOR SALE. — One 56-inch Expert Columbia, ball bearings throughout, in good condition; best offer over $80 takes it; also, one 52-inch Rudge Roadster. E. F. AUSTIN, 175 St. Clair St., Toledo, O.

BUFFALO HOME TRAINER FOR SALE CHEAP. — Been ridden very little by one rider; practically new. also, 53-inch Apollo bicycle, in splendid order; price, $75; a bargain. C. A. C., Box 2384, Boston.

FACILE, 42-INCH, EQUAL TO 50 OR 52-INCH, ordinary; cow-horn handle bars, extra saddle; is in first-class condition; will sell very cheap. Address M. R. CONNELL, room 42, Grand Central Depot, New York, N. Y.

BARGAIN EXTRAORDINARY. 50-inch New Rapid 1887 pattern, all improvements, good condition. Will sel very low for immediate cash.

NEW RAPID,
112 Orange St., New Haven, Conn.

PHOTOGRAPHS. — Cabinet size of T. Stevens, S. G. Whittaker, W. A. Rowe, F. Foster, H. G. Crocker, G. M. Hendee, W. E. Crist, A. B. Rich, R. A. Nielson, E. P. Burnham, C. P. Adams, E. De Blois, Willie Harradon, F. Wood, C. F. Frazier, A. McCurdy, Victor Team, Hal. W. Greenwood. At twenty-five cents each. Address F. H. ROBERTS, Collinsville, Ill.

FOR SALE. — One 53 and 55 inch, new, 1887 Columbia Light Roadster; best offer over $100 received before Dec. 1 takes either. One new 1887 Columbia Light Roadster tricycle at best offer over $125 cash. T. B. RAYL & CO., Detroit.

STAR. — 48-inch Special Star, enamelled, with all improvements, never been ridden; will sell cheap, as I have no use for it. Address M. C. S., care Letter Carrier, No. 58, Boston, Mass.

BARGAINS IN BIKES AND TRIKES. — Fine assortment of new and slightly used machines, Standard maker, and only such as can be guaranteed. Wheels bought, sold, and exchanged. Being sole New York agent for New Rapid and Quadrant cycles, we will make exceedingly liberal allowances for old mounts in exchange for above machines. Send for bargain list, NEW YORK BICYCLE CO., No. 38 Park Place, New York.

BICYCLES, SECOND-HAND. — If you wish your wheel sold quickly, at a small commission; or if you wish a choice from the biggest list of big bargains in America, send to MANHATTAN WHEEL EXCHANGE, 49 Cortland St., N. Y.

BICYCLE. — 58-inch, full-nickelled Expert, ball pedals, in good condition; price $75. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

REWARD OFFERED FOR THE RETURN OF a 50-inch full nickelled Columbia bicycle, No. 12,220, 1887 style, double grip handles. Stolen from WM. P. RADLEY, 324 W. 47th Street, New York.



The SPRINGFIELD ROADSTER for 1888.

YOST AND McCUNE PATENT.

This is an absolutely safe wheel, which retails for $75, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all-round road riding and hill climbing ever offered the public for the money. Best class of cold-drawn weldless steel tubing in handle bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first class as to its workmanship and material.

The 1888 pattern **SPRINGFIELD ROADSTER** for $100 has ball bearings all round, and cow-horn handle bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of $25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

RETAIL SALESROOM, 147 WASHINGTON STREET, BOSTON.

Branch Offices in all the leading cities.

SPRINGFIELD BICYCLE MFG. CO. - - 9 Cornhill, Boston, Mass.

THE PATH.

NEW BEDFORD, NOV. 24.— Races under the auspices of the New Bedford Cycle Club.

Five-Mile for President's Medal.— C. L. Dunham (1), 21.23 5 8; F. L. Wing (2).

Half-Mile Dash. — H. Smith (1), 1.37½; A. L Blackmer (2).

Quarter-Mile. — H. Smith (1), 38 sec.; F. L. Wing (2).

WILMINGTON, DEL., NOV. 24.— Races under the auspices of the Wilmington Wheel Club.

Half-Mile. — S. W. Merrihew (1), 1.42; B. F. McDaniel (2).

Two-Mile State Championship.— J. S. Bertolette (1), 8.20.

One-Mile Four-Minute Class. — N. R. Bertolette (1), 3.47; A. Jefferis (2).

Two-Mile Handicap. — B. F. McDaniel, scratch (1), 7.20; S. D. Wilson, 100-yards (2).

One-Mile Novice.— R. Dallett (1), 3.46; S. G. Wilson (2).

One-Mile Handicap.—B. F. McDaniel, scratch (1), 3.33; A. Jefferis, 115 yds. (2).

Three-Mile Lap.— B. F. McDaniel (1), 12.15; F. M. Dampman (2).

THE CLUB.

AT a meeting of the Cincinnati Bicycle Club, held Oct. 31, the following officers were elected to serve for the ensuing year: President, H. S. Livingston; captain, C. M. Galway; secretary, W. H. Miller; treasurer, M. A. High; first lieutenant, J. R. Pigman, Jr.; second lieutenant, T. M. Schultz; club committee, A. A. Bennett, A. Wilhelmy, H. W. Longley.

OFFICIAL ANNOUNCEMENTS.

ALABAMA APPOINTMENT.

UPON recommendation of several members in the State, I take pleasure in hereby appointing R. H. Polk, Montgomery, as Chief Consul for Alabama.

T. J. KIRKPATRICK, *Pres.*

MARYLAND APPOINTMENT.

J. KEMP BARTLETT, JR., having for business reasons tendered his resignation as Chief Consul of Maryland, I hereby appoint A. E. Mealy, 110 South Howard Street, Baltimore, to succeed him.

T. J. KIRKPATRICK, *Pres.*

MASSACHUSETTS APPOINTMENT.

WM. A. MOSMAN, of Jamaica Plain, is appointed a representative for Massachusetts.

H. W. HAYES, *C. C.*

DELAWARE APPOINTMENT.

W. S. LETHERBURY is appointed local consul for Middletown, Del.

J. E. PALMER, *C. C.*

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them.* After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 115 — Total 5 — 11,842.

BOSTON, Dec. 2 1887.

KANSAS DIVISION — 1. — 179.

Unattached.

17159 Toers, Henry T., Newton.

NEW YORK DIVISION — 4. — 2,298.

Albany Wheelmen.

17160 MacCormack, Harry H., Slingerlands.

Ilderan Bi. Club.

17156 Burton, Roy, *Citizen* Office, Brooklyn.

17157 Robertson, N. A., 203 Sterling Pl., "

Kings County Wheelmen.

17158 Snyder, J. S., 62 So. 9th St., "

RENEWAL BLANK.

Please fill out the blank below, and send it with $1.00 enclosed, and your number, to

ABBOT BASSETT,
Box 5267,
Boston, Mass.

DO NOT FORGET TO SEND OLD NUMBER.

If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

No. .....

Name, ...

P. O. Address, ...

City and State, ...

Club, ...

Enclosed find
$1 for renewal.
.25 " holder.
.25 " marking.

OUR LITTLE FLYER.

STILLMAN G. WHITTAKER

Has closed the season for us with the most wonderful road performance ever recorded by the wheel press, making in the 24 hours, on an ordinary 51-inch Light Champion taken out of stock and weighing 40 pounds, the phenomenal distance of

323 MILES.

Proofs of the ride have been submitted to the interested press, and this record has been accepted by every cycle paper in the country without a single dissenting voice, and the doubter has but to write any cycling editor to become himself convinced.

The American Cycles are road machines, and strong enough for the toughest American roads. They hold every American road record from 10 miles up to 24 hours; hence it would seem that they run even more easily than the frail and specially constructed wheels that our competitors have used in their futile attempts to wrest the records from riders of Champions.

Oh, but the bearings do tell, sure enough!

And that little track trial of Dingley's, at Lynn, on a 36-lb. Champion, still stands at the head, notwithstanding that most of the racing cracks, on racing machines, mind you, have had a go at it. In the words of Sammy Hollingsworth, "It was a wonderful record."

If you wish to purchase the best and easiest running road machines in the world, correspond with

GORMULLY & JEFFERY MFG. CO.

CHICAGO, ILL.

Largest Manufacturers of Cycles and Sundries in America.

THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN: PUBLISHED WEEKLY: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, DECEMBER 9, 1887. | VOL. V. No. 23. WHOLE NUMBER, 128.



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THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

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All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith.

Members should be careful to notify the EDITOR promptly of any change in their residence, giving their old as well as new address. Great care is taken with the mailing list. All changes received after Tuesday night can not be attended to until the following week, as at that time the list goes to printer for revision. Members who write for back numbers will have them forwarded on Friday, our regular mailing day.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

IF those who say the League does nothing, will look in upon the Rights and Privileges Committee, we think they will be undeceived. It is a common remark that the wheelman now has his rights, and there is no need for a National Association; but the records of our Legal Committee will show that this is far from true. We think that no year since the League was formed has shown so many legal cases as that just past will exhibit. In another column, a correspondent tells what was done in Oil City, Pa.; and the cases in Nebraska and Illinois are fresh in the minds of members. New York has now an interesting case, which will be pressed to a solution.

As Dr. Wm. M. Pettit, of Lockport, N. Y., was riding his wheel on the highway, about three miles out from that city, Nov. 23, he was met by a farmer, driving a team attached to a heavy wagon; the farmer kept the road, though the Doctor turned out as far as possible, and deliberately ran the wheelman down, driving over his wheel and wrecking it. The Doctor is one of the best known riders in Lockport; and the local wheelmen have taken up his case and will press it to a solution. They will have the assistance of the New York Division and the National Association, and the farmer will be made to know that the wheel has equal rights on the road with his farm wagon. The farmer has had his fun, and now he will be made to pay dearly for it.

OUR correspondent "Bon" regretted in his article of last week that the renewals of League clubs were not to be published. We don't know where he got the idea that they were not to be published, for it has never been our intention to omit them. We have tried to introduce some system in the recording of League clubs, and it is important to us that they be published, for we shall not enter any name on the list this year, unless we get a certificate from the secretary, stating that the club continues with the League. We cannot take it for granted that a club is with us, because a secretary sends a long list of names, for very many clubs that are not on the list send in a large proportion of their memberships. Club secretaries will oblige us by sending with their renewal lists a brief certificate as follows: "This certifies that the Blank Club continues a League club for the year 1888. Blank, Sec." Clubs that have sent in lists without certificates, will oblige us by sending them without delay, and we will withhold publication of club renewals till next week.

THE case of Rowland Evans, bicycler, of Philadelphia, against A. Carnell, butcher, for assault with a whip while Mr. Evans was riding his wheel in Fairmount Park, last spring, was decided Tuesday, Nov. 22, and in spite of the fact that Mr. Evans's testimony as to the assault was corroborated in every detail, and the butcher admitted that he used his whip "accidentally," the jury decided in favor of the defendant and against the bicycle. When the evidence was all in, every one thought that the case was sure for Mr. Evans, but it seems that some of the jurymen were drivers, and doubtless each felt "a bit of a road hog himself," so found for their fellow porker. Judge Mitchell, on receipt of the verdict, remarked that he could not see how any jury could possibly have brought in such a verdict. Hereafter, it is probable that Philadelphia athletes on bicycles will not stop to carry their cases to court, but will administer justice promptly on the spot. Pennsylvania seems to be a good field for League work.

WE are tired of the cry, "The League does nothing!" Take away the BULLETIN and the disadvantages of the want of a medium for communication between the officials and members would be keenly felt. Take away all the committees who are laboring for the rights of wheelmen, for free transportation of wheels, and for the regulation of racing, etc., etc., and it would be quickly seen that the League had been doing something.

IT is frequently said that the divisions do all the work. With all due credit to the divisions for what they have done, we object to the statement. The National body gets fifty cents from each renewal, and for this it must supply a paper weekly, besides doing all the routine work of the association. If members will look about them and see what weekly cycling papers charge per year for their journals, they perhaps may see what the League does for the half-dollar.

QUAKERTOWN QUILLINGS.

THE verdict rendered by the jury in the recent Evans-Carnell case has set Philadelphia cyclers by the ears; indignation is loudly expressed, and woe betide the luckless horseman who next uses his whip on an athletic wheelman in this City of Brotherly Love. He may well expect to go home minus much cuticle, and plus collections of extravasated blood in spots exhibitable to best advantage. For be it known to the uninitiated, that the average wheelman is not infrequently a more than average boxer, and is usually in much better physical condition than individuals inclined to too free use of the whip and other stimulants. The Philadelphia *News* deserves a vote of thanks from the wheelmen, for its editorial championship of their cause, as follows: —

"Every man and boy in Philadelphia, who owns or uses a bicycle, is interested in the wonderful verdict of 'not guilty,' rendered in the case of Albert Carnell, charged with whipping Rowland Evans while the latter was riding last summer in Fairmount Park. Judge Mitchell, before whom the case was tried, says that the verdict amazed him. Every one who heard the evidence was amazed at the result of the jury's deliberations. Perhaps no one was more amazed than Carnell himself, who will hereafter feel that no bicyclist has any rights which he or any one else is bound to respect.

"The law gives bicycles the same right of way enjoyed by other vehicles, stipulating only that they must use a bell in the daytime and a lantern at night as a signal of approach. This is common-sense. Bicycles are used by thousands of persons in every great city in the country, and if drivers have horses that are afraid of the two-wheeled vehicles, they should overcome the terror of the steeds by a short course of training, as is done with horses afraid of engines and street cars.

"Riders of bicycles will probably have to pool their interest in cases of assault by hot-headed horsemen, until several of the latter are convicted and punished. It seems clear that nothing else will protect the host of those who enjoy a 'spin on the wheel.'"

Hurrah for the *News!* Not much of the "horsey" about that, is there? Albeit lots of "horse-sense."

"The Evans suit was brought upon the criminal charge of assault and battery, and as an appeal is not permissible, the advisability of bringing suit for damages is now under consideration by Mr. Evans, who will probably institute further proceedings. Another case will come up before Magistrate Clarke, shortly. Kirk Brown and R. C. Swayze, of the Century Wheelmen, are the plaintiffs, and the defendant is a saloon-keeper on Eighth Street near Bainbridge. On Sunday, Nov. 13, Brown and Swayze were wheeling down Sweet Briar Hill in the West Park, when the man drove up behind them and tried to run them down, at the same time using abusive and profane language. The two cyclers kept out of his way until they reached Girard Avenue bridge, where they had him arrested. He promised to appear before a magistrate, on the following morning, but failed to keep the agreement, and went out of town. Last week a warrant was served upon him, and to-day he is to appear before Magistrate Clarke to answer the charge of using profane and obscene language in the Park.

"These cases are of rare occurrence in the Park now, as most of the horses have become accustomed to bicycles, and are no longer afraid of them. Far more trouble is experienced with the drivers of heavy teams in the country, who frequently embrace an opportunity to worry wheelmen, particularly in Jersey."

The Century had their annual election of officers last week, and it speaks well for the harmony of the club that but one nomination was made for each office, and of course every

election was unanimous. Mr. Frank Read now enjoys the biblical distinction of the man with two masters, as he is president of both the Century and Germantown. It does one good to hear his enthusiastic indorsement of the Century boys as a lot of active, progressive, clean-spirited young men whose association is a credit to any city. The Century will keep open house on January 1, and will have their second "hare and hounds" on Christmas morning. The new list of officers is, Frank Read, president; Thomas Hare, vice-president; R. C. Swayze, secretary; P. S. Collins, treasurer; and W. T. Fleming the "8,000 miler," captain.

By the way, the friendly discussion between members of the Century and the South End as to which originated the hare-and-hounds meeting in Philadelphia is entirely unnecessary. In the good old days of cycling, when the Germantown was the most active, and had the hardest riders of any of the clubs, several hare-and-hounds races were run under the auspices of the Germantown Bicycle Club. The first, in 1880, had Thomas K. Longstreth (president of the Philadelphia Club, and father of cycling in Philadelphia), Joseph Pennell, and Warren H. Poley (first captain of the Germantown) for hares, and the dance they led the luckless hounds was a caution, being finally caught by F. W. Corse, and one or two others. A second meeting a year later had Corse, Gideon, and Tatum for the hares, and they were never headed, coming in with an increased lead of over a mile. An effort still later to run out through the Park was stopped by the authorities, because of the necessity for leaving a trail by torn paper, against the rules of the Park.

So, you see, neither Century nor South End can claim precedence on this score.

PHACTO.

ST. LOUIS.

LINDELL GORDON, Tom Reynolds, and Will Parkhurst are back already from their trip to Central America. Their stay was cut short by the beginning of the rainy season, which set in on their arrival, and caused them to think they had hoodooed the country. They brought back a number of tiger skins, which they claimed to have got legitimately, and say they saw a lot of monkeys. These latter made them homesick, as they suggested the sweet airs of home and childhood's singing. And then, after seeing any of these monkeys, Tom would manage to run foul of a guitar and torture out some American melody that would bring tears to both his companions' eyes, and they would cry, "Lord, is n't our lot hard enough, anyway?" They came back much sooner than they expected, as there was no use staying in the country until the rain was over. They did buy some horses at Truxillo for $80, and plunged into the interior, and a plunge it was, literally, as what time they were not wallowing in the mud they were swimming suddenly swollen streams. Altogether, they have poor recollections of the country, but a high appreciation of the shrewdness of the natives, who induced them to pay $80 each for horses which they were glad to sell later on for $50. This bargain, I think, is less a credit to the natives' shrewdness than a tribute to the trio's devotion to the wheel in the past, which had left them unable to tell anything about the value of a horse. Wait till the "tired trio," as the *Post-Dispatch* calls them, go to England, and want to buy a bike. Then see who will get left. Of course, they found no "bicyclable" roads in their brief wanderings, as the roads there are nearly all bridle paths.

I AM sorry to see that Mr. Belding has seen fit to misinterpret my little joke about his physician saying the De Soto road was hard to ride, and to say that in the joke there lay hidden the insinuation that he tried to dodge the race with Greenwood. Since then, however, I have formed the opinion that Belding did n't want to race Greenwood, and I believe that every wheelman in the city holds the same opinion. And this is a credit to Belding, as I, as a friend of his, would be sorry to see him, a married man, attempting to beat Greenwood over the dangerous road. But I am sorry he did what looks like dodging. I would have preferred to see him manfully say he would n't race, rather than attack the truthfulness of a brother wheelmen, who quoted him as challenging Greenwood. It would have been better for him all around, as the card in the BULLETIN of the 25th, denying a statement, has called out Prof. Stone, who declares that Belding did make the statement, with the qualification which I mentioned, I think, and which we all understood, — that he was to train before racing. Belding now admits that he made that qualified statement, which is all the vindication I want.

THE success achieved by the Missouri Club in the formation of the singing department suggests the wide field which lies open to the club. No other organization has such facilities for general advancement, and such a membership to take advantage of them. By that I mean, that a bicycle club is preëminently composed of young men. They have the enthusiasm and time necessary for progressing along the several lines a club opens to them. Other large clubs are not so. They are composed of older members, men who are engaged in the cares of business and have no thought but to rest and find luxurious amusement. To them, amusement that requires any degree of physical exertion is not amusement. In a bicycle club like the Missouris look at the advantages: A large membership to recruit from; a fine meeting place; the support and encouragement of a large club. Would not it have been lamentable if these advantages had been overlooked forever? Take the athletic advantages: An immense unsurpassed gymnasium; competent instructors among the members themselves; opportunities for bathing unequalled. Would it not be lamentable if these chances should be neglected, and the members a year hence, with a few exceptions, know as little of the apparatus as they know now?

AT the last meeting of the Missouri Club I had a talk with James W. Grahame, Professor of Physical Culture, who was looking about quite a deal surprised at the fine appointments on every hand. "What do you think of this, professor?" said I. "I think," he replied, "this one of the finest places in the way of arrangement that I ever saw. From the location of the club and its appointments, it ought to be made a centre in the West End. And it could be, too, if the young men in the membership realized their opportunities. From what I have seen of them, they are in a great measure well-built, likely young fellows with any end of capital, physically, to be developed."

BERT TAYLOR is a good rider, — about as good as they are found here or hereabouts, — but he will quit trying tricks on the road. He started out one or two Sundays ago, for a spin to the park. As usual with him, he adopted his dangerous and very cute tactics of grasping his companion's handle bars, trying to shake hands, etc. On reaching the top of Lindell Hill, he was not content with coasting ordinarily, but insisted upon standing up in the saddle, and all the while his wheel's velocity was increasing. Finally, he said he would stand up and let go of the handles. Somebody warned him, but no, he would do it. He did do it, and a great deal more. He joined the wheel in making a fricassee of legs and spokes, and hair and dust. Where each had been divorced from the other, one was lying twisted and bent in the road; the other was bent over and twisting around in all sorts of shapes, holding his head, and asking in pitiable accents, "What did the *mule* kick me for?" What little riding Bert does now is done sitting on the seat.

OMEN.

ST. LOUIS, Dec. 4, 1887.

FROM A FEMININE POINT OF VIEW.

DIED, Nov. 30, at Chelsea, Mass., Miss Nellie M. Hollis. A devoted daughter, a cherished sister, a noble woman, and an enthusiastic cycler.

SHE was with us the first day of the North Shore trips of 1886 and 1887, and though her stay was brief she made many friends. She took to the wheel last year, and entered into the sport with all the enthusiasm she was capable of, and this is saying very much. But though her spirit was never flagging, her body was weak, and it was not long before her physician told her she was doing too much. It was with much reluctance that she curtailed her rides, and she was obliged with a heavy heart to give up the trip to the North Shore. Those who have heart trouble, fall an easy prey to disease, and when our friend was stricken with pneumonia, she was taken away after an illness of a few days. She leaves a large circle of friends to mourn her loss, for she was one beloved of many. Her loss to the household, in which she was an important factor, is irreparable. Her memory will long remain a cherished one in the minds of all who knew her.

THANKSGIVING Day is gone, but we are still thankful for the bounty of good roads and fine weather. We are well into winter, with no sign of snow upon the ground, and the hard and smooth roads invite the cycler to mount and away.

I WAS shown a new bicycle the other day, and the inventor was loud in its praises. I believe that I am one of a very few who have seen the new wheel, for it is built upon new principles, and is very much unlike the ordinary machine. It was shown to me, not because it was thought I ought to be interested in that especial wheel, but for the purpose of explaining to me how, with a few alterations, the wheel could be changed to one which ladies could ride.

I CAN easily see how the purpose of the inventor can be accomplished, and how a machine with but two wheels can be made for ladies' use, but I think it will be harder to find the lady rider than to make the machine.

I THINK I have said all this before, and I have a recollection that my remarks were taken exception to by a correspondent, who claimed for the bicycle a greater degree of lightness, a single track with the accompanying ease of going over roads impassible to the three wheeler, and many other advantages. With all due respect to my critic, I still believe that the ladies do not care for a machine that they have to dismount from every time they stop, that they cannot easily mount, — for remember we have to adjust skirts when we get upon a machine, — and that they have to keep in balance all the time. I may be a mistaken exponent of the sex in my position, and I am willing to see a demonstration of my error, but I firmly believe that the ideal machine for ladies will have not less than three wheels and weigh less than fifty pounds.

AN Irish girl writes a very bright and sparkling letter to a Dublin paper, in which she tells of her experiences on the wheel, and notes several runs by a club of lady riders, who go on "primrose hunts" and berrying excursions. She says: —

"We formed a kind of small private club among ourselves, when we became fairly good riders, — three or four other girls, my sister, and myself. We dressed alike, in most approved cycling costume, arranged 'club rides,' and always went, 'come wind, come weather,' unless the latter was something too appalling. We had 'runs' twice a week, then came home to tea at alternate houses, on the different days, and generally ended by very social pleasant evenings. We were each allowed to invite one gentleman to join our party, but did not always avail ourselves of the privilege (?), but Jack and one or two of his friends frequently hinted strongly that they desired an invitation, so then we allowed them to come, if they promised to ride slowly, and keep to our pace. And we had several delightful expeditions in the spring, 'primrose hunting.' We used to bring home baskets full of them, which made the house look so sweet, as if a little breath of the country had come in to gladden the dull town; and violets, too, what searches we had for them along the green banks; and I always liked to get plenty of moss, which looks so pretty when settled with flowers. We had many an impromptu 'afternoon tea party' up the country too, for we seldom started without a supply of refreshments safely strapped on to our machines, as we found that the keen mountain air produced excellent appetites, and, with the help of an obliging cottage dame, we had little trouble in preparing 'the cup that cheers,' etc."

I HAVE had only two records this week. One comes from Boston and tells of the rides of Mrs. M., who wheels about on a single machine in company with her husband, who rides a bicycle. She tells me that she has recorded 1,800 miles, including a long ride on a tour of 200 miles. Miss H. S. B. has ridden from Newton (Mass.) to Worcester on one occasion, to South Framingham twice, and to Natick a great many times. She thinks she has a record not far from 1,000 miles, though she can only estimate her distance. She advises colored glasses for riding during the summer when the sun is hot, and the roads are all of a glare, and says that they relieve aching eyes and aching heads, which naturally follow riding without these.

I HAVE not yet heard from Orange, N. J., where the ladies run up records which put ours to the blush, nor have I heard from the Brooklyn ladies. I hope that all will contribute to the cause by letting the world know what woman can do on the wheel.

DAISIE.

THE OWL.

SO George D. Gideon has forsaken the wheel, after his years of service in its behalf, with both wheel and pen. Well, I am sorry; but, then, a man may go out of cycling without cycling going out of him, and I hope this may prove to be Gideon's case.

MANY old fossils object to cycling because a man riding a wheel is so apt to lose his balance: but that 's no argument. How many of these same old moss-backs lose their balance through broken banks and skipping cashiers, but they don't use that as any argument against banks, do they?

I DON'T want to trespass upon "Daisie's" prerogative by introducing into my notes matter relative to the fair sex, but, you see, she only claims to look at it from a "feminine point of view," while I, per force of circumstances, must present the other side of the question in writing up the subject as it is viewed by men. With my apologies, therefore, as above, I will proceed to give my ideas in relation to the whereasness of the why, as to the cause of the slow increase of woman tricyclists. Almost the first thing that seems to stagger the fair neophyte when she is brought to face a tricycle for her first lesson, is the fact that she must use a saddle similar to those used by the sterner sex; then, forthwith, in nine cases out of ten, some idiotic idea of outraged propriety gets possession of her, and she at once and forthwith abandons all idea of becoming a rider, simply because she cannot sit upon a tricycle in the idiotic manner in which custom and fashion awkwardly place her upon a horse. Woman, as a rule, is an imitative creature, and follows blindly in the footsteps of any one of her sex who may be bold or foolish enough to set her an example; hence, when a deformed queen of England, some centuries ago, was compelled to ride horseback sideways, from physical incapacity to do otherwise, the women of the civilized world have felt compelled ever since to ride in the same way. The attitude which a woman is forced to assume on a side saddle is the perfection of awkwardness, to say nothing of the twisted spine and cramped position of the legs, and yet, as before stated, I verily believe that the lack of fair recruits to the cause of cycling arises more from the fact that the vehicle and its saddle are made primarily for healthfulness and grace, which has more to do with the absence of woman riders than all others put together. Some day, perhaps, a shrewd maker will invent a tricycle, and adopt some spine-deforming side-saddle, and then the fair sex, fearing not Mrs. Grundy, will rush pell-mell into cycling; but until then, I have not much hopes of any great number of the fair sex becoming riders.

IN the New York *World* of Sunday appears an article from the able pen of Mrs. John Sherwood, entitled "The Future of the Park," in which that lady urges many English innovations for its improvement, prominent among which she thinks should be the setting apart of some stretch of road therein for a parade of all the fashionable turnouts, similiar to that in Hyde Park, London, known as the "Ladies' Mile." Of course, from this estimable lady's point of view, this would be a vast improvement over existing arrangements, as it would enable all of our Anglo-maniacs to imagine themselves in "dear old London, don't cher know," without their having to go three thousand miles to actually get there, but to the more sensible part of the community, of whom the wheelmen are a part, at least in regard to the use of the park roadways, I am afraid the plan won't meet with any hearty support. If Mrs. Sherwood, though, really does want to see a "Ladies' Mile" in Central Park, if she will only set the date, I will be pleased to accompany her and show it to her. All that will have to be done, will be for us to await the passing of one of the unwashed, in his variegated uniform, with his legs working at right angles to the wheel he is riding, and I am sure she will see a lady smile, wherever he passes one.

I SAW a case of an expert's opinion of the beneficial points of cycling as an exercise, the other day, that rather put its merits in a new light to me. A gentleman who is at the same time the secretary of one of the most prominent wheel clubs here, and of the leading tennis club in the country, found himself gradually arriving at a point in which chronic insomnia was threatened him, and he went at once to an eminent authority on mental complaints, who, in questioning him to ascertain the cause thereof, found that the gentleman had been devoting all of his spare time to tennis, neglecting his cycling almost entirely. The expert's decision was, no more tennis, but any amount of bicycling; and yet this man of science had never seen a bicycle nearer than passing one in the Park, and could not, therefore, be accused of being prejudiced in the advice he gave. The ground on which he based this decision was, that the nervous organization of the patient was caused to be overtaxed through the study of the game in his tennis playing, thus injuring more than benefiting him; while in cycling, his mind dwelt only on the passing scene, and the exercise and fresh air thus gained were left to benefit the rider to the fullest extent. I am not physician enough to determine whether these arguments are valid; but in the case in point, I do know that the gentleman quit tennis, went back to cycling, rode often, and has never had to consult the man of medicine since. This is not an ad., it is a fact.

HARRY COREY has, as usual, given us one of the earliest and most impartial reviews of the English wheel-market, in his recent article in the Boston *Herald*. I always look upon this report of Harry's, when he returns from his annual jaunt abroad, as the first official forecast of the coming season's wheels in America which, as a rule, are of course formulated after the prevailing ideas abroad.

I WAS almost astonished when I read an article from your Philadelphia correspondent last week, wherein he quoted a prominent rider there as saying, in regard to the secession idea now so popular in that village, that "we have the right to chose the devil if we want him" (this refers to his Satanic Majesty representing them on the Board of Officers L. A. W.), "and they (the Board) should not object." This peculiar idea is worthy of Philadelphia. I agree with them in saying that if the devil was a fit representative of Philadelphia cycling that he should be chosen by them, but there is certainly another side to the question, and the gentlemen who compose the Board of Officers certainly should be allowed to have something to say about those who consort with them, and there are a number of them who would object to the presence of the devil, even though he was there as a representative of Philadelphia, and it was perhaps this class who have caused this cry of secession to be raised. I wonder if the "milk in the cocoanut" cannot be explained by the following lines in the article quoted, "the matter of sending a check each year, directly from the club treasury, for a hundred or hundred and twenty-five dollars, is a matter they feel obliged to carefully consider." Of course a Philadelphia club should "carefully consider" the sending of such an amount to any organization that they suspect to be capable of refusing to accept the devil as the representative of Philadelphia wheelmen, should he be chosen by them for that purpose.

THE OWL.

MR. ALBERT ELY, of the Cleveland Bicycle Club, was a visitor at the Missouri Club-house yesterday. He is a prominent cyclist of the Ohio city, and is connected with the Cleveland Race Track Association. The burden of his talk was on the decay of racing, and the certainty of his track going the way of the short-lived Lynn track. — *Post-Dispatch*.

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LETTER FROM BROOKLYN.

THE recent cold snap hardened up the roads, and they were just getting hammered out into the usual excellent condition they attain during the interval between the first frost and the first snow, when the present tropical spell came along and thawed them again into their previous soft and muddy state. With the first touch of severe frost or cold weather, many riders put their machines away until the coming spring, apparently unaware of the delightful wheeling a continued cold spell, without snow, will bring. I have, in the winter, ridden over roads as level and smooth as the famous roads of Orange, that in summer were impassable for the deep sand. Our boulevard is never so good as when frozen hard, in fact, that is the only time it can be called good at all; yet during the beautiful bracing weather just past, comparatively few wheelmen were to be met with. Winter riding is not such cold work as many would suppose; in fact, it is prudent not to dress too warmly for winter work. The parts that require most protection are the hands and feet. The body will be kept warm by the exercise, and it is for this reason that one should not be overclad, as it will produce free perspiration, which is to be avoided in cold weather on account of the danger of taking cold resulting therefrom, and for like reasons don't stand about, but keep in motion, and, when a stop is made, go indoors. The riding season does not close until the snow covers the ground, and if you want proof of this assertion, take a good long spin during a continued cold snap.

THE Ilderan Club held their annual meeting and election of officers on the evening of Nov. 17. The best of good fellowship prevailed, many of the old officers being re-elected. The officers for 1888 are: Howard Greenman, president; D. W. Barker, vice-president; H. C. Mettler, secretary; W. F. Miller, treasurer; W. J. Savoy, captain; E. Hopkins, first lieutenant; J. W. Shoefer, second lieutenant. Their regular "Saturday nights," inaugurated two weeks ago, and which are to continue during the winter, have proved very successful, and the boys may look forward to an enjoyable season.

THE Brooklyn Club are working up all sorts of novelties for their regular monthly "stags." On the club-house bulletin, the other evening, the following notice, conspicuously posted, gave an insight as to one of the coming events: —

Justices' Court, 29th District.
Trial by Jury.
HOWARD SPELMAN, Esq., Plaintiff,
v.
L. W. SLOCUM, Esq., Defendant.
Action to recover damages for alleged irregularities in the sale of a horse.
For Plaintiff, ISAAC B. POTTER.
For Defendant, H. S. STALLKNECHT.

The trial of this case is set down for the regular term of this court, to be held at the court house, No. 112 St. Felix Street, on the twenty-first day of December, 1887, at 8.30 P. M.

Mr. Potter is well known by his Liberty Bill fame. Mr. Stallknecht is of the law firm of Messrs. Coudert Bros., New York City. The jury is to be selected from among the visitors, and a prominent attorney is to act as judge. Some pretty tall swearing, very strong argument, and an enjoyable time generally are to be expected. Rumor says the party who loses his case is to stand champagne for the crowd.

Meeteer, first lieutenant of the Brooklyn Club, has been compelled, by business engagements, to desert his companions and take up his residence in Buffalo for the winter. The boys all look forward to his return, as his ever-ready wit and uniform good humor made him a universal favorite with all who knew him.

It is confidently asserted that tobogganing is to be the popular craze this winter. The wheelmen hereabouts, ever ready to enjoy all the good things of this life, are taking time by the forelock, and are already organizing tobogan clubs. Manager Byrne, of Washington Park, has promised that the slides will be in apple-pie order ere the snow flies, and has been talking of inaugurating a carnival for the boys. The boys are willing, and the only lacking ingredient to the consummation of the project is the absence of snow, which may be expected, as usual, in due season.

Charlie Schwalbach, or "Dynamite Charlie," as the boys now call him, is authority for the statement that the lady riders hereabouts are about organizing a tricycle club, and have already twenty names as charter members.

BON.

Dec. 5, 1887.

THE NEW ORLEANS ROAD RACE.

FIFTEEN STARTERS, A FINE DAY, AND A MOVING GRAND STAND MAKE IT QUITE AN EVENT.

FIFTEEN starters in a race — and a road race at that — is quite an extraordinary occurrence in New Orleans, but, just the same, when the time for the start of our first Thanksgiving Day handicap came around, exactly that many men faced the starter for the five and a half miles pull over the "rocky" road to the West End. The race itself was quite an event. Aside from being the first of its sort in New Orleans, it was characterized by not only a big field of starters, but by the introduction of the "moving grand stand" which was recently tried and found up to the mark, over in Georgia. Our trial proved entirely satisfactory, and it can be set down as a certainty that in future races to West End, the "moving grand stand" will be there by a large majority. Last Thursday's "grand stand" was made up of locomotive and seven coaches, all pretty well filled with spectators. A large crowd gathered at the starting point, who, together with those gathered at various points along the route and aboard the cars, would make probably two thousand or three thousand witnesses of the race.

The handicaps proved too much for the scratch men, but the handicappers, under the circumstances, did the best they could, there being no less than nine new and untried men among the fifteen starters, making it a difficult and thankless job to place them to suit every one. Next time it will be easier, now that all have records. But I am as far from details of the race itself, as when I started. To come a peg nearer, let me say that the road was in poor condition, that the sky was cloudless, the wind favorable, and the starters, with their handicaps, as follows: F. Machin, five minutes; E. A. Jonas, four and a half minutes; R. McKenzie, E. M. Graham, four and a quarter minutes; M. S. Graham, R. A. Kirk, L. J. Frederic, four minutes; J. W. Dodge, T. M. Hill, S. Harly Plough, J. P. Phelan, three minutes; R. G. Betts, two minutes; C. B. Guillotte, A. M. Hill, G. E. Guedry, scratch. Guedry had been allowed forty seconds, but refused it. He needed about that much to have finished with Guillotte. (Moral: take all you can get, for if you take merely the chances, you're very apt to get — left).

As the scratch men mounted, the "grand stand" started, and, keeping abreast of the trio, afforded the spectators what was expected, and what has always been the result when Hill and Guillotte have met — a beautiful race. It was a battle from the very start, and for three miles neither had the advantage; it was nip and tuck all the way, with Guedry trailing a few yards in the background. Every now and then the spectators on the train would set up a cheer, which would spur the men on, and a pretty brush ensue. About the third mile, Guillotte went to the front with a strong, steady stroke that scarcely once wavered, quite in contrast to Hill's riding, The latter would fall back a piece, then suddenly spurt abreast of his competitor, and fall back again, apparently to rest and gather himself for another spurt. This repeated spurting told on Hill, and at the finish, when most needed, it was wanting, and he finished fully fifty yards behind Guillotte. While all this was going on, several of the weaker handicap men had been passed, but before Guillotte reached the tape, seven of them had already crossed. The fight between the handicap men was not so close or exciting as between the scratch men.

M. S. Graham, the "leather medal" winner of the September races, by the way, set a rattling pace from the start, passing all before him inside of the first two miles, and crossed the line as red in the face as a boiled lobster, but with his laurels retrieved, and a handsome silver medal, this time as the result of his good work. McKenzie, a comparatively new and little known rider, came next, with Bob Kirk, another new 'un, third; but the real surprise was when Jonas crossed the line fourth. From his showing on his Star at the September meet, he had been set down as one of those who "couldn't go a little bit." but he rode a crank wheel this time, and surprised himself and every one else by holding his own so well. The times and positions of the first eight men were as follows: —

		Time.	Corrected Time.
1.	M. S. Graham	21.38⅘	25.38⅘
2.	R. McKenzie	21.58	26.13
.	R. A. Kirk	22.58	26.58
4.	E. A. Jonas	23.01	27.31
5.	E. M. Graham	23.41⅘	27.56⅘
6.	J. W. Dodge	23.53⅗	26.53⅗
7.	T. M. Hill	24.15⅘	27.15⅘
8.	C. B. Guillotte	24.17	24.17

Betts, A. M. Hill, Frederics, Guedry, and the others followed in the order named, but their times were not included in the official score.

The officers of the event were: W. W. Crain, referee; Frank Fenner, judge at start; W. L. Hughes, time and starter; B. W. Abbott, Prince, Wells, judges at finish; C. H. Fenner, C. M. Fairchild, timers at finish.

The unusual interest taken in this race by many wheelmen heretofore scarcely known, and their excellent showing, bode much good for future doings in the New Orleans cycling world. It is not improbable that a race over the same course will be held annually hereafter, but the date will be changed to some more general holiday than Thanksgiving. BI.

WARREN, R. I.

LAST spring our local club offered three medals for the largest number of miles ridden by any three members. Butcher's cyclometers were used, and a record taken every Monday by a committee appointed for that purpose. The riding season ended last night, and the committee find that Capt. Fred A. Bliss wins first, with a total of 4,000 miles; Secretary "Alf" Barton, second, with 3,500; and Mr. C. F. Gladding, third, with 3,000. Mr. L. E. Place made a total of 2,250, and the boys are talking of giving him a fourth. These four are the *riders* of the club, and it has been a struggle for the lead. One member tried to "work" the committee by claiming 500 miles for four days' riding, and one of the days it rained "great guns." His cyclometer recorded 500, but the committee "failed to connect." His style did not please the boys, and he gave up the effort. These figures are correct, and while 4,000 may appear large to some, I know Capt. Bliss to be an honest rider, and above any trickery or deceit. He holds the championship of Rhode Island for one mile, the championship of Bristol County for three miles, and leads the State and his club in number of miles ridden this year. Honor enough for one man.

While giving this account, I desire to speak of another Warren rider, Mr. F. Montrose Brown. Mr. Brown declined to enter the club race, but has quietly taken his own distance, and is very close to Bliss. "Mont" has gray hair, and is no longer as young and sprightly as his associates, but he "gets there," and if he claims 100 miles for a day's riding, we all know that he has been that distance. "Mont" says, "Let the boys have their medals; they appreciate them more than I would." This maintains a good feeling between "Mont" and the "boys," and on all their runs you will see him in the front rank. He is one of the best mechanics that ever handled a tool, and can change a "bike" into any style desired. The first wheel owned in Warren was built by Mr. Brown, and many of our older riders have patiently awaited their "next turn" to ride it. I have wandered from my subject, but trust to be forgiven, as "Mont" was the pioneer of cycling in Warren.

7368.

WARREN, Dec. 1, 1887.

A TOUR TO THE TWIN CITIES.

SEVERAL wheelmen and myself are working in the interest of a bicycle tour to St. Paul and Minneapolis, early in the season of '88, probably May or June. The start to be made from the vicinity of Mattoon, Ill, about 100 miles east of St. Louis, on the I. & St L. R. R. It will doubtless be a grand success, and all parties are anticipating an enjoyable time. We shall find fine roads north of Peoria until we reach our destination. No professionals will be classed among us; the tour will be conducted as much as possible on an economical plan, but everything of interest will be seen. Time, possibly thirty days. All who may feel interested will do well to communicate; all letters answered. Address, J. H. Zumstein, Windsor, Ill.

A TRIP TO WASHINGTON.

THE cold and uncomfortable rain which fell in this locality on Thanksgiving Day did not dampen the ardor or enthusiasm of the members of the Rambler and Baltimore Cycle Clubs. About forty-five members of these clubs, together with a few others, paid an all-day visit to Washington, and the Washington Cycle Club, the only League club in the city. Upon arriving at the depot, at about ten o'clock, a delegation of that club met the visitors and escorted them to the club-house, which was thrown open for their benefit the entire day. Shortly afterwards the whole party, to the number of about sixty, in column of fours, led by Captain Smith of the Washington Club, started on a run through the city and out to the Soldiers' Home, and the surrounding country, attracting not a little attention on the way. At the Soldiers' Home, Messrs. Eberman and Kingsland, of the Rambler Club, gave a short exhibition of their wonderful trick riding, much to the amusement and astonishment of the assembled veterans of the Home. After a delightful run to the city, dinner was served. After dinner, another run was taken through the city. Just before dinner, Mr. Babcock, of the Washington Club, took the picture of the whole party as they stood before the club-house.

In the evening, the boys were entertained at the club-house, by singing, dancing, etc., until a late hour.

The Baltimore boys returned home on late trains with only two thoughts; and they, that Washington was a glorious place to visit on a wheel, and that the Washington Cycle Club was the only club in the country.

14,852.

BALTIMORE, Nov. 26, 1887.

A QUEER VERDICT.

PRODUCE dealer Albert Carnell was before Judge Mitchell on a charge of assault and battery, preferred by Rowland Evans, a wheelman. The latter testified that on July 18, last, about eight o'clock in the evening, while riding a bicycle in Fairmount Park, he overtook Carnell in a carriage between the Green Street entrance and the Lincoln Monument. As he was passing the vehicle, Carnell, with an oath, told him to keep back, and as he refused to do so, the defendant struck him three times across the back with his whip. He passed on, and Carnell followed him, and near the boat-house threatened to give him some more. A park guard was called, and Carnell was taken into custody.

In his own behalf, Carnell testified that the red light of the bicycle frightened his horse, and as he had a youth and a baby in the carriage with him he was afraid of an accident. He admitted swinging his whip toward Evans, but said that if it struck the prosecutor it was an accident. The jury rendered a verdict of not guilty.

"I don't know how you arrived at that verdict," said the Judge. "But, still, it is your province to find such a verdict as you please."— *Philadelphia Record*, Nov. 30.

PENNSYLVANIA'S PETITION.

"GEO. A. JESSUP, ESQ., *Chief Consul Pennsylvania Division, L. A. W.* Dear Sir: The undersigned, members of the Pennsylvania Division, L. A. W., respectfully request and urge you to reappoint Mr. John A. Wells, of Philadelphia, as a Pennsylvania representative in the Board of Officers, notwithstanding the refusal of the Board to confirm his appointment at their recent meeting.

"In view of the fact that the persons now responsible for League management distinctly agreed with the Pennsylvania and Maryland representatives at St. Louis, in May last, that all past differences should be dropped, we deem the action of those persons in rejecting Mr. Wells a gross breach of faith, and demand that Pennsylvania be allowed to name her own representative without interference from any source."

This petition has also been signed individually by the presidents and many leading members of all the clubs in the city.

WHY GRIND?

IT is to us a rather bad omen, that a proposed cycling tour in Europe will be so long and so hurried as to allow but little sleep or rest, in order to get in just so many miles, to have it said that the party had been to such and such places, instead of taking a leisurely tour, and being able to see the country in an enjoyable way.

Such a "grind from start to finish" is the reverse of "Our Club's" way, either on long or short runs, and will not be profitable nor advisable.

Our plan was to aim for some prominent place a day's ride ahead, and arrive there, or not, just as it happened and was best, for we could of course find lodging where a large party could not.

If you mean to scorch through a country, better take to the railways, as the easiest, and the way of the usual poor, unfortunate non-cycler tourist, who has but a very vague impression of the region visited, and a sense of having seen too much in a given time.

No spectre of an angry landlord, with a cold dinner on his hands, haunts the solitary wheelman, or the pair or two, and it 's our private opinion — sh! — that he or they will see about double the pleasure that the members of a large company can on such a tour as "thirty-five days the other side," more or less.

Our mileage varied from twenty five to fifty-five, and average thirty-five, which is enough, where you go for pleasure; stop to see "decaying piles of former grandeur"; stray up narrow and crooked lanes in the country; and in towns and villages, explore the curiously narrow courts and alleys, that offer attractions to the stranger tourists, from their very oddity.

Some you could touch both sides of with outstretched hand, and get lost in their sinuous windings. How the native footfalls resound on the stone floors, for their shoes are iron-shod, not merely hobnailed, but have a strip of iron round soles and heels!

No matter how you disguise your "American nationality" by wearing English clothing, the habitant singles you out to stare at, not as a cycler, merely, but as a foreigner, for they can tell in some way, probably by your accent, as well as your general appearance.

Even a small party will often find difficulty in securing lodgings in villages, and will have to push on to some larger town: as we did many times.

This refers only to England and Wales, but the trouble would be still greater in continental villages, unless you were master of the lingo; even in England the country landlord and his minions are dull and difficult to make understand, and you will have to repeat two or three times any question you ask them.

We met an English cyclist returning from a run in France and Belgium, who said the hotel charges were very high, and that every chance was taken to "make hay while the sun was beaming," and he would not go over the border-land again. England was to be his touring ground in future.

July and August are the months least liable to floods, and in ordinary seasons are best for cycling, as the summer temperature is not too high for comfortable riding throughout the day.

The past summer was exceptionally dry over there, but notwithstanding much deep dust we had to wheel through, the charm of the whole delightful tour is yet with

THE SOLITARY CLUB,
3,228.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

BUGLERS, ATTENTION!

EDITOR BULLETIN: — L. A. W., 2,465, who asks for a drill manual and bugle code in a late issue, is probably unaware that the League officially adopted (1886) the bugle code used by the Citizens Club of New York. This code was arranged by me, as the club's bugler, with considerable care and study, and I am convinced it is the simplest and most practicable in use. A man, writing a code for use by bicyclists, is much handicapped from the fact that he knows the rank and file of the club will not memorize the different signals, and consequently, the signals themselves must appeal to the riders as descriptive of the action which they are commanded to do. This is what I claim to have done in this code. It has been adopted by a number of clubs, all over the country, and has given the best of satisfaction. It is not meant as a drill manual, excepting that under the description of the different signals are given instructions as to the fulfilling of the commands, but which I think will be found all that are necessary for that purpose. Such has been the experience of my club. I will mail one or two copies of this code to the bugler of any League club upon application, and would ask that they write me their opinion of the code and notify me if it is adopted by their club.

E. A. HOFFMAN, JR.,
426 W. 23d St., New York City.

THE TEST OF TIME

Adds to the esteem in which **VICTOR CYCLES** are held. LIGHT ROADSTER, TRICYCLE and SAFETY,

all give evidence of expense in time and money applied to their production. More distinctive points

than any others, and no change except for improvement. Nothing too expensive

for VICTORS. Send for Catalog.

OVERMAN ✣ WHEEL ✣ COMPANY,

Victor Bicycles, Tricycles and Accessories,

182-188 COLUMBUS AVENUE - - - - BOSTON, MASS.

WE are exceedingly sorry to have to record the death of Mr. Woodside, Sen., father of W. M. Woodside, of the American team. The intimation comes in a letter from Morgan, on the 21st instant. He says: "Mr. Woodside received a wire on unday from Ireland, stating his father was sinking rapidly, and asking him to go home at once. The wire reached us at 9.30 P. M., and at ten o'clock we (Temple and myself) drove with him to the Eastern depot. We found he could not leave till Monday, 7.15 A. M., and so he stayed at the company's hotel, and took the first train home. I received a wire this afternoon: 'Funeral Wednesday. Have Willie hasten home.' I wired yesterday that Woodside would come first train, and wired again this afternoon that he was *en route*. I also wired poor 'Woody,' care of the Holyhead steamer, telling him to prepare for the worst, as he was ignorant of his father's death when leaving. The future of Woodside is now undecided, as it is quite possible he may, as eldest son, be called to manage his home affairs. The team will go on as usual. Our partner has our hearty sympathy in his hour of trial, and, I know, that of your readers who knew him. His father took a deep interest in cycling, and was a kind father, enthusiastic sportsman, and a genial friend." We had the great pleasure of meeting Mr. Woodside, Sen., personally, a few months since, and most heartily echo Mr. Morgan's sentiments concerning him. We are sure Woodside will meet with the fullest sympathy of all who have come in contact with him. — *Cyclist*.

The McClintock Home Trainer for 1888.



Riders, now is the time to exercise at home. This trainer gives you the same motion as road riding. You shouldn't be without one. It can be used with any style of cycle. Send for circulars. Price, $13.00. Special discounts to dealers.

Address, McClintock Home Trainer Co.,

No. 431 Market St., Williamsport, Penn.



Patents applied for.

RIDERS, NOW IS THE TIME You need a Home Trainer to keep yourself in condition. Don't store your Cycle away to rust and do you no good, but get the EUREKA HOME TRAINER AND BICYCLE STAND, and you and your machine will winter in good condition. For Sale by Cycle Manufacturers and Agents generally. Price, $7.50.

M. A. WOODBURY, Manufacturer, Bradford, Pa.

Patented 1881.



L. A. W. BADGES.

For **Gold Pins** of the Official Design, send direct to

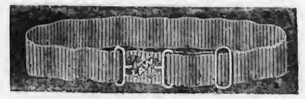
CHAS. H. LAMSON,

177 Middle St., Portland, Me.

The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $4.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges,** $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.

Also for sale in New York at M. J. Daillard & Co.'s, 680 Broadway; G. R. Bidwell, 313 West 58th Street; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.



L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1.00.

Ira Perego

128 and 130 Fulton Street, and 87 Nashua Street,

NEW YORK.

Send 2-cent stamp for our new 52-page illustrated catalogue.

THE FAMOUS CUSTOM-MADE

PLYMOUTH ROCK $3 PANTS

(Full Suits and Overcoats.)



In colonial history no name is better known than Plymouth Rock. In more modern days the name of **Plymouth Rock** stands in commercial history for the most successful departure from old **business ruts** that the business world has ever known. For years the consumer has dealt with the retail clothing dealer and the tailor. By one **bold cut** this company, manufacturing on bed rock has succeeded in reaching the consumer **direct**, and by doing an enormous business, it can so gauge its prices as to give the customer **tailor-made** clothing at one-half the previous cost of **ready-made**. For every garment is cut to order, and **money refunded for any cause**. The American Express Co. (capital $20,000,000) will gladly testify to this, if any one will write their Boston office.

DO YOU WEAR **PANTS**

Of course you cannot get the benefits we offer without a little trouble and time. For **SIX CENTS**, we mail you twenty samples to select from and self-measurement blanks—also, if you mention this paper, a good linen tape measure, or if you would save time and leave choice of goods to us, tell us about what colors you prefer, send us your **WAIST, INSIDE LEG** and **HIP** measures, together with $3.00, and thirty-five cents and we will forward you the goods, guaranteeing satisfaction or money refunded.

PLYMOUTH ROCK PANTS CO.,

18 Summer Street, Boston, Mass.

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Manufacturer of

RECORD PRIZES.

Bicycle and Athletic Medals.

CLUB PINS and BADGES.

MAKER OF FINE JEWELRY. MEDALS & BADGES MADE FROM ORIGINAL DESIGNS. HENRY C. HASKELL 18 JOHN ST. N.Y.



SPECIAL BARGAINS IN BICYCLES.

56 Club, new, $68. 52 Premier, almost new, ball bearings, $42. 48 Expert, good order, $27. 54 Harvard, splendid order, $47. 60 Champion, full nickeled, like new, $55. 50 Victor, ball bearings, $65. 52 Champion, used four weeks, $60. 48 Expert, ball bearings, $50. 46 English Bicycle, new, $75. 54 Victor Light Roadster, latest pattern, $73. 50 Harvard, spade handles, $48. 42 American Safety, $45. Springfield Roadster, new, $58. Also a job lot of new English Bicycles, with ball bearings, in 48, 50, 52, 54 and 56 inches, at only $48, and the same sizes in plain bearings at $38 each. Over 100 other second hand bicycles. ☞ SEND STAMP FOR LIST AND MENTION THIS PAPER.

A. W. GUMP, DAYTON, OHIO.

CENTRAL PARK.

EDITOR BULLETIN: — Having ridden the wheel for over five years in this city, I have seen all the changes in our sport which have taken place in that time, from the first dash for liberty in the Park, which resulted in defeat, to the last, which ended in victory. It is now obvious to me, unless something is done, and done quickly, that we will lose Central Park as a riding ground. Every day, and more especially on Sundays and holidays, may be seen *boys* from *ten* to *twenty* years of age, with long trousers pushed up several inches above their shoe tops, cut-away coats and derby hats, on a machine whose rattling can be heard a block. This grotesque combination now wobbles along the drive, to the imminent risk, not only of its own neck, but that of every living creature in its path. I have seen, by actual count, over a dozen of the above in the Park on a Sunday morning.

I hold that these novices and reckless riders should be excluded for the common good. There is also the *fresh* youth, who coasts amongst the carriages, and practises fancy riding for the delectation of the nursemaids on the foot paths, or races with carriages in the position *à la* grasshopper. For this man (?) our only relief is the Park police.

For the learner, the remedy would be the old badge system, which worked well. To get one of these badges would necessitate an examination as to ability to ride, and, if possible, a certain amount of respectability. A committee from the principal New York clubs could issue the badges to those properly qualified to receive them. The above may seem harsh and impracticable, but, Mr. Editor, are the time, labor, and money spent for the Liberty Bill to be lost for the sake of a little trouble and a number of hoodlums, who are not League members, and who in some cases are unaware of its existence?

If possible, I would like to see the Park run on the "League-privileges-and-products-for-League members-only" principle: but this would be, in this case, impracticable. For the benefit of the unattached members of the L. A. W., who might think that my remedy would bear heavily on them, I will only say that I am one of them.

L. A. W., 3,878.

NEW YORK, Nov. 29, 1887.

THE LEAGUE INFLUENCE.

EDITOR BULLETIN: — During the past summer several L. A. W. wheelmen have been arrested in our town, and in one instance fined for riding in the streets. For several weeks past we have been in correspondence with Mr. Luscomb, of Rights and Privileges Committee, and others, and with their assistance have been able to present various opinions and decisions, to the mayor and chief of police, and this has resulted in a complete backdown on their part. In future, wheelmen will not be molested while riding in the street. CHAS. H. LAY, JR., 16,087.

OIL CITY, PENN., Dec. 1, 1887.

CONDITIONS OF MEMBERSHIP.

EDITOR BULLETIN: — In recent issues of the BULLETIN, attention has been asked to that condition of L. A. W. membership depending upon the age of the candidate, and the suggestion has been made that the limit be reduced below eighteen years. The suggestion is an excellent one, and I hope the committee will seriously consider the matter. There will, doubtless, be a variety of opinions as to what the limit should be, but, personally, I can see no objection to sixteen years, *provided the applicant possesses a bicycle*.

Among my best friends I include a noble boy of sixteen, who is an accomplished rider, and one who is anxious to join the League, but he is barred out by the present age limit. He would be a much more desirable acquisition than some older persons who have been admitted, although they do not possess a bicycle, and could not ride if they did. I know of such in my own town. These gentlemen do not own cycles, yet they wear the L. A. W. uniform, and try to force themselves into the local clubs by reason of their League membership. The ownership of a wheel ought to be made a prerequisite of admission, although the owner may not be able to ride; he will probably learn in time. Are there any objections to the reduction of the age limit to sixteen, with the condition mentioned?

SEKOTS.

MILLBURY MILLINGS.

EDITOR BULLETIN: — What numerous funny and oftentimes interesting incidents occur to wheelmen on the road. These will serve to beguile the winter hours now so near. I have upon the front of my cap the letters L. A. W.; and one day in riding along, I passed some ladies, and one of them remarked, "I guess he must be a *lawyer*." I have found out, the past season, that riding a little every day, is what develops a good rider. A bicyclist knows nothing (so to speak) of the real good of riding who only mounts his machine once a week. I speak from experience. Neither is the full enjoyment of cycling in racing (perhaps I am prompted to say this because I am not a racer), but rather, so it seems to me, in "going as you please." I have found some of the most delightful riding in these late autumn months, and as I think of the many delightful trips of the past season I have so much enjoyed, I say, with a tinge of regret, good-by season of '87, and welcome to 1888.

WM. B. STOCKWELL.

AMATEUR PHOTOGRAPHY.

EDITOR BULLETIN: — In the taking of groups where, in attempting to catch to the fullest extent the intellectual (?) expression of each individual, all scenic effects are sacrificed, a picture is produced that is uninteresting to the general public, however much it is prized by the parties concerned. For the enthusiastic amateur cycling photographer, there is a field where he can earn, not only the plaudits of his cycling companions, but the gratitude of the public at large. Within a radius of twenty-five miles of the centre of the city of Cincinnati are many places that teem with legendary lore, many landmarks that are fast fading away, which, if caught by a camera before it is too late, and should the history connected with them be jotted down, would make a collection that would be simply invaluable.

WILLIAM D. KEMPTON, 14,353.

"WHO amongst our members," writes a member of the C. T. C., "has not frequently witnessed the ludicrous sight of a string of cyclists grinding along a slight incline, with backs bent to a position at right angles to the nether limbs, eyes intently gazing at the front tire, elbows akimbo, resembling as closely as possible a grasshopper in the act of springing from a five-barred gate? The attitude of riding a bicycle is at best not a dignified one, but it behooves us to avoid appearing ridiculous. As a cyclist of fifteen years' experience, I uphold that it is totally unnecessary, either on the plea of increase of speed or comfort, to assume such an absurd position as I have attempted to describe. As a rule, the younger cyclers and so-called "scorchers" are the greatest sinners in this respect. The lengthened handle-bar, which came in vogue a few years since, is, in my opinion, partly the cause of the elbows being stuck out, and I very much question the benefit, from a health-promoting aspect, of the cow-horn handle-bars now in use, as being apt to generate a stoop.

XMAS souvenirs, large sample lot, retail twenty-five cents each. Two mailed for ten cents, six for twenty-five cents. New Year valentine, birthday gift, or reward of merit mottoes, if preferred. Stamps taken. Chicago Manufacturing and Printing Company, 71 and 73 Randolph treet, Chicago, Ill

CYCLETS.

THE books are open.

AND the names are going down.

RENEWALS are coming in very fast.

CONFIDENCE in the League is being exhibited by prompt renewals.

LAST year one hundred and seventy men renewed up to Dec. 13.

WE had very many more than that before the books were opened.

MEMBERS are saving us a great deal of work by sending their numbers with renewals.

ONE dollar pays for three insertions of a for-sale advertisement.

THE *Bicycle South* retires. It will be merged in a sporting publication.

FLATBUSH, L. I., officials are enforcing the law against sidewalk riding.

THE Century Club, of Philadelphia, will keep open house on New-Year's Day.

BALTIMORE cyclists are talking about a hare-and-hounds run by moonlight.

A. KENNEDY-CHILD has resigned his position with the Pope Manufacturing Company.

CAPT. WOODMAN, of the Chelsea Club, has run up a record of 4,350 miles the past year.

THE Quaker City Wheelmen, of Salem, Ohio, will hold a masquerade ball Dec. 16.

CLUB secretaries should not forget to send certificates that their clubs remain with the League.

"THOU art so near and yet so far." We are saying this nowadays, when we think of our hoped-for 12,000.

THE ticket-holders meet the old "long-felt want" that we hear so much about. About seven in ten order these.

THE Rovers' Cycle Club, of Charlestown, will dine at the Tremont House on Thursday evening next.

THE Manhattan Club, of New York, has taken the New York Club rooms, and the New York Club goes to the Ixion rooms.

THE Baltimore Club is promised a series of talks on cycling in Europe from Secretary Lockwood, who has been there.

MASSACHUSETTS wheelmen who renew for 1888 will get a road book free. It is worth much more than one dollar.

RHODE ISLAND wheelmen, under Chief Consul Davol, are preparing to mark the cross roads with guideboards.

CLUB secretaries, who write for renewal blanks, will please state the number required and give their addresses.

"WHEELING" is going to enter the camp of the enemy and establish an office in Coventry, where the *Cyclist* is published.

THE Rovers' Club, of Charlestown, Mass., was the first to renew, but hard upon its heels came the Brooklyn Bicycle Club.

THE League will inscribe many legal victories in 1887 on its banners, and but few defeats. The victories by far outweigh the defeats.

RENEWALS are coming in fast, and with them come many good wishes for the success of the League. The rank and file are loyal yet.

BY a unanimous vote of the members, the Philadelphia Club continues a League club for 1888, and the renewal blanks are now being filled out.



The SPRINGFIELD ROADSTER for 1888.

YOST AND McCUNE PATENT.

This is an absolutely safe wheel, which retails for $75, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all-round road riding and hill climbing ever offered the public for the money. Best class of cold-drawn weldless steel tubing in handle bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first class as to its workmanship and material.

The 1888 pattern SPRINGFIELD ROADSTER for $100 has ball bearings all round, and cow-horn handle bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of $25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

RETAIL SALESROOM, 147 WASHINGTON STREET, BOSTON.

Branch Offices in all the leading cities.

SPRINGFIELD BICYCLE MFG. CO. - - 9 Cornhill, Boston, Mass.

THE Saturday dinner of wheelmen at the French restaurant in Sewall Place is becoming quite popular. All wheelmen are requested to drop in at one o'clock.

WHEN the uniform contractor fails to give good fits, he gets fits himself from the indignant wheelmen. Here is a case where a man gets as good as he sends.

THE Boston Club tendered a farewell dinner to Capt. Whitney on Saturday evening last at the club house. Capt. Whitney departed on his Western trip on Monday last.

"TOM" ROE, of Chicago, has great faith in McCurdy, and is willing to make a very large bet that he can beat Ehlert, over the same course that was used in the late road races.

THE Passaic (N. J.) County wheelmen held an entertainment, Nov. 29, in which Mr. J. S. Burdette, the humorist, and the Tipaldi Mandolin Quartette furnished the programme.

THE Buffalo Club will hold its annual meeting in the new club-house on Dec. 13, and the members expect to occupy the house entirely by Jan. 1, and a reception will be held Feb. 1.

IT is very probable that Woodside will retire from racing, and settle down as a country gentleman in Ireland. As the eldest son, he inherits the family estate, which is very considerable.

MR. ZIBA CARPENTER, proprietor of the Franklin House, Tarrytown, N. Y., will present a two-quart bottle of wine to the first New York City wheelman who arrives at his house in 1888.

BROTHER Tom says bicycle riding is splendid exercise for the calves. Grandma says it may be, but she can't, for the life of her, see how you would get them to stay on.—*Harper's Bazar.*

THE *Cyclist* is arranging for "lantern socials" in the principal cities of England. This will be a stereopticon exhibition, the views of which will depict persons, places, and events of interest to cyclists.

THE Ramblers, of Chelsea, held a very successful ball on Tuesday evening of last week. During the evening, a silk banner was presented the club by Mr. and Mrs. Crocker, parents of one of the members.

BRANCH houses in America will be the popular idea with English manufacturers next year. When they establish a branch house, they save the agents' profit, and can therefore look for a good margin.

WANAMAKER & BROWN, of Philadelphia, now make the League uniform, and we may look for better results. They are a clothing house, and know what is demanded in the way of fits and trimmings.

CYCLISTS are now in the height of the dancing season. We are glad to notice one change in the ideas of wheelmen. We seldom see on the bottom of a dance invitation : . "Wheelmen will please appear in uniform."

THE Xmas numbers of the English cycling papers promise to be very fine this year. England is pre-eminent in this work, but over in Dublin there is a paper that gets out a good Christmas book that is not far behind the English publications.

THE new Kempster rowing tricycle is now on view. It has been changed in many ways from the machines that were shown at Cottage City, The side bars are gone, the wheels are now made of wood, and the weight has been very much reduced.

SECRETARY Raymond, of the Brooklyn Bicycle Club, must be a treasure to his club, if he does all his work as promptly and as satisfactorily as he did that of getting in his renewals. Every name and address was plainly written, and every number was given.

The *News* advises clubs that do not care for a swell dinner to go in for a "tripe-and-onion supper." Great Scott! what a combination. The editor says that he has enjoyed many such feasts, and that here shirt sleeves are *de rigeur*, and bitter beer the favored beverage.

THE *L. A. W. Pointer*, of Oshkosh, Wis., has been constituted a division organ for Wisconsin and Minnesota. It starts out well in its new field, and it can be of great service to wheelmen in these States, if they will appreciate it by giving it generous support.

THE Ramblers, of Baltimore, held a social dance on Wednesday, Nov. 30. A feature of the affair was the presentation to every lady visitor of a pretty white satin club badge. The dance was a pleasant event in the history of the club, and it is likely another will be given at an early date.

THE New York clubs are responding liberally towards the Liberty Bill fund. The Citizens have given $300, the New York Club has sent $100, and the Manhattans contribute $50. We venture to say that these clubs never scrutinize the record to see what they are getting out of the League.

IN a certain New York home for crippled children, tricycles are used by boys and girls with deformed, emaciated, or weak limbs. The children ride up and down a large hall, under direction of a physician. This method of developing strength is not only popular but successful.—*Wheel.*

THE "Chas. P. Chouteau," on which the League members went to Montesano Springs from St. Louis, has recently been burned to the water's edge. We suppose she was burned "to the water's edge," for all steamers that burn generally go thus far; but, at all events, she was entirely destroyed by fire.

HE was cleaning his cycle, when his wife entered the room and said to him, "I wish I was a cycle, for then I should receive more of your attention, my dear." "Well, love," said he, "if you wish to be transformed into anything, let it be a tricycle, and then I could enjoy a new one every year."—*Wheeling.*

SCENE.—Fortnightly meeting of the Emerson Club. *Miss Smalltalk*—"Mr. Griggs, what is your opinion of Howells? Don't you think he is just grand?" *Mr. Griggs* (from Minneapolis)—"Howells's all right as far as he goes; but say, did you ever see Frank Dingley? Well, I bet two to one he can do Howells up on a hundred miles."—*Wheelman's Gazette.*

"OUTING" publishes a picture of the boy and bicycle seen at Clarksville during the road race last May. The wheel was home-made, and shaped from rough cordwood, with no other implements than a saw, a hatchet and a jackknife. It weighed not much less than a ton, but the boy rode it in from the country, over twelve miles of rough road, that morning.

THE *World* declares war to the knife against Lacy Hillier, and charges him with prejudice against America, and resultant bitter attacks. But is not our contemporary a little unjust in ascribing to Hillier all that has appeared in his paper? Hillier is an arm's-length editor only, and writes not nearly all of the editorials. We happen to know that some of the anti-American articles were not seen by Hillier till they appeared in print.

IT was stated in the hall during the Cowboys *v.* Bicyclists race, that the cycle track was between forty or fifty yards over the mile, whilst the horsemen's path was some seventeen yards over in that distance. The wheelmen rode quite wide all the way, and on an eight-lap track that would make a serious difference, and a protest has been lodged, on the ground that the cyclists rode some ten miles over the distance. So a surveyor will officially measure the path to decide the matter.—*Bicycling News.*

WILLIAM H. BEGG, nineteen years old, who is wanted in Salem for theft of a bicycle, surrendered himself at Providence police headquarters, Thursday, of last week. Cold weather, thin clothing, and thievish tramping companions had brought him to hail with pleasure the prospect of a season in jail after his rough experience on the road. The bicycle belonged to George A. Millett, of Salem. Begg took the machine and rode it to Nashua, N. H., where he gave it to a hotel keeper for a month's board. He was charged with the theft by Marshal Hart and Millett, and promised to go to Nashua with the latter and recover the bicycle, but failed to do so. Millett went up and found the machine, but he could not get it. He found that Begg had attempted to steal a suit of clothes at the hotel.

PERCY STONE claims to have done quite a remarkable thing at the M. A. A. C. paper chase on Thanksgiving Day. When the bicyclists gave up their chase, Percy went over to the M. A. A. C. and, on their invitation, joined the chase on his wheel. He started a few mintes after the hares. Among them was Joe Murphy, the well-known runner. Percy claims to have followed the trail, either on his wheel or pushing it, through the brush, bogs, and the roughest, wildest part of Forest Park, and gained steadily on the hares, catching Murphy some distance from the finish, and running past him on foot, pushing his wheel, Murphy being fagged out. When the hares dropped their bags, they struck out for home over a good gravel road, which gave Stone an opportunity to mount and, by a spurt, get in ahead of them. Stone's riding was a surprise to the speedy athletes, who had little idea that a bicyclist could stay with them when they left the road. The result did much to elevate the wheel in the opinions of the sporting men in and around the finish.—*Post-Dispatch.*

OFFICIAL ANNOUNCEMENTS.

DISTRICT OF COLUMBIA REPRESENTATIVE

GEO. S. ATWATER, of Washington, is hereby appointed representative from the District of Columbia.

E. T. PETTENGILL, *C. C.*

WASHINGTON, Dec. 3, 1887.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:—

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 116—Total 13—11,855.

BOSTON, Dec. 9, 1887.

ILLINOIS DIVISION—1.—622.

Unattached.

17164 Beecher, C. R., 1724 So. Adams St., Peoria.

IOWA DIVISION—1.—147.

Unattached.

17168 Hall, C. B., Osceola.

MARYLAND DIVISION—1.—285.

Ramblers' Cycle Club.

17165 Knatz, Philip, Jr., 1514 Hollins St., Baltimore.

MASSACHUSETTS DIVISION—2.—1,316.

Roxbury Bi. Club.

17167 Draper, A. H., 5 Atlantic St., So. Boston.

Unattached.

17161 Dodge, C. M., Manchester.

NEW YORK DIVISION—2.—2,300.

Unattached.

17169 Morgan, Fred D., corner Frank and Lorimer Sts., Rochester.

17163 Nichols, Ashton, 64 John St., New York.

OHIO DIVISION—1.—935.

Unattached.

17166 Fawcett, Walter B., Salem.

PENNSYLVANIA DIVISION—5.—1,717.

Unattached.

17174 Allerton, O. H., Jr., 252 Shady Ave, Pittsburgh.
17170 Deverts, C. O., 103 James St., Allegheny.
17171 Hinds, J. G., 179 Adams St., "
17172 Moeckel, Oliver P., 609 Liberty St., "
17162 Street, Wm. P., Jr., 30 So. 6th St., Philadelphia.

APPLICATION FOR LIFE MEMBERSHIP.

List No. 9—Total 1.

BOSTON, Dec. 9, 1887.

PENNSYLVANIA DIVISION—1.

Harrisburg Wheel Club.

15255 Roberts, Jno. B., 10 S. Market Sq., Harrisburg.

RENEWALS.

BOSTON, Monday, Dec. 5, 1887.

LIST 1.

THE following renewals are received to date:—

Alabama,	1.	Michigan,	4.
California,	1.	Minnesota,	1.
Connecticut,	18.	Missouri,	7.
Delaware,	1.	New Hampshire,	11.
District of Columbia,	3.	New Jersey,	15.
Florida,	2.	New Mexico,	1.
Illinois,	13.	New York,	114.
Indiana,	8.	Ohio,	25.
Iowa,	7.	Pennsylvania,	32.
Kansas,	3.	Rhode Island,	9.
Kentucky,	1.	Vermont,	4.
Louisiana,	3.	Virginia,	4.
Maine,	2.	West Virginia,	2.
Maryland,	5.	Wisconsin,	1.
Massachusetts,	74.	Nova Scotia,	1.
		Total,	373.

RUST REMOVER, fine, medium, or coarse: nothing better made: per package post paid, twenty-two cents. Rust preventative, per package post paid, twenty cents. Finest quality sewing machine or bicycle oil, will not freeze, gum, or become rancid: two-ounce bottles, post paid, twelve cents, three for thirty cents; one dozen by express, fifty cents. Chicago Manufacturing and Printing Company, 71 and 73 Randolph Street, Chicago, Ill.

IMPORTANT.

The ***Grand Union Hotel***, opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

ADVERTISEMENTS will be inserted in this column as follows: Fifty cents for four lines, first insertion; twenty-five cents for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FOR SALE.—One 50-inch American Light Champion, 1887 pattern, and one 52-inch Victor Roadster, 1885 pattern; both in first-class condition. Champion, $80; Victor, $75, cash. Address WILL W. PEDRICK, Box 716, Milford, Mass.

TRICK WHEEL, 48-INCH NICKELLED EXPERT, built especially for trick riding; will be sold at a positive bargain; also, 52-inch New Mail, latest pattern, nickelled. RICHARDS, 12 Warren St., New York.

$95—BICYCLE FOR $50.—One 52-inch Standard Columbia, ball bearings to front wheel, newly painted, and in excellent condition, with tool bag and tools, for only $50. H. H. B., Lock Box 50, Wappinger's Falls, N. Y.

PHOTOGRAPHIC OUTFIT.—Mahogany 5 x 8 camera, with rising front, swing back, and patent latch; fine achromatic lens, fitted with revolving diaphragm and instantaneous shutter, folding tripod, double dry plate holder, carrying case, focusing cloth, etc.; equal to new: cost about $40; must be sold at once: best offer takes it; sent on approval if desired. Address L. A. W., 7699, P. O. Box 1010, Orange, N. J.

BARGAIN EXTRAORDINARY. 50-inch New Rapid 1887 pattern, all improvements, good condition. Will sell very low for immediate cash.

NEW RAPID,
112 Orange St., New Haven, Conn.

FOR SALE.—One 53 and 55 inch, new, 1887 Columbia Light Roadster; best offer over $100 received before Dec. 1 takes either. One new 1887 Columbia Light Roadster tricycle at best offer over $125 cash. T. B. RAYL & CO., Detroit.

BARGAINS IN BIKES AND TRIKES.—Fine assortment of new and slightly used machines, Standard makes, and only such as can be guaranteed. Wheels bought, sold, and exchanged. Being sole New York agent for New Rapid and Quadrant cycles, we will make exceedingly liberal allowances for old mounts in exchange for above machines. Send for bargain list. NEW YORK BICYCLE CO., No. 38 Park Place, New York.

BICYCLES, SECOND-HAND.—If you wish your wheel sold quickly, at a small commission; or if you wish a choice from the biggest list of big bargains in America, send to MANHATTAN WHEEL EXCHANGE, 49 Cortland St., N. Y.

REWARD OFFERED FOR THE RETURN OF a 50-inch full nickelled Columbia bicycle, No. 12,229, 1887 style, double grip handles. Stolen from WM. P. RADLEY, 324 W. 47th Street, New York.

RENEWAL BLANK.

Please fill out the blank below, and send it with $1.00 enclosed, and your number, to

ABBOT BASSETT,
Box 5267,
Boston, Mass.

DO NOT FORGET TO SEND OLD NUMBER.

If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

No. .....

Name, ...

P. O. Address, ...

City and State, ...

Club, ...

Enclosed find
$1 for renewal.
.25 " holder.
.25 " marking.

OUR LITTLE FLYER.

STILLMAN G. WHITTAKER

Has closed the season for us with the most wonderful road performance ever recorded by the wheel press, making in the 24 hours, on an ordinary 51-inch Light Champion taken out of stock and weighing 40 pounds, the phenomenal distance of

323 MILES.

Proofs of the ride have been submitted to the interested press, and this record has been accepted by every cycle paper in the country without a single dissenting voice, and the doubter has but to write any cycling editor to become himself convinced.

The American Cycles are road machines, and strong enough for the toughest American roads. They hold every American road record from 10 miles up to 24 hours; hence it would seem that they run even more easily than the frail and specially constructed wheels that our competitors have used in their futile attempts to wrest the records from riders of Champions.

Oh, but the bearings do tell, sure enough!

And that little track trial of Dingley's, at Lynn, on a 36-lb. Champion, still stands at the head, notwithstanding that most of the racing cracks, on racing machines, mind you, have had a go at it. In the words of Sammy Hollingsworth, "It was a wonderful record."

If you wish to purchase the best and easiest running road machines in the world, correspond with

GORMULLY & JEFFERY MFG. CO.

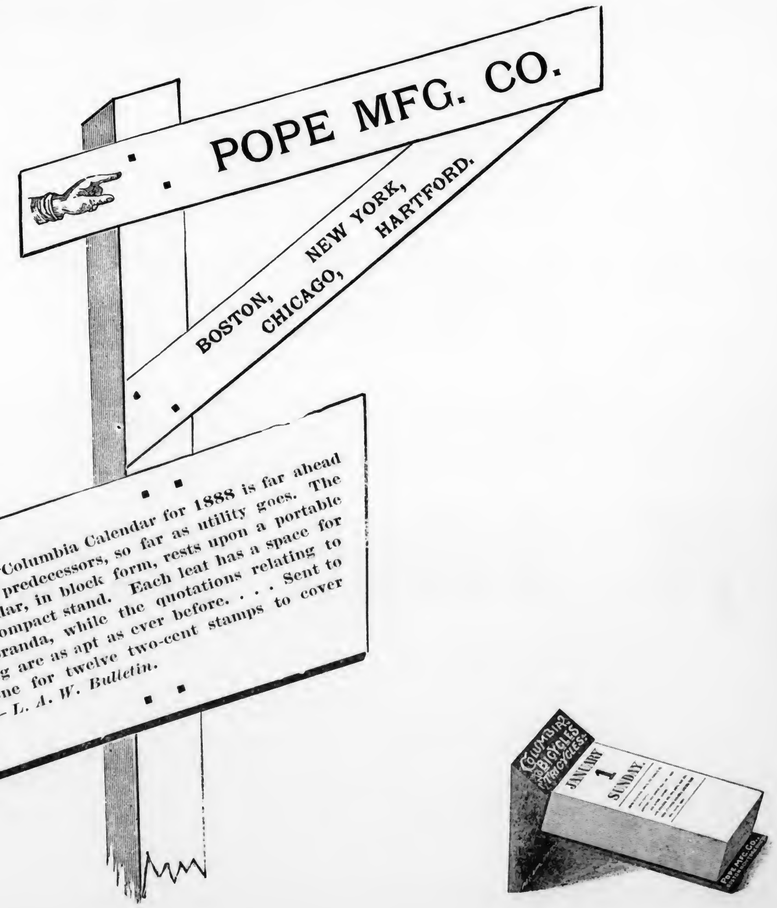
CHICAGO, ILL.

Largest Manufacturers of Cycles and Sundries in America.

THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, DECEMBER 16, 1887. | VOL. V. No. 24 WHOLE NUMBER, 129.



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1887

CATALOGUE.



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1887

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152 Congress Street - - - - - BOSTON.

New York Headquarters, George R. Bidwell, 313 West 58th Street

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

SINGLE COPIES - - - - - - - - 3 CENTS.

SUBSCRIPTION PRICE TO OTHER THAN LEAGUE MEMBERS, $1.00 A YEAR.

CLUBS OF FIVE - - - - - - $4.00 "

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith.

Members should be careful to notify the EDITOR promptly of any change in their residence, giving their old as well as new address. Great care is taken with the mailing list. All changes received after Tuesday night can not be attended to until the following week, as at that time the list goes to printer for revision. Members who write for back numbers will have them forwarded on Friday, our regular mailing day.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

MR. DUCKER is out with a characteristic letter, in which he places upon the amateur rule all responsibility for the failure of racing in America, and all the losses that have been met by track owners and cycle dealers. He wants the amateur rule abolished, in order that the foreign racing men, who are to come over next fall, may meet some of the best riders.

MR. DUCKER forgets that our best racing men are professionals, and well qualified to meet the foreigners. He also forgets that he himself started out with an association formed for the especial purpose of encouraging racing; that the leading racing men of the country united with him, and that the League stood aside and allowed him to try his experiment. He must remember that the experiment was a failure, and he should also know that the abolition of the amateur rule will do nothing towards making cycle racing popular.

WHY not look this thing squarely in the face, and admit that the great and mighty outside world does n't care a chip for cycle racing? It does not attract the lay public, and until it does, the sport will not pay. Boston will turn out five thousand people on a business day to see a base-ball match, and on a holiday twenty thousand people will go to the grounds. The best aggregation of cycle racers that could be gathered would not draw a thousand men on a holiday in Boston, and in this respect Boston is not unlike her sister cities.

SPRINGFIELD did what no other city in America has done on the same scale. She closed her schools and her stores on cycling days, and the people turned out *en masse* to see the racing. Those who have built race tracks with the idea of a patronage equal to that given by Springfield have been made to see their mistake.

ASK Lynn, or Roseville, or Cleveland, how the lay public, outside of immediate friends, has responded to requests to purchase tickets. They will tell you that the sport pales before base-ball, and that the people do not enthuse.

GRANTED that men do like to see the flyers in competition, but who will say that the spectators care a chip whether the riders be amateur or professional, so long as the contest is fair and close? If there was any "go" to cycle racing, the A. C. U. would have proved it and have been a flourishing organization to-day. Everything was in their favor. They had the best men, and such tracks as Lynn, Springfield, and Roseville to demonstrate their right to live. They started out with flying colors, but the great public could n't be made to see anything attractive in cycle racing, and it held back. There was no patronage, and consequent failure all around.

NO, Mr. Ducker, the existence of the amateur rule has nothing to do with the failure of racing, and it does not stand in the way of its future success. The men who are coming over are professionals every one. We have good professionals to meet them. Let the two engage in a struggle for supremacy, make the racing attractive to the outside world, make it profitable for the riders, and the professional ranks will soon be recruited from amateur wheelmen who are now waiting to see which side of the fence it is politic to be on.

THERE can be no great money to be gotten from amateur tournaments, and there ought not to be. When greed comes in at the front door, honor often walks out at the back. We believe that the professionals, under the best condition of things, can give us the best racing, and not until the sport is well organized and worked can the patronage of the world be looked for. Mr. Ducker sees light ahead in the mixture of the classes. Let him look over into another field and see how attractive a match between the Detroit Base Ball Club and a club from Wayback would be.

THE League has now another ordinance to kill off. The officials of Salem, N. C., have passed an ordinance prohibiting the riding of a bicycle on the public highway. A citizen of Winston, which lies next to Salem, rode his wheel over the border, and was arrested when he had ridden but a short distance, and was fined for violating the ordinance. Riders of the wheel in Winston have been notified by the Mayor of Salem not to cross the line on their wheels. Chairman Luscomb has the case in hand, and the Mayor of Salem will be made to know that there are certain rights that a city cannot take away, even by ordinance.

QUAKERTOWN QUILLINGS.

MAGISTRATE CLARK has held, under advisement, a decision in the prosecution brought by Kirk Brown and R. C. Swayze, of the Century Wheelmen, against saloon-keeper Joseph Dougherty, who attempted to drive over them in Fairmount Park, and used profane and abusive language toward them. H. C. Williams, who was with Dougherty, and John J. Donovan, swore that no improper language was used by the saloon-keeper. Of course, people's views of abuse and "improper language" may differ. For instance, the string of oaths and epithets with which the wheelmen were greeted on this occasion may, very possibly, be part and parcel of the regular daily conversation of the saloon-keeper and his friends, and, therefore, to him quite the proper and elegant thing.

SOLID old Philadelphia, the pioneer wheel organization in this section of the country, has decided, with her usual practical unanimity, to remain a League Club for 1888, and, doubtless, for many years thereafter. This is a fair sample of about how weighty the Wells crusade against the League is considered by the older and most conservative wheelmen of our city.

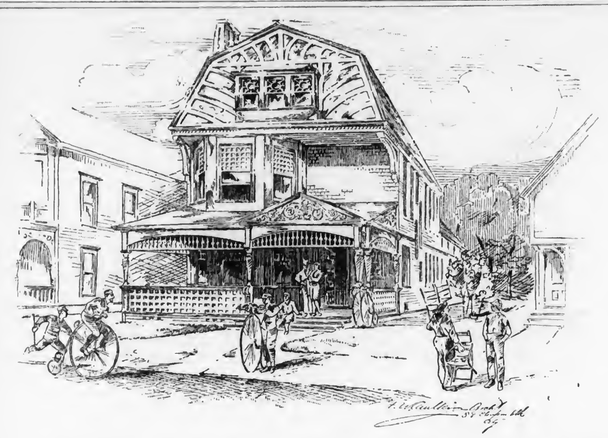
FOR the Pennsylvania Club, it is reported that Captain Roberts, perhaps the most successful cycling captain Philadelphia has ever had, will resign after his years of good service; and Suplee, one of the club's best-looking riders, is well spoken of for the succession. The club-house warming will come off in January, instead of this month, as at first proposed.

ONE of the many things we want to know, Mr. Editor, is whether the League is going to take the burden of the prosecution of the road-hog Carnell from the shoulders of Mr. Rowland Evans. Mr. E. has already spent considerable money and a great deal of time in a matter of quite as much importance to other wheelmen as to himself, and it certainly does not seem the fair thing, that, with the entire League at his back, he should be allowed to remain a loser, financially, at any rate.

AND now the *Press* man has consolidated the Century and the Germantown clubs again. See what he says: "Indications point to the consolidation of the Century and Germantown clubs some time next year. This plan was proposed in both of these clubs about a year ago, but a conservative element in each offered numerous objections, and the scheme was abandoned. The Century, though a young club, possesses the livest and most wide-awake memberships of any club in this State. The Germantown Club has gradually ceased to be an active wheeling organization, and the membership is composed of about thirty personal friends, caring more for the social privileges of a club than for bicycling. These two elements combined would, undoubtedly, make a strong and active club!" It looks to me much as if the aforesaid "elements" are not of a combinable kind. At least, when the idea (which I really believe originated mainly in "Cal. Wallace's" fertile brain) was promulgated last year, a bitter fight resulted in the Germantown, and the scant courtesy with which the overtures from the Century were treated was hardly calculated to beget a second consideration of the subject on the part of the latter organization.

PHACTO.

THE Ilderans, of Brooklyn, have issued an attractive programme of entertainments reaching through the winter months till the riding season of 1888. Card parties, entertatnments, receptions, occur frequently, and besides these there is a sleighing party to Coney Island, a skating party, a magic-lantern exhibition, a toboggan party, a theatre party, and a minstrel show. "Here's richness!"



THE BUFFALO CLUB HOUSE.

THE following account of the Buffalo Bicycle Club is taken from the Buffalo *Express*, to which paper we are indebted for the loan of the cut of the house: —

The Buffalo Bicycle Club, of whose new headquarters we present a view this week, was organized Feb. 22, 1879, and is thus the oldest as well as the largest body of wheelmen in this city. At that time there were just *four* riders of the bicycle in Buffalo, and these united to form the new club. The first officers were: President, Dr. H. T. Appleby; secretary and treasurer, George F. Chavel (the first who ever rode a bicycle in Buffalo); captain, John T. Gard. The other member of the club was Mr. Geo. R. Bidwell. Dr. Appleby still belongs to the club, and is one of its most active riders.

For several years the monthly business meetings were held in the old Fremont Place Armory, and during the winter months the members also assembled every Saturday night in the large drill hall for drill and exercise, the last part of the evening usually being devoted to a game of foot-ball. Since its organization, the club has slowly but steadily increased, until it now numbers one hundred and three active and eleven honorary members. These gentlemen average about twenty-seven years of age, and are of various occupations. Lawyers, dentists, physicians, clerks, and merchants are found among them, and in the last-named class are included some of the most solid and substantial business men of this community.

The club was incorporated Jan. 20, 1885, with a board of seven trustees, which was increased the next year to fifteen. In the following spring, the club rented the premises No. 288 Virginia Street for a club house, and occupied them until the spring of 1886, when it became necessary to obtain more commodious quarters. The club, therefore, rented the old Dorsheimer House, No. 881 Main Street. This property changed hands in the spring of this year, and, finding itself unable to lease the premises from the new owner on satisfactory terms, or to find any other place which was at once suitable for its purpose and within its means, the club thought it best to secure, if possible, a building of its own, so as not to be compelled to move every year.

The idea of building a club house had probably suggested itself to some of the members before, but in March last it was put in definite action by Mr. John B. Newman, the treasurer, who, to the great regret of his fellow members, has just resigned that office in order to make a voyage to Europe. Mr. Newman made careful estimates showing that it would, in a term of years, cost the club much less to build and maintain a house of its own than to rent and keep moving once in a year or two. A special meeting of the club was held to consider the project, which was heartily sanctioned. A subscription list was started and soon amounted to nearly two thousand dollars. With encouraging prospects ahead, the trustees went to work in earnest. The lot at No. 132 College Street was purchased and paid for, and a loan secured for the purpose of erecting the house. Mr. F. W. Caulkins was appointed the architect, and the erection of the house was placed under the supervision of a committee of the trustees consisting of Charles P. Churchill, John R. Newman, Albert C. Spann, Charles S. Butler, and W. S. Bull. These gentlemen have devoted much time and thought to the matter, and the outcome of their labors is certain to prove satisfactory to the club. The contract for building was awarded to Mr. C. S. Chapin.

The house as completed is one hundred and fifteen feet by twenty-four, and contains on the lower floor a vestibule, hall, drawing-room, janitor's kitchen, a spacious locker and bathroom, and the gymnasium. The latter is the grand feature of the building, and is placed in rear of the main structure. It is of ample dimensions, fifty by twenty-three feet, and twenty-four in height, and when supplied with apparatus will prove exceedingly attractive. The business meetings of the club and all its receptions, entertainments, etc., will be held in it. The bath and locker-room adjoin it, and will be furnished with wash-basins, shower and tub baths, and other necessary conveniences. A cemented cellar extends under the whole front part of the house, and is easily accessible from the outside, so that the members' machines may be stored in it if necessary.

A staircase in the front hall leads to the second story. In this are found a large and well-lighted front room, occupying the entire width of the house, four card-rooms, one of which will be used as a ladies' reception-room and will contain a lavatory and other conveniences, and two rooms for the use of the janitor. The janitor's apartments are separate from the rest of the club house, having a side entrance and stairway of their own. The attic or upper part of the house will be finished and used as a billiard and pool room. The house is heated by a furnace, but has several open fireplaces, and is supplied with electric bells. There is a spacious veranda in front, which will add greatly to the comfort and convenience of the members during the summer months.

It is expected that the annual meeting of the club will be held in the new gymnasium on Dec. 13, and that the whole house will be formally occupied by the club about Jan. 1.

The club joined the League of American Wheelmen in 1884, and has always been very influential in that body. Of its members, Messrs. Appleby, Butler, W. S. Bull, and J. R. Williams are representatives, and Mr. Bull is vice-consul of the State of New York. The chief consul, Mr. George R. Bidwell, is also an honorary member of the club. Both the League and the State Division of it recently have been entertained in this city under the auspices of the club.

The Buffalo Bicycle Club is composed of sober, industrious young business and professional men, who ride their wheels for the sake of healthful recreation and relaxation from the cares of their ordinary pursuits. It is what its names imports, — a *bicycle*, and not a social club. It is not an expensive organization; the initiation fee is five dollars, and the annual dues twelve dollars. When the house is fully completed, there will be no club in the country giving its members equal privileges for so small an outlay. The whole spirit of the club, as well as the tendency of its favorite recreation, is steadily opposed to what is commonly known as "fastness" or dissipation of any sort. The following section of the by-laws is quoted as an illustration of this fact: —

ART. 12. No wine, beer, cider, or intoxicating liquors of any kind shall be kept or used in the rooms or on the premises of the club. No bets shall be made, nor shall any games be played in the club rooms or on the premises for money, under penalty of expulsion from the club, and no games shall be played in the club rooms on Sunday nor after midnight on Saturday.

The officers and trustees of the club for the current year are as follows: President, Charles P. Churchill; vice-president, George Dakin; secretary, A. C. Richardson; treasurer, Charles W. Adams; attorney, Albert C. Spann; captain, Robert C. Chapin; trustees, these officers and the following members: W. S. Bull, Chas. S. Butler, Clifford G. Gething, George H. Courter, Charles F. Hotchkiss, R. B. Hoffman, Willis K. Jackson, Otto W. Volger. The recent resignation of Mr. J. B. Newman leaves a vacancy in the Board, which will be filled in December.

THE OWL.

FRANK WHITE, the ever-popular wheelman, has returned to his friends from a six months' business and pleasure trip to California. To hear him dilate upon the "glorious climate of Californy," its perfect roads, its hospitable wheelmen, and its charming girls, is almost enough to make an old bachelor, like me, wish he was young again, just so I could strike for a railroad pass and hie me westward. But such hopes are useless; the hands of time cannot be set back, and the cast-iron rulings of the interstate law bar me out from any hopes of ever indulging in such delights.

MARINO G. PEOLI, one of the organizers of the Ixion Bicycle Club, and one of its most enterprising members, intends taking up his residence in Chicago. His club-mates give him a farewell banquet on Thursday evening. Now, if my old friend Ned Oliver, now president of the Lincoln Bicycle Club, is as smart as I take him for, he will meet Mr. Peoli at the depot and get him to sign there, and at once, an application for membership. Mr. Peoli has, for five years past, never failed to ride the old year out and the new one in, to keep up the record of his club in this respect. I mention this only as an evidence of the fact that he will hold his own as a rider wherever he may go.

"SENATOR" MORGAN has blossomed into a cycling Alexander throughout the length and breadth of England, and like his warrior prototype in the days of old, he weeps for new fields to conquer, hence, we find him now looking over the ground in Paris and Vienna, with a view of taking thence the champions from the land of the Great Eagle. I was startled the other morning by seeing, in a morning paper, a cable message, announcing that a man named Morgan had discovered a gold mine in Merionethshire, Wales, of unsurpassed richness. I at once thought I detected in this the "Senator's" masterly manner of working the press, and concluded that since he and his team had scooped all of the available cash *above* ground abroad, and they had concluded to complete the job by taking whatever there was *below*. But all of these ideas vanished when, upon reading further, I found that "no opportunity will be offered to the public of investing in the new enterprise." That settled it. The "Senator" is too good an American to refuse the dear public a chance to invest their money in the stock of any enterprise he might control, and I at once saw that this was some inferior Morgan, and not the cycling "Senator."

THE streets of New York are, to put it most mildly, not as perfect as some of us might desire. To such an extent have the pavements become impassable, that the Chamber of Commerce has had to take cognizance of the affair, and at the last meeting of that august body, its president, Mr. Jackson S Schultz, said: "The merchants could well afford to put their hands in their pockets and *pay* for the repair of the streets themselves, because their trucks could now carry only half loads, instead of whole loads, and that owing to the wretched state of the streets, it now costs about as much to send a truck to Jersey City and bring goods back, as it costs to bring goods from Chicago." Coming from such a source, none can claim this to be any exaggeration of the deplorable condition of our street pavements here, and we of the wheel hail with delight the near approach of the day when our streets will become utterly impassable for vehicle or pedestrian; and then, and not until then, do we expect any attempt at an improvement, by the adopting of some more modern surfacing than the bone-racking cobblestone.

IN penning my little screed against horseback riding *vs.* tricycling, as a means of physical improvement of women, and in my advocating the laying aside of the foolish prejudice against the common-sense method in which a woman is forced to seat herself when upon a trike, I had no idea that the very next week I should pick up a journal, devoted to women, and find therein, from so able a pen as Mrs. Miller's, the editress thereof, a perfect agreement on her part as to the stand I had taken. So nearly does this approach to my ideas on the subject, and of so much importance do I deem the subject to be, that I cannot refrain from inserting it here, for the benefit, not of those ladies who *do* ride, for they already know it, but for the encouragement of such of their fair friends as still claim the superiority of horseback riding, and if there can be any stronger, though unintentional, advocacy of the superiority of tricycling over horseback riding for women, from any higher source, I should like to hear it. Here is what Mrs. Miller writes: "One of the most needed reforms, and, I believe, the most difficult to introduce, because public opinion is so very strong on the subject, is, in my estimation, our manner of horseback riding. I have been passionately fond of riding, and have ridden since I was a young girl, and know all that a woman has to contend with. May I communicate a few reasons why a woman should not ride as she does? The position is cramped and strains the back; the circulation is stopped in the right leg; the difficulty of getting a skirt to stay comfortably in place is very great, they are now so closely fitted and strapped down; the danger in case of accident is also great. A very one-sided development is the consequence. I think it is especially hurtful to a growing girl to assume the cramped-up position on one side of the horse. Why should we try to pretend we have but one leg? We take great pains to fit the form, from neck to hip, skin tight, and the form shows plainly from back to knee from the right side, and very much more immodestly than if we rode with our feet down. Even now, women travellers, over dangerous and intricate paths, find the square-seated method of riding imperative; and if this end can be compassed without an apparent suggestion of legs (which seems to be an offence against fastidiousness in woman), then, by the courtesy of Fate, it wins!"

FROM A FEMININE POINT OF VIEW.

I MUST take issue with the "Owl" in regard to the deductions he makes from certain observations regarding the whys and wherefores of woman's failure to ride the wheel as generally and numerously as man does. It occurs to me that our friend is illogical, for in one breath he says that the average woman shrinks from riding the wheel because she cannot bring herself to use the little awkward saddle employed by man, and right upon the heels of this he avers that woman will not ride because she cannot put herself in the awkward position necessarily assumed on the side saddle while riding horseback. His conclusion I take decided issue with. He says: "Some day, perhaps, a shrewd maker will invent a tricycle, and adopt some spine-deforming side-saddle, and then the fair sex, fearing not Mrs. Grundy, will rush pell-mell into cycling; but until then, I have not much hopes of any great number of the fair sex becoming riders."

IT may be that I am arguing seriously with one who is only indulging in a little bit of pleasantry, but our friend puts his case in a plausible way, and wrong impressions may be gained if he is not controverted.

I THINK I can tell the world why more women do not ride the wheel, and I know that other lady riders who have tried to make converts will indorse me. One restraining cause, and a very important one is, the cost of the wheel. I don't wish to be understood that manufacturers are unreasonable in their charges, nor that the wheel can be put upon sale at a lower price, but certain it is, that very many women who would gladly ride, cannot raise the money necessary to the purchase of the wheel.

PATERFAMILIAS will draw his purse to purchase a bicycle for Harry, but when Clarissa asks for nearly double the sum for a tricycle, he hesitates. Hector will provide himself with a wheel, but he cannot afford an extra one for his wife, and she must go without. The young lady who goes to the city to earn her living cannot get enough, in nine cases out of ten, to pay for necessaries, much less a luxury of this kind. If wheels could be bought for one half what they now sell for, we should see ten lady riders where we now see one.

ONE other restraining influence. It is not fashionable. The gilded butterflies of the fashionable world would not be estopped from riding if it were the fashion to do it. Let some one invent a way to make tricycling a popular craze, and we shall see the manufacturers deluged with orders.

THERE are a few, a very few women who will object to the position one has to take on a wheel, others will plead that it is *infra dignitatem*, others will hesitate for fear of what Mrs. Grundy will say, but, believe me that underneath those objections lies one or both of the principal ones I have named above.

AND yet in spite of all this, the little army of women is increasing every day. Note the large attendance at the North Shore run. Most of these ladies were in their first year of riding. The tandem is bringing more ladies to the ranks than the single machine succeeded in converting. It is encouraging to note that we are not going backwards but steadily and surely moving on.

MRS. MCA., of Malden, has ridden the past year 1,150 miles on a tandem. Her runs have been over distances of from ten to fifty miles, and have been frequent rather than extended.

MISS H. H. F., of Brooklyn, writes that she has done little more than park riding, but has enjoyed this immensely. She estimates her record at eight hundred miles.

MISS G., of Washington, writes that she uses her wheel for going to market, and for shopping purposes. She writes: "There are so many wheels in Washington that they attract little or no attention. We have no clubs and no concerted runs, but those who own their wheels keep them for use, just as a man does his horse. Those who let machines have a good patronage, and the consequence is, that we see many women in the most unbecoming and inappropriate dresses. They are out for a short ride only, and the idea of a special costume does not abide with them."

DAISIE.

ST. LOUIS.

GREENWOOD'S offer to climb Corey Hill, which appeared in the *Wheelman's Record*, was dwarfed in importance to us by the publication here of John A. Wells's challenge to Greenwood to a contest on Eagle Rock Hill, and Hal's prompt acceptance of the same. The promptness of Greenwood's reply pleased all his friends, and they are happy in feeling that there is something to open out next season with, even if the Whittaker-Stone race should fall through. Wells's challenge was to a climb on both a Star and an ordinary; but Greenwood, in accepting, stated that he is not a crank rider, and that he will do all his climbing on a Star. He, however, gives Mr. Wells the privilege of using any kind of wheel he wishes. But Hal will not have his title in any way endangered by a contest on a hill on which, he says, "Wells has been sleeping." So he asks Wells to come West and climb some of our hills, provided he will go East to meet Wells, which he declares himself perfectly willing to do. He has already put up $100 to cover a good medal, to go to the winner. By the way, Greenwood disparages Eagle Rock Hill, which he asserts is inferior in tough qualities to Corey, Son-of-a-Gun, and other "grades of which we talk."

Now, if Mr. Wells has the amount of sand in his craw we have been led to suppose existed, by his aggressiveness in the editorial road race, there will be some climbing next year that would make Excelsior wish he had stopped to rest his weary head upon her breast.

THE rivalry that exists between the Missouri's glee club and the gymnastic class is very great. It is of a healthy and stimulating kind, and each class is impelled to do its most to get the biggest turnout on practice nights. When rivalry exists between such widely dis-

NOW!

Send us your name, address and League number, if a member, on a postal card, and we will add it to our PERMANENT MAILING LIST. During the coming year we expect to circulate a great deal of IMPORTANT INFORMATION through the mails, and you can get it for the trouble of writing a postal card. Very soon we will have something to say to you about VICTOR CYCLES FOR 1888, and it will be worth your while to read it. WRITE A POSTAL.

OVERMAN WHEEL CO., 182-188 Columbus Ave., BOSTON.

similar classes, one is more and more impressed with the thought of how great the competition between more closely related classes would be, and how rapid the progress that would be made. For instance, if a fencing class should be formed, and should come into rivalry with the gymnasts, there would be some lively times, and in six months the club would turn out a pretty accomplished lot of fellows. Since the members have tasted of the singing and gymnastics and *found* them good, like Eve, they want others to taste too. I hear that several of the members who care neither for singing nor "gym" work, are talking about taking fencing lessons.

THE Cycle Club may be said to have become established in their new quarters, the Natatorium, as they have put in a billiard-table, and that is generally considered a sign of permanency. I have n't looked in on them yet, but I am told that their place is very cosy. With one of their leading members, George Tivy, leading this locality in long-distance records for the year, and another member just appointed a representative, they could afford to put on airs without even the glory of having made as rapid a ride into prosperity as any of their men ever made going down hill.

A. T. STEVENS has not yet completed his mileage report of the Missouri Club, as the boys are wofully slow in sending in their reports, "among whom I am one of which." But he has totals of the longest riders completed, from which I learn that from April 1 to Dec. 1, E. A. Smith leads, with 4,003 miles; Brewster is second, with 3,671; and Alex. Lewis third, with 2,531. Smith thus gets the club medal, and the challenge cup, which if won two consecutive years, becomes the winner's permanent property. Last year, A. T. Stevens won it with 4,178 1-4 miles. Now begins the fun of the cup business. With two fellows, each yearning to carry it off permanently, there promises to be some big riding next year.

THE publication of the season's long-distanee records puts me in mind of the fact that I can ride more now with less exertion than I used to be able to. Is it because my legs are more powerful? No; they measure just the same. Is my wind getting better? No; because in running afoot I find that my wind is not as good as it was three years ago. Surely, then, there is something. I let fall this secret within reach of Burley Ayers's receptive ear not long ago. At the time we were spurting steadily over a twenty-mile road and had n't stopped for ten miles. Burley slowed up a little as if to think. But there is no use in his doing that, as his think tank works just the same, whether he is riding fast or not. "By jinks," said he, as he hit his handle-bar with his fist, and nearly threw his big wheel into mine, "that reminds me that I 've been thinking about the same thing. Minds of great men run in the same — you know the rest. Don't, eh? Well, they run in the same rut. That 's a big improvement on channel, don't you think? Well, I have found this season that I can ride twenty-five miles a day more than I could last season and feel less tired. I have made up my mind that it is because of the present style of wheels, their lightness, their rigidity, their improved bearings. I know there are some envious fellows who did n't get the prize last summer for big calves, who are mean enough to say it is my practice with the home trainer that does it; but I know better, because there are other riders who have felt this same insensible but blessed increase of riding strength come to them without any special effort. It 's the wheel that is doing it — whoa 'p, there, mister, give me more of the road, or I 'll send you one of Van's circulars on road rights," was the way the conversation came to an end on the interruption of a road hog. OMEN.

TO RHODE ISLAND MEMBERS.

As the L. A. W. books are now open for renewals, I take the time to urge our members to forward their names for 1888. Every wheelman should unite with our League. "In numbers there is strength," and riders must realize that a large organization can accomplish much more than a small body, where each man is fighting single-handed.

The renewal of each old member carries conviction to the minds of the new riders, who stand undecided whether to join or not. The Division to-day has one hundred and seventy-nine on its roll, is financially in good condition, for a small State, and a harmonious feeling exists throughout. Now comes the most trying time, and a consul can do good work at this time. Many wheelmen want to join, — intend to join, but put it off or forget, until too late. I hope consuls will see that old members in their towns are reminded of the renewal season, so that none will lose their standing through forgetfulness. One dollar for the year, or less than two cents a week, will renew a member, and the BULLETIN alone is worth more than that, not to speak of reduced hotel rates, and the pleasant acquaintances made at division meets, races, etc. Not satisfied with these alone, the Executive Board of your State has united with Massachusetts in the road book publication, and the roads of the two States will be in one book. This book will be ready by spring, and a copy will be given, free, to each member that renews.

Arrangements have been made to place guideboards on all the principal routes in the State. The plans are drawn, distances measured, and by Jan. 1 the boards will be in the hands of the painter, and on the opening of spring placed at the various corners. Surely, any wheelman should be willing to assist such a cause as that. Rhode Island is the first State that makes the attempt of guideboarding ALL its *ridable* roads, and without the *full* support of its wheelmen it may prove a failure. I would state that a few copies of the road book will be left on hand, if the entire present membership should renew, which is not probable. New members will each receive a book, until the supply is exhausted. Let each present member renew, and do a little missionary work, and Little Rhody can reach two hundred, and gain an additional representative in the Board of Officers.

Now is the time to commence, and not stop until we get there.

Yours fraternally,
CHAS. S. DAVOL,
WARREN, Dec. 6, 1887. *C. C.*

TO THE OWL.

YOUR very unjust and uncalled-for article on page 300 of BULLETIN causes me to reply as follows; but, before going further, I want that, as you have had a go, and so have I, let 's quit, and I 'll leave it to you to decide the fall.

Your article shows that the correspondence between *Secretary-Editor Bassett* and *myself* has been shown to you; also, as you have now taken it up, maybe you can answer the questions I asked! Having seen the letters, you know they contain no criticism against Secretary-Editor's administration. Some errors and oversights have occurred (and they always will) and I was trying to have them straightened, but you, in your narrow head, have looked upon these as criticisms. To not have you worried about the ninety-seven dollars, I will here say the Indiana Division officers will see, and are able to see that it will be taken good care of.

This now leads me to say that I have long wondered, when reading your most-times amusing notes, to what class of owls you belong. My wonder has been satisfied, and no doubt now exists but you are a screech owl.

The reasons are two:

1. They are never attending to their business, but always mixing up others.

2. They are to the owl family as the vulture is to the scavengers; viz., the vilest of the vile.

Thanking you for your attention, and knowing you are hungry, I 'll now set your stomach to aching by saying "Rats."

Yours wheelingly, but not "perly,"
JOSH ZIMMERMAN.

[Our correspondent is mistaken. The "Owl" has not seen the correspondence referred to. Mr. Zimmerman rushed into print with his alleged grievance, and it was this published letter that the "Owl" used as a text for his sermon. — ED.]

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

CENTRAL PARK.

EDITOR BULLETIN: — In your last issue appears a letter from 3,878, *re* the use and abuse of Central Park. I heartily concur with his expressed wish that a committee of the clubs would try and take hold of the matter, though I do not see how it can be done. I thought that the Park policemen were supposed to use their discretion, but from some of the things that I have seen, I should judge that they have none. Small boys on toy bicycles are always to be found in the Park, and on several occasions I have seen a boy on a velocipede on the East Drive.

It appears to me as if the policemen have received instructions to let anything in the shape of a bicycle into he Park, so as to give others a *good cause* for complaint. So that the worthy (?) Commissioners will truthfully be able to say, on some future occasion, should it arise, "that we have received complaints" and so forth.

By all means let us take this matter in hand of our own free will, before we are forced into it, or out of the Park. L. A. W., 13,080.

EDITOR BULLETIN: — The article headed "Central Park" in your issue of Dec. 9 is exactly my idea of the practice of juvenile riders of all ages in Central Park as injurious to the privileges we have bought at so high a price, for you are aware there is still a feeling among some assembly-men to pass a bill exempting Central Park from the operation of the act which now gives us the privilege. I earnestly hope something can be done to restrict the use of Central Park to competent riders, similar to the previous arrangement, and does it not come through your paper to open the subject to the proper committee? L. A. W., 4,787.

EDITOR BULLETIN: — I want to raise my voice in protest against the proposition made by L. A. W., 3,878, in the BULLETIN of Dec. 9, 1887. I fail to see why wheelmen should be treated differently from any other citizens.

So long as anybody who can hold the reins over any kind of equine beast is permitted to make use of the driveways in Central Park, just so long should anybody who can manage to straddle a bicycle be permitted to use said driveways. The proposition to subject wheelmen to an examination, and to require them to wear some sort of badge or livery as the price of being permitted to make use of a *public park*, is simply an outrage. Even if it were proposed to subject horsemen to like conditions it would be an outrage, but when it is proposed to make such special rules for wheelmen only, it becomes a piece of "class legislation" not to be tolerated in a free country. If any wheelman or horseman misbehaves in the Park, and by incompetent, careless, or reckless riding or driving endangers the lives or comfort of others, let him be dealt with as an individual. Let it be remembered that wheelmen claimed the right to use the Park roads and all other public roads in this State as a *right* and *not* as a privilege, and on this platform we made our fight and won.

As to certain men, or boys, riding in long trousers, cutaway coats, and derby hats, that is their privilege, though some may question their taste just as others may question the good taste of certain exquisite members of metropolitan athletic clubs appearing before their lady friends in the scanty costume which usage sanctions on such occasions and in such company. But it is a matter of taste after all, and the idea that a free-born American citizen must get a permit from a "committee from the principal New York clubs" or wear some special style of dress, in order to ride, walk, or drive in Central Park or any other public place, is exceedingly repugnant to L. A. W., 464.

EDITOR BULLETIN: — I was very sorry in your last issue to see a letter advocating a return to the ridiculous system of badges for the admission of wheelmen to Central Park, accompanied with an intolerant expression of regret that the privilege of riding there cannot be confined to League members. When wheelmen can be found to entertain such views as these, there is little wonder that we had so long a fight with non-cycling commissioners. We do not want or need any exclusive privilege, but only to stand upon equitable right. If men go there who cannot ride, and endanger the public safety, let them be arrested by the police appointed for such duties, just as incompetent drivers or drunken pedestrians would be. If some of these wheelmen wear costumes that offend the æsthetic taste of others among us, it by no means reflects on the riders who dress well. I have seen even League members clad in such abominations as a high white hat with a sack coat, or wearing a satin tie with evening dress, but I never felt that my own social status was endangered thereby. How one man may dress is no other man's business, and interference like this is simply ill-bred impertinence. Don't let us set ourselves up for little gods on wheels.

Suggestions like that made by "3,878" really arise from the absurd assumption that there is something specially aristocratic about bicycle riding and riders; as a matter of fact, the social prejudice is rather against us; and unfair as this may be, it does not better matters for us to be continually seeking a chance to vindicate ourselves, by marking out a new social distinction at the expense of somebody else. "3,878" does n't like fellows who ride in trousers and derby hats; no more do I, but I don't have to associate with them. Some of us don't like gaudy uniforms and would rather see no uniforms at all, but we would hardly advocate the exclusion of a club uniform that might not suit us.

Nor is it wise for us to establish ourselves as censors of skill. After years of struggle, we 've put ourselves on the same footing as other citizens. We had better stay there, and let the authorities look after infractions of the law, careful that we keep within it ourselves.

EDWARD J. SHRIVER.

EDUCATING THE MASSES.

EDITOR BULLETIN: — I WAS somewhat amused to read in last week's BULLETIN the scheme of the Illinois State Division "for disseminating a knowledge of the rights of wheelmen among farmers and the rural classes." I have been a wheelman eight years and know that said knowledge is in sad need of dissemination, but after two years in the employ of the largest stereotype plate concern in the world, I know that their plan will not work.

The article says "all country papers use plates"; the truth is, that perhaps two thirds of them use plates. Again, it says the purchaser of the plates returns them after using, "to be used over again until worn out." In reality plates are *always* melted and recast when returned from the first purchaser. Even country editors have some preferences regarding what shall be published in their papers. The cost of composition is not always a primary consideration; literary merit must also be taken into the question. To go into the plate business — even on a small scale — requires an expensive plant of special machinery, a corps of skilled workmen, a generous supply of expensive metal, and weeks of hard solid work before customers can be found.

A way in which this much-needed knowledge of good roads, and how to make them, might be spread all over the country, would be to interest some leading plate house in the matter. Let some of our literary brethren write a good article of from one thousand to two thousand words, then, if put out in plate form, it will appear in hundreds of the best country papers in the land. To any one interested, I will furnish any information in my power concerning the proper parties to reach, and how to reach them. L. A. W., H. 97.

BUFFALO, N. Y., Dec. 5, 1887.

ENAMEL.

EDITOR BULLETIN: — Apropos of the necessity of abandoning riding and putting mounts in order for next year, will some member kindly inform me how to prepare a good and durable enamel? Have tried several and with but small degree of success. 15,185.

CYCLETS.

HAVE you renewed?

IF not, do so at once.

WE have got the first thousand.

AND the "three-figure" men have got their tickets.

WE are sending the tickets now within three days.

WE can't do this later when the grand rush comes.

The early birds get advantages in many ways.

MR. DUCKER has led us into a discussion of the amateur rule. Excuse us. We sha'n't give you much of this.

ROWE has gone back to lasting shoes for the winter. He will go into training for racing in the spring.

NEW ORLEANS wheelmen will hold a lantern parade, Feb. 15, the night before Mardi Gras. His Majesty Rex will be invited to review the parade.

GREENWOOD agrees to climb Corey Hill a dozen times if any one will pay his expenses to Boston, and give him a $50 medal. He will pay his own expenses if he loses.

AND now the question comes: "What shall we give our friends for Christmas? We hear a League badge suggested. What 's the matter with a League badge? Oh, that 's all right.

SAMUEL B. STERLING, of Bridgeport, Conn., announces his arrival at Jacksonville, and reports good roads, excellent weather, and the best of wheeling. A long stretch of road has just been built in Jacksonville, constructed of shells and of cypress-wood blocks. The surface is fine and invites the cycle.

W. H. MILLIKEN, treasurer of the Plainfield (N. J.) Bicycle Club, has run up a record of 6,404 miles during the year of 1887 to Nov. 1. The record was kept on a Butcher cyclometer, and the cyclometer was tested once a month, over a measured mile of roadway, by some other member of the club. The club calls for a record that will beat this.

A CORRESPONDENT writes that he has made a mile in 2.24$\frac{3}{4}$ on the highway. He tells us not to expose him, and we shall not, for he wants to surprise the racing men one of these days. Now, we shall not publish his name, but

THE TEST OF TIME

Adds to the esteem in which **VICTOR CYCLES** are held. LIGHT ROADSTER, TRICYCLE and SAFETY, all give evidence of expense in time and money applied to their production. More distinctive points than any others, and no change except for improvement. Nothing too expensive for VICTORS. Send for Catalog.

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182-188 COLUMBUS AVENUE - - - - BOSTON, MASS.

A "MEAN thing" occurred recently. A certain cycler, who is not a member of the L. A. W., borrowed a League ticket to get the discount at dinner, in a League hotel. The L. A. W. dues are only one dollar per year, and every cycler ought to join. In a very short time he would get his money back from the discount allowed to League members at certain hotels. — *Baltimore News.* The member who loaned the ticket rendered himself liable to expulsion from the League.

RUST REMOVER, fine, medium, or coarse; nothing better made; per package post-paid, twenty-two cents. Rust preventative, per package post-paid, twenty cents. Finest quality sewing machine or bicycle oil, will not freeze, gum, or become rancid; two-ounce bottles, post-paid, twelve cents, three for thirty cents; one dozen by express, fifty cents. Chicago Manufacturing and Printing Company, 71 and 73 Randolph Street, Chicago, Ill.

IMPORTANT.

The ***Grand Union Hotel,*** opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

ADVERTISEMENTS will be inserted in this column as follows: Fifty cents for four lines, first insertion; twenty-five cents for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

CHEAP. — A 50-inch Expert, half nickelled, with lamp, bell, whistle, two cementing lamps, spoke grip, and all tools and tool bag, 1885 pattern, Kirkpatrick saddle; all for $75 cash; have been offered $90, in exchange. Address L. A. W., 12,152, Box 404, Larned, Ka.

SOCIABLE FOR SALE. — Meteor Sociable, 48-inch wheels, balls all over, open front, keep-step crank shaft; good order and condition; cost $225; will sell for $125. Address X. X., this office.

FOR SALE. — Columbia Tandem tricycle, new last June, latest improvements, used very little; cost $250; best cash offer over $150 takes it; will sell on instalments. A. J. KOLP, Scranton, Pa.

VICTOR LIGHT ROADSTER, 54-INCH, 1887 pattern, full ball bearings; first-class condition, and as good as new; ridden only three hundred miles; with Lakin cyclometer and Ross luggage carrier; the offer nearest $100 takes all. LOCK-BOX 1, Bedford, O.

FOR SALE. — 54-inch American Star, ridden about three hundred miles, good order, for $55; or will exchange for a 45 or 48 inch Star in same condition. O. F. LANDIS, Shelby, O.

WANTED. — Expert or other good wheel, enamelled or nickelled, late pattern, 50-inch, ball bearing, in good order; will pay cash. Address BICYCLE, P. O. Box 2434, New York City.

$95-BICYCLE FOR $50. — One 52-inch Standard Columbia, ball bearings to front wheel, newly painted, and in excellent condition, with tool bag and tools, for only $50. H. H. B., Lock Box 50, Wappinger's Falls, N. Y.

FOR SALE. — One 53 and 55 inch, new, 1887 Columbia Light Roadster; best offer over $100 received before Dec. 1 takes either. One new 1887 Columbia Light Roadster tricycle at best offer over $125 cash. T. B. KAYL & CO., Detroit.

BARGAINS IN BIKES AND TRIKES. — Fine assortment of new and slightly used machines, standard makes, and only such as can be guaranteed. Wheels bought, sold, and exchanged. Being sole New York agents for New Rapid and Quadrant cycles, we will make exceedingly liberal allowances for old mounts in exchange for above machines. Send for bargain list, NEW YORK BICYCLE CO., No. 38 Park Place, New York.

BICYCLES, SECOND-HAND. — If you wish your wheel sold quickly, at a small commission; or if you wish a choice from the biggest list of big bargains in America, send to MANHATTAN WHEEL EXCHANGE, 49 Cortland St., N. Y.

REWARD OFFERED FOR THE RETURN OF a 50-inch full nickelled Columbia bicycle, No. 12,229, 1887 style, double grip handles. Stolen from WM. P. RADLEY, 324 W. 47th Street, New York.

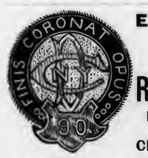
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bought for cash, taken in exchange, and sold on instalments. Liberal discounts to agents. One of the largest stocks of new and second-hand wheels in America; rarely less than 200 wheels on hand to select from. Send for large illustrated catalogue and latest descriptive second-hand list and terms of easy payments; of interest to every actual or prospective wheelman. Correspondence solicited.

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RECORD PRIZES.
Bicycle and Athletic Medals.
CLUB PINS and BADGES.





RIDERS, NOW IS THE TIME You need a Home Trainer to keep yourself in condition. Don't store your Cycle away to rust and do you no good, but get the EUREKA HOME TRAINER AND BICYCLE STAND, and you and your machine will winter in good condition. For Sale by Cycle Manufacturers and Agents generally. Price, $7.50.

Patents applied for. M. A. WOODBURY, Manufacturer, Bradford, Pa.

Patented 1881. L. A. W. BADGES.



For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,
177 Middle St., Portland, Me.

The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges,** $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.

Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; G. R. Bidwell, 313 West 58th Street; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.



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128 and 130 Fulton Street, and 87 Nashua Street,
NEW YORK.

Send 2-cent stamp for our new 52-page illustrated catalogue.



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TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio,** for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

one of these days, when he beats Rowe and Howell and Greenwood, we are going to refer to this paragraph and say, "That 's our man." We publish this as a sort of warning to the flyers, and we advise them to get ready.

H. E. DUCKER, of Springfield tournament fame, who is now a resident of Buffalo, confidently asserts that he will give a tournament in Buffalo next summer that will positively eclipse anything that he has ever undertaken before. A half-mile bicycle track will be built on the outskirts of the city, and such men as Howell, the English champion, and Woodside, the Irish champion, are already under contract to compete in the professional races. — *Buffalo Express.*

AN old subject has been revived — the "motions of a wheel through space." We had an idea of reading a paper on the subject before a scientific society once upon a time. Few — not one in 654,321 — understand the relative movements of a wheel. To begin with, there is no such thing as revolution and progression. The wheel, when travelling, *does not go round.* Crack that nut, ye scientists. The down stroke of a pedal on a 54-inch machine is *between eight and ten feet.* This is only the beginning of the fun — but "we are not a scientific paper." — *S. M. and C. News.*

THE Boston Clubites seem to have wasted some time in discussing whether the top of a bicycle wheel goes faster than the bottom. Why, Macaulay's Schoolboy would not require to think twice about such a problem. We have no space to discuss the question (if, indeed, it needs any discussion, which we deny), but should recommend any one desirous of being convinced of this truth, to turn to Molesworth's "Pocket Book of Engineering Formulæ" (page 652), where will be found three diagrams of the cycloidal curve. No. 2, the common cycloid, is the curve described at any point in a bicycle wheel when running on the road, in relation to the road. The top of the wheel always travels at a much greater velocity than the bottom. — *Cyclist.*

THE Hagerstown Bicycle Club attended in a body, on Tuesday night, the Masonic fair, which has been in progress in that city. Tuesday night was the closing night, and the members of the club to the number of thirty-five entered the room to the music of the song and march of "Liberty Enlightening the World." The club orchestra had preceded them, and were stationed on the stage. The cyclers on entering arranged themselves in front of the stage, and united in singing the chorus of the song. The effect was fine, as the club had some good voices in its membership, and the voices harmonizing with the orchestra, made one of the pleasant features of the evening. — *Argus.*

THE Board of Officers of L. A. W. representing the Maryland Division held a meeting on Wednesday, Dec. 7. The full board was represented, consisting of Chief Consul A. E. Mealy, Secretary and Treasurer R. M. Lockwood, and Representatives Samuel T. Clark, W. H. Barrington, and C. W. Abbott, of Baltimore, Updegraff, of Hagerstown, and Seabrook, of Westminster. The principal business before the board was the discussion of the advisability of inviting the National Association of Wheelmen to hold the annual meet in Baltimore. All the representatives expressed themselves as favorable to the idea. It was decided, after a careful consideration of the matter, to hold a general meeting of the entire Division on the evening of Dec. 20, and let the action of that meeting decide whether or not Baltimore shall be offered as a place for holding the national meet. — *Argus.*

WE have, from time to time, protests against the publication of accidents that occur to cyclists. We can see no harm coming from such publication, and we believe some good may result. If riders are reasonably careful, there is little danger on the wheel. It is the careless riders who come to grief in the great majority of cases, though there are many unavoidable mishaps. Accidents must inevitably come to those who ride in carriages or on the wheel, and pedestrians are not altogether free from these. We believe it will do the cause of cycling more harm than good if the cycling papers suppress the accidents, for what is concealed often assumes undue proportions in the public mind.

JERSEY.

I HAVE but little news this week, and that little comes from those lively fellows, the Passaic County Wheelmen. The boys have done much to boom the good cause in this vicinity this season. They have adopted the plan so successfully used by the Elizabeth cyclers in their early struggles to advance wheel enthusiasm in their city of bad roads, now improving some, thanks to their efforts. The local press has been made use of to popularize the sport and keep its pleasures and benefits before the public. Volunteer writers apparently have not been wanting, and the deeds of the wheelmen have been recorded ably and fully. Many a dull week have the Passaic's clippings been most gratefully received by me. So it is this week.

The results of enthusiastic labor are seen in an increase of membership from twenty-seven to forty. Tours through neighboring States have been made frequently, and more than one member can boast of having covered over 3,000 miles of road awheel. Representative W. B. Banker has just crossed this mark. Notwithstanding his large score, he says his riding has been of the moderate type. During the season, he wheeled to business every day, to Paterson frequently, and to Newark and Cranford occasionally, and claims to have thus acquired his large score with hardly an effort. He is enthusiastic over the benefits to him, physically, his riding has been.

The club is now comfortably housed on Bloomfield Avenue, and the rooms have been fitted up at a cost that somewhat depleted the treasury. To supply this aching void an entertainment was given on the 29th ult.; the main attractions being the Tipoldi Mandolin Club and James S. Burdett, the well-known cyclist and humorist. The entertainment was an artistic and financial success. The club and visiting wheelmen donned their uniforms in honor of the occasion, and altogether Passaic's pretty girls were well pleased, and the P. W.'s club pocket-book was fattened.

By the way, the entertainment committee of the Elizabeth Wheelmen will probably announce this week some sort of a shindig in aid of the bond redemption fund. JER. C.

DEC. 6, 1887.

SOUTH END WHEELMEN.

THE South End Wheelmen, of Philadelphia, celebrated the first anniversary on Monday evening, Dec. 5, 1887. The club house was handsomely decorated with flags, bunting, Chinese lanterns, and colored lights. Bicycles on the roof, portico, and garden in front of the house made a very nice appearance and attracted great attention. During the evening, the Mutual band of thirty pieces rendered some very fine operatic selections. The principal features of the evening were a floral design of a bicycle, presented by J. W. Pepper, Esq., also a very handsome club banner of blue and old gold, presented by Mr. George Caryl. Mr. J. J. Bradley was presented with a club medal in honor of upholding the South End at the recent races at the West Philadelphia A. A. The wheel-room, which was more like a splendidly decorated dining-room, presented a grand appearance, with its two large tables filled with all the delicacies of the season. Too much praise cannot be given the committee of arrangements, as everything was carried out splendidly. The club started with six members, Dec. 4, 1886, and now has a membership of forty, which is doing remarkably well, and there will be more on the list, as this anniversary created quite a sensation amongst the down-town public. 16,880.ATH

THE CLUB.

NATCHEZ CYCLE CLUB, Natchez, Miss. — Officers elected: Captain, P. P. Gluck; secretary-treasurer, P. H. Essig; lieutenant, F. Sanford; bugler, D. R. Sharpe.

NORTHAMPTON WHEEL CLUB, Northampton, Mass. — Officers elected Dec. 6: President, L. L. Campbell; vice-president, E. E. Davis; secretary-treasurer, H. R. Graves; captain, A. A. Chabot.

CENTAUR CYCLE CLUB, Baltimore, Md. — Officers elected for ensuing year: President, C. Henry Eisenbrandt; vice-president, W. B. Diggs; secretary-treasurer, C. L. Mitchell; captain, B. B. Long.

LEAVENWORTH COUNTY WHEELMEN, Leavenworth, Kan. — Officers elected are as follows: President, W. C. Schott; secretary-treasurer, Otto H. Wulfekuhler; captain, E. R. Jewett.

At the annual meeting of the Manchester Bicycle Club, Friday evening, Dec. 2, the following officers were elected for the ensuing year: President, Wm. J. Price; secretary, Chas. H. Fish; treasurer, C. E. Temple; captain, Clarence D. Palmer; first lieutenant, John E. Newton; second lieutenant, D. E. Price; color bearer, C. E. Temple; bugler, Wm. J. Price; executive committee, Wm. J. Price, C. H. Fish, C. E. Temple, C. D. Palmer, H. M. Bennett. After the election, followed the annual supper at Robert's Cafe. The club is in a flourishing condition, having a membership of forty-five, and on Dec. 10 a card tournament will commence, for prizes given by the club. CHAS. H. FISH, *Sec'y.*

THE La Porte (Ind.) Wheelmen will hold a reception at Concert Hall, Monday evening, Dec. 26.

THE Nonantum Club, of Newtonville, instituted a series of Saturday night smokers and entertainments, on Saturday last.

THE Chelsea Cycle Club held its annual ball on Wednesday evening. It was a very brilliant affair, and many wheelmen from other places, and several League officials were present.

THE annual ball of the Roxbury Bicycle Club will be held on the evening of Jan. 18, at Orienta Hall, 2152 Washington Street. It is the aim of the club to make this affair one of the cycling events of the winter, and its success is already assured. Prominent cyclists in this portion of the State and others, together with representative members of all clubs in this vicinity, are expected to be present.

THE Trenton (N. J.) Bicycle Club had a house warming on Thursday evening, Dec. 1. The club has rented rooms on the third story of the Opera House, and fitted them up in elegant style. Among the furnishings are a fully equipped gymnasium, a pool-table, piano, etc.; parlor quoits and other games are also provided. The opening of this elegant house was



The SPRINGFIELD ROADSTER for 1888.

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This is an absolutely safe wheel, which retails for $75, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all-round road riding and hill climbing ever offered the public for the money. Best class of cold-drawn weldless steel tubing in handle bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first class as to its workmanship and material.

The 1888 pattern **SPRINGFIELD ROADSTER** for $100 has ball bearings all round, and cow-horn handle bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of $25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

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celebrated by a banquet, at which fifty members of the club sat down, together with twenty-five invited guests. The President, Dr. William McCullough, sat at one end, with Vice-President E. E. Booze at the other. At one end of the cross-section sat Secretary-Treasurer S. P. Camp, and facing him was Capt. Clark Cooper. Lieut. Lewis Fisher was to the left of the vice-president. At the end of the repast President McCullough called upon Professor C. E. Cady, of the C. C. C. C., who made some humorous remarks, and gave very good advice to the members of the club. He was followed by Superintendent E. C. Stahl, in his characteristic humorous strain, and Burroughs S. Rose and others. After the speeches, the party adjourned to the gymnasium, where professors of gymnastics, William Klemmer and William Constanza, gave an exhibition of their skill upon the various apparatus. Several piano solos were rendered by Caleb Houston. Besides the officers above named, the club has elected the following board of trustees: Dr. William G. McCullough, E. E. Booze, Howard M. White, William M. Thompson, and S. P. Camp. On Wednesday, Dec. 7, the club held "Ladies' Night," and their parlor was thronged with Trenton's fairest daughters. Some of them took kindly to club life, and spent the evening playing cards, while others chatted. Several piano solos were rendered by Mr. E. Booze and Mr. Louis Fischer. Coffee and cake were served during the evening.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 117 — Total 20 — 11,875.

BOSTON, Dec. 16, 1887.

DELAWARE DIVISION — 1. — 35.

Wilmington Wheel Club.

17187 Wilson, Samuel D., 813 Franklin St., Wilmington.

ILLINOIS DIVISION — 2. — 624.

Unattached.

17175 Mock, Horace J., Cambridge.
17176 Woodbury, A. G., Danville.

KENTUCKY DIVISION — 1. — 98.

Kenton Wheel Club.

17177 Read, Thos W., 9 E. Pike St., Covington.

MASSACHUSETTS DIVISION — 9. — 1,325.

New Bedford Cycle Club.

17179 Marston, E. W., New Bedford.
17180 Smyth, Hoyland, 229 Acushnet Ave., "
17181 Weaver, Frank E., Dartmouth St., "

Puritan Bi. Club.

17188 Kingsley, H., 53 Summer St., Salem.
17189 Murray, J. C., 21 Harbor St., "
17190 Ober, Arthur W., 21 Mall St., "

Taunton Bi. Club.

17191 Hassenforder, Paul L., Taunton.

Unattached.

17178 Allen, I. M., care H. and J. Brewer, Springfield.
17182 McArthur, Mrs. G. J., Malden.

NEW HAMPSHIRE DIVISION — 1. — 134.

Manchester Bi. Club.

17183 Elliott, Wm. J., 492 Pine St., Manchester.

NEW YORK DIVISION — 2. — 2,302.

County Seat Wheelmen.

17192 Matthews, W. T., Goshen.

Unattached.

17184 Randell, Harry M., Westchester.

OHIO DIVISION — 2. — 937.

Central Wheelmen.

17193 Simper, J. G., 168 W. 4th St., Cincinnati.

Unattached.

17185 Scriven, W. H., Little Miami Depot, "

PENNSYLVANIA DIVISION — 1. — 1,718.

Unattached.

17194 Eaton, Rev. F. N., Beaver.

RHODE ISLAND DIVISION — 1. — 178.

Rhode Island Wheelmen.

17186 Mott, P. E., 490 Pine St., Providence.

RENEWALS.

BOSTON, Monday, Dec. 12, 1887.

LIST 2.

THE following renewals are received to date: —

California,	6.	Minnesota,	2.
Colorado,	2.	Missouri,	6.
Connecticut,	11.	Nebraska,	4.
Dist. Col.,	6.	New Hampshire,	9.
Illinois,	16.	New Jersey,	10.
Indiana,	7.	New York,	61.
Iowa,	3.	Ohio,	23.
Kansas,	19.	Pennsylvania,	37.
Kentucky,	3.	Rhode Island,	46.
Louisiana,	2.	Tennessee,	1.
Maine,	1.	Texas,	2.
Maryland,	23.	Vermont,	2.
Massachusetts,	55.	Virginia,	1.
Michigan,	4.	Wisconsin,	2.
Total,			364.

LEAGUE CLUB RENEWALS.

THE following clubs have renewed membership in the League for 1888, and have filed certificates to that effect in this office: —

Rover's Cycle Club, Charlestown, Mass., twelve members.

Brooklyn Bicycle Club, Brooklyn, N. Y., seventy-three members.

Roxbury Bicycle Club, Roxbury, Mass., twenty members.

Puritan Bicycle Club, Salem, Mass., eight members.

League club secretaries must file the certificate before the renewal can be published. Many lists have been sent in without certificates.

OFFICIAL ANNOUNCEMENTS.

MARYLAND APPOINTMENTS.

SAMUEL T. CLARK, of Baltimore, is appointed the fifth representative from Maryland.

Louis Dashiel is appointed Local Consul for Princess Ann, Md.

A. E. MEALY, *C. C.*

BALTIMORE, Dec. 6, 1887.

MR. CARL SYKES is hereby appointed Local Consul for Ellicott City, Md., and Mr. W. W. Blake Local Consul for Catonsville, Md.

A. E. MEALY, *C. C.*

BALTIMORE, Dec. 10, 1887.

MISSOURI APPOINTMENTS.

LOCAL Consuls are appointed as follows: St. Louis, Prof. C. H. Stone; Joplin, Charles Barney.

W. M. BREWSTER, *C. C.*

ST. LOUIS, Dec. 5, 1887.

MR. A. C. STEWART having resigned, owing to press of professional duties, the office of representative for the fifth district of this Division, I have appointed Mr. Robert Holm to fill the vacancy.

For the additional representative to which the Division is now entitled, I have appointed Mr. Edward L. Mockler.

W. M. BREWSTER, *C. C.*

ST. LOUIS, Dec. 7, 1887.

MISSOURI RESIGNATION.

ST. LOUIS, Dec. 9, 1887.

I am in receipt of the resignation of Mr. Harry G. Stuart, of Kansas City, as representative for the fourth district, Missouri division, L. A. W. The resignation is made necessary by Mr. Stuart's proposed removal to Los Angeles, California. Mr. Stuart was one of the most active and efficient of the Missouri board, and his resignation is received with regret. I commend him most heartily to the wheelmen of the Pacific Coast.

Fraternally,

W. M. BREWSTER,
Chief Consul.

REINSTATEMENT.

By unanimous vote of the Racing Board, Mr. John Illston, of Birmingham, Eng., has been reinstated as an amateur.

J. H. COOLEY, *Chairman.*

PLAINFIELD, N. J., Dec. 12, 1887.

MARYLAND DIVISION.

A SPECIAL meeting of this Division for the transacting of business of much importance will be held at 8 P. M., Tuesday, Dec. 20, at the club-house of the Maryland Bicycle Club, Mount Royal Avenue, Baltimore. Each and every member is earnestly requested to be present and to be prompt.

A. E. MEALY, *C. C.*

ENAMELINE, wearing qualities equal to any; lustre, finest in the world. Process, patented. For bicycles, sewing machines, hardware, furniture, glass, willow ware, etc. By express, four-ounce, twenty cents; eight-ounce, thirty-eight cents. By mail, sample, ten cents; four-ounce, thirty-five cents; eight-ounce, fifty-five cents; brush, ten cents extra. Chicago Manufacturing and Printing Company, 71 and 73 Randolph Street, Chicago, Ill.

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1. BUBBLES - - - By Sir J. E. Millais, Bart., R. A.
2. FAITH - - - - - - - - - By A. Piot.
3. A ROSE AND CHRYSANTHEMUMS - By J. Tofano.
4. DON'T TOUCH - - - - - - - By E. Grivaz.

COMPLETE STORY BY BRET HARTE,

Entitled "A PHYLLIS OF THE SIERRAS." Illustrated by R. C. WOODVILLE.

Illustrations drawn by R. C. WOODVILLE, FLORENCE GRAVIER, A. HUNT, G. MONTBARD, KATE CRAUFORD, HAL LUDLOW, LUCIEN DAVIES, LOUIS WAIN, H. REINECKE, STANLEY BENKELEY. Those subscribing before Jan. 1 will receive the Christmas Number without Extra Charge.

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Enclosed find
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.25 " holder.
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323 MILES.

Proofs of the ride have been submitted to the interested press, and this record has been accepted by every cycle paper in the country without a single dissenting voice, and the doubter has but to write any cycling editor to become himself convinced.

The American Cycles are road machines, and strong enough for the toughest American roads. They hold every American road record from 10 miles up to 24 hours; hence it would seem that they run even more easily than the frail and specially constructed wheels that our competitors have used in their futile attempts to wrest the records from riders of Champions.

Oh, but the bearings do tell, sure enough!

And that little track trial of Dingley's, at Lynn, on a 36-lb. Champion, still stands at the head, notwithstanding that most of the racing cracks, on racing machines, mind you, have had a go at it. In the words of Sammy Hollingsworth, "It was a wonderful record."

If you wish to purchase the best and easiest running road machines in the world, correspond with

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THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

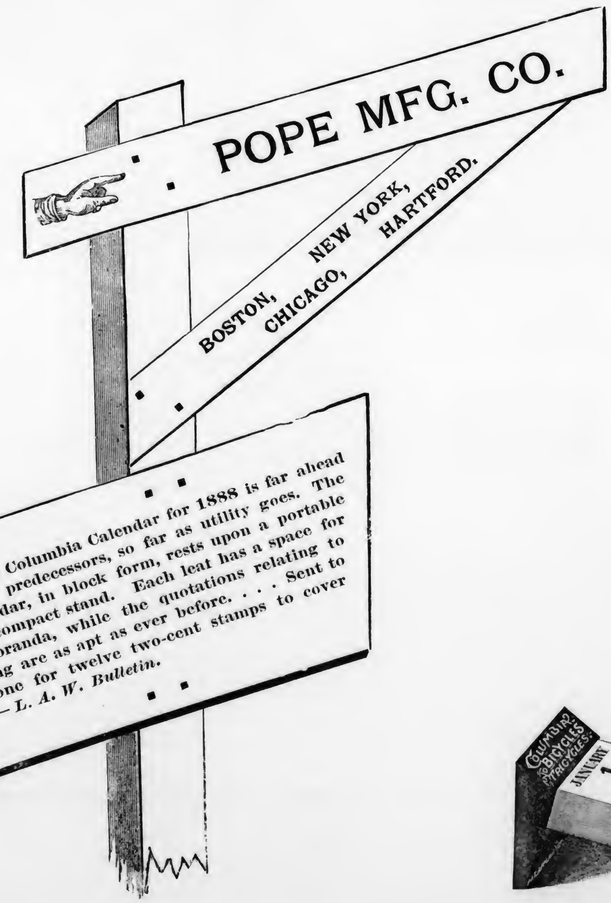
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BOSTON, DECEMBER 23, 1887.

VOL. V. No. 25. WHOLE NUMBER, 130.





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WHO knows but that before the next century dawns it will be recognized that the inventor of the bicycle has done more to revolutionize the religious, moral, and social ideas of mankind than all the philosophers of our time? — *Pall Mall Gazette.*

THE TRADE IN GERMANY. — It is interesting to note that cycling is now being applied more and more to practical purposes. In one of the last sittings of the Hanoverian Diet, seven thousand marks were voted for the purchase of cycles for the use of highway overseers, former experiments in this direction having turned out satisfactorily. — *German Trade Review.*

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people to **risk** $3.00 upon our agreement, endorsed by the American Express Co. (capital $20,000,000) to **refund money for any cause.** Then **doubt** yields to **surprise,** and the question everywhere is asked "How can we do it?" In that way we are building up and **holding** a large trade, scattered from Maine to California, that is buying everything from us, Suits, Overcoats, and Pants. For six cents we mail you twenty samples to select from, and self-measurement blanks, so accurate that we can safely guarantee a fit; also a good linen tape-measure, if you mention this paper; or if you would save time and leave choice of goods you prefer, send us your **waist, inside leg** and **hip** measures, together with $3.00 and thirty-five cents to prepay express or postage and packing and we will forward the goods, guaranteeing safe delivery and perfect satisfaction or money refunded.

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Large increase of propelling power, and a bearing which has no frictional resistance whatever. Other important improvements. Desire to arrange with manufacturer to make on royalty.

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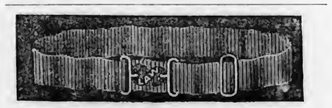
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THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

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All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith.

Members should be careful to notify the EDITOR promptly of any change in their residence, giving their old as well as new address. Great care is taken with the mailing list. All changes received after Tuesday night can not be attended to until the following week, as at that time the list goes to printer for revision. Members who write for back numbers will have them forwarded on Friday, our regular mailing day.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

THE renewals come in upon us thick and fast. We recorded the thousandth on Dec. 15, and scored the best on record.

THESE early comers have faith in the League, for they come right up to the captain's office before the expiration of the year.

THE ladies are sending in their renewals among the very first. The League has no more enthusiastic or more loyal members than it counts among the ladies. The interest evinced by them in the column set apart in their behalf is unequalled. Those who have said, "Why do you have a ladies' column?" would not ask the question could they know with what interest the ladies read it, or could they see how many members this one department has made for the League.

WE hope to see more ladies in the League next year. Many husbands join the organization, and say, "My membership gives me a paper, and one paper will do for both of us." But the paper is not all. There are other benefits to be had, and the wife should share them. And so, good friend, you should let your wife be one of us. "And the extra paper?" you say; why, use that among your friends, to persuade them to join also.

IT is reported that bicyclers are not allowed to use the shell road at Mobile, Ala., and it is said that burly negroes are hired to waylay and beat cyclers found riding on this road.

LETTER FROM BROOKLYN.

AFTER a week of the most delightful riding weather, we are again afflicted with a spell of fog, mist, and rain, making riding impracticable, and outdoor life a misery. Many pleasant runs and excursions that had been planned for to-day are necessarily postponed, and grumbling is heard on all sides from those who are utilizing every favorable opportunity to increase their mileage or make the most of this protracted season. It is seldom that we are afforded such unusually good and uninterrupted riding as it has been our pleasure to enjoy during the present fall and winter; but the past has been a remarkable season in many ways, both throughout the country and in the "City of Churches," where it has produced many changes in our cycling history.

EACH one of the important clubs of this city has made marvellous advancement. The old veterans, the Brooklyns, have removed from their former contracted quarters to a large and commodious club house, which is to-day the best furnished, most cosy, and as convenient as any other. The Long Islands have, and the Kings County are about to take possession of their new and elegant club houses, the only buildings in the city constructed especially for the requirements of cyclers and the Ilderans have followed the example of the Brooklyns and secured, by rental, a building suitable to their needs. Even the embryo clubs, which have sprung up like mushrooms, have enjoyed a most healthy growth during the season, one in particular seeming destined to continued life and ultimate prosperity, though the others, through lack of accommodation, appear to be hovering between disruption or consolidation with some one of the larger and more influential organizations. Indeed, the past season may be said to have been the banner year in our cycling history, and we have every indication of a still more prosperous one the coming year. This remarkable growth and prosperity are directly traceable to the tremendous increase in the number of new riders. I use this superlative adjective, Mr. Editor, because that growth has simply been tremendous. And for very much of this increase our thanks are due to our worthy friend Charles Schwalbach, who had the ambition and pluck to start, in this small town of nearly a million inhabitants, the first cycling establishment worthy of the name. Nine out of ten of our new riders learned the art on his convenient and accessible riding ground, and as the end should justify the means, it is only right that honor should be given where honor is due.

THE several cycling papers received yesterday contained descriptions of the new club house now in course of erection for the Buffalo Bicycle Club. A most interesting feature, to me, is the gymnasium, which, according to the description, is to be on a grand scale, and will occupy about one half of the building. The large majority of cyclers are more or less fond of other athletic exercise, and I have always maintained that no well-appointed club house is complete without a suitable gymnasium or other place where those who desire may exercise. The Buffalo Club propose to economize space by utilizing the large room of the gymnasium for their meetings and social gatherings. This plan is an admirable one, and could be adopted with advantage by others who are contemplating building in the future. There is a crying demand for a good gymnasium in every town of any considerable importance. In this city we have one, — and by the way, it is one of the best in the country, — but it is controlled by the Y. M. C. A., and for that reason is particularly obnoxious to many who would otherwise like to enjoy its benefits, being overcrowded, promiscuous, and governed by foolish restrictions. Nevertheless, this institution receives a very large support from members of various athletic clubs, many of them cyclers, who are compelled to patronize it because there is no other place of the kind to substitute. Now if any one of our cycling clubs had, in connection with its club house, a first-class gymnasium, what a bid they could make for public patronage, and if their gymnasium was of sufficient size to permit it, what an income they could derive from allowing the members of other clubs the privilege of its use! There are at present about one hundred and sixty members of our various boat clubs who do their winter work at the gymnasium above mentioned, paying each fifteen dollars for the privilege, and from interviews with the most prominent members, it is safe to say that any other well-appointed gymnasium would get their patronage, even at an increase of cost.

"MARKET extremely dull, small offerings, with active demand. Indications point to a continuance of this dulness until the new spring crop, when we may look for an increased activity and larger offerings." The above quotation, stolen by me from the "Brooklyn Notes" of my friend "Alert," in *Wheel* of this week, describes to a nicety the state of the local news market at present. Club news, particularly, is very scarce, though all the clubs are making active preparations for an enjoyable social season during the winter. The principal topic of cycle talk at the club houses is the improvements that are to appear in next year's wheels, and though no one seems to have much definite information on the subject, many have various ideas and opinions that are readily discussed. Certain it is that the dwarf safety has made an impression during the past season and has won many friends. All who have toured with them are loud in their praise, and several of our old reliables are very strongly inclined to change. The time in which practical riders "rode on their shape" is past. Comfort and convenience are now the *desideratum*, and as the dwarf seems to provide these requisites, and has outlived the former foolish prejudice that existed against it on account of its awkward appearance, indications are that it is to be the wheel of the future. BON.

DEC. 10, 1887.

ST. LOUIS.

D. CASTLEMAN WEBB, the young attorney, gave a peculiar tribute to the wheel the other day. He was riding out to Forest Park, when he said: "I wonder if I am lazy after all. Here I was going to hitch up my horse and drive out, but when I came to think about the trouble it would be to get the horse ready, I just said, 'Here, I'll jump on my bike and skip out there,' and here I am astraddle the coffee mill. It plays a pretty tune, does n't it?" And sure enough it did, although it was largely clogged with mud with which the boulevard was covered, but through which Cas. preferred to pump his wheel to harnessing the horse.

CHIEF CONSUL BREWSTER was the first one to renew from this end of the line. He was speaking of it at the club the other day, when a chorus went up: "Oh, yes, you did, because they reserved places for the officers, and thou art treasurer, most noble Festus." "Nay, verily," quoth the money-handler of the Leagues, "I did not get there *thusly*. On the contrary, though getting there first, my ticket numbers five. That's the advantage of wearing a crown, ha, ha!" and he laughed a laugh of scorn.

TESTIMONIALS have come to hand quite numerously regarding the excellence of the L. A. W. meet programme and its rare artistic merit, but

I think that the best tribute is from the orders received by Buxton & Skinner, the firm that turned out the programme. They tell me that they have received orders from England and France, from parties who say they had seen the bicycle programmes. Anthony Comstock and page 16 are yet to be heard from.

Brewster says he is still the recipient of inquiries from all over the country regarding the details of illuminated parades which are being worked up. The latest is from San Francisco, and these inquiries show that although other parades may come and go, the great St. Louis parade goes on and on, forever.

FRANK J. SUDA, as representative, has done his work with a thoroughness that ought to make him a shining example to those official members of divisions who too often do nothing but bear the honors of their position. Suda's district includez Ironton, Potosi, and other places to the south of here. Suda's plan was very comprehensive. He first wrote to all the L. A. W. members in the district for information regarding the non-League riders in their community. These requests were ignored with a cold-blooded and shameful indifference that would have caused a cessation of work on the part of anybody not having such lofty ideas of duty as Suda. He kept pegging away just the same. When the wheelmen went back on him, he wrote to the business men in the district, asking them to furnish him the names of riders in their vicinity. These requests were honored so willingly that Suda soon had uncovered whole nests of riders who probably never had heard of the League.

For instance, at the little town of Marble Hill he found ten riders; at Potosi, nine; and at other places enough to swell the total to about thirty. To these Suda has sent applications and L. A. W. documents, showing them their duties as riders, regarding the joining of the League, and Chief Consul Brewster is in hopes that out of Suda's persistent efforts will come a good healthy brood of new chickens for 1888. If the other representatives were as faithful as Suda, we might come to be the banner division. We have over three hundred and fifty members now, and seven representatives. Now, suppose that each representative should secure thirty new members as Suda, no doubt, will. Why, we would have nearly six hundred members and a voting strength in the Board of Officers of twelve or more. But hence, idle dreams! Our representatives are not all Sudas and therefore we will have to "bide a wee."

POOR Dr. Emery, of Roxbury! He left here under a cloud, after being made the victim of a practical joke that is enough to make him an eternal misogynist. One evening during his visit, he went with Klipstein and Hildebrand to call on a friend, with the understanding that several ladies would make up the party. On the way to the house, Dr. Emery's two friends filled him full of accounts of the great attractiveness and accomplishments of the ladies they were about to meet. On reaching the house, the friend invited them in and did his utmost to entertain the three, but it was no use; at the least sound of the door, they would look yearningly toward the doorway and listen for the rustle of the robes. But all the long evening — and it was very long — they waited, but there was n't the least bit of a rustle. Finally, they went home, the three did, two of them sad, disconsolate, and gloomy. Emery laughed and said it was a good joke. The next day they bounced the host and asked him how he came to disappoint them *in re* the gentler sex. "Why," said he, "I did it out of respect to the Doctor, of course, who wrote me last month, saying he did n't care for ladies' company, and, naturally, I concluded he was a woman-hater." And the worst of it was that the host went "home," and got the Doctor's letter, and the next day was showing it around as a vindication of his apparent discourtesy. The boys have indited these lines to the Doctor: —

"Oh, woman, in our hours of ease,
Uncertain, coy, and hard to please,"
How hard it is to call on thee,
And be entertained only by a "he."

OMEN.

THE OWL.

SINCE the appearance in this column for the past few weeks of several notices regarding the fair sex, my mail has been increased by numerous letters from them consulting me on various questions relative to cycling in connection with themselves. While I am, of course, pleased to receive such flattering notices of my supposed knowledge in the matter, I must declare that I am not the authority on the subject that my fair correspondents seem to think I am, yet I have endeavored to answer all of them to the best of my ability. To-day I received the following letter from some fair aspirant for cycling glory and ducats: —

"MY DEAR MRS. OWL" [while this is an evident mistake on the writer's part as to my sex, yet in view of the absence of any Mrs. Owl at present, I accepted the letter as intended for me]: "Do you think that a female professional rider would succeed, in the present craze for cycling novelties? Please let me know, as I am thinking of learning how to ride with this object in view, if, in your opinion, there is any money in it for

"Yours very truly,
"NANCY NICKLE."

Yes, Nancy, I think there is a chance for such. From a long and somewhat varied experience with cycling professionals, both male and female, I must declare though that it depends something on the fee. As a rule, the more you fee male professionals the more they succeed.

"BICYCLES nickelled inside" is the sign on a Centre Street store, and while I have long wondered at the craze of new riders for nickel-plated wheels, I had no idea that they had carried it to the extreme of getting them nickelled inside.

"WHY don't you get off something new?" was plainly written on a postal card by some disgusted reader of this column, last week. I was rather hurt at this curt and somewhat personal inquiry, and I thought that I really ought to do something to furnish him less cause for complaint, though the question was much easier of asking than of answering. Yet fate and a new Star belonging to one of my clubmates have kindly enabled me to comply with the writer's request. Had he only seen me get off that new Star, he would feel satisfied completely with my having at last got "off something new." If I was hurt at his question, he may rest assured that I was more hurt by the sudden way I was thus forced to get off that wheel.

IN the days of old, according to biblical lore, we were informed that the "wise men came from the East"; but, if we believe the journals of the West, especially those devoted to cycling, we must now reverse this, and admit their claims that the wise men come only from the West, and the East furnishes only fools to be taught by these cycling Solomons.

THE horsemen, who have an organization for the promulgating of their doctrine that they should have constructed, for their sole use in Central Park, a race road for their pets, to be paid for out of the pockets of the taxpayer, of course, but the use of which shall be limited to such as are the owners of fast trotters, do not seem to be meeting with much success. Their first meeting, some two weeks ago, was so slimly attended that it was determined that something must be done to attract the public attention and attendance outside the mere question of road hogism. So on Saturday evening they adopted a sort of Salvation Army dodge and extensively advertised that a free concert would be given at Association Hall, and, incidentally thereto, a little horse talk indulged in. Results proved that road hogism and harmony of sound did not assimilate, notwithstanding the fact that "I Feel Thy Angel Spirit" was warbled in duet, and another angel in the presence of Judge Angel sturdily held forth upon the angelic pleasure of horse adoration. A sample of the strong (?) arguments they advanced in favor of the building of this road, at the expense of a couple of hundred thousand dollars, was set forth by a gentleman disguised as "a wealthy gentleman," as follows: "If you had a roadway for fast driving in Central Park, I would bring down two teams every year and stop not less than two months, and could name at least fifty gentlemen of our acquaintance who would do the same thing." A nice sort of argument this is. For the sake of these few exclusives, the million and a quarter of residents of New York are asked to tax themselves to build a road for their sole use and enjoyment. Just think what a hue and cry would be raised if it were the wheelmen asking this instead of the horsemen!

THE Union Club, which is the most exclusive and wealthy organization of its kind in this country, has just paid a high compliment to the locality chosen by the New York Bicycle Club for their new club house. It is proposed for a hundred or hundred and fifty families, whose heads are members of the Union Club, to join a party and purchase property on West End Avenue around the New Yorks' site, and to erect handsome residences thereon, making it take the place in swelldom formerly occupied by 5th Avenue. Should this be accomplished, as seems more than likely, the New Yorks will be situated in the very heart of Gotham's Belgravia.

DEATH on the pale horse — a jay rider on a nickelled wheel, flying down a rocky hill, with his brake broken.

TOOT terrible — the attempts of the club bugler when practising.

SMART ALECK met Miss Cripper up on the Riverside Drive one evening last summer, and, as usual, she started off bewailing the misfortune of her sex that prohibited her from becoming an ardent bicyclist. The time and place being appropriate, Smart Aleck suggested that she seat herself side-saddle wise upon his wheel, and he would wheel her round, giving her thereby a faint idea of some of the pleasures of bicycling. After much coaxing, this was finally accomplished. To steady his fair charge, Smart Aleck placed his arm around Miss Cripper's waist. Growing used to the novelty of the riding after a while, she became aware of this fact, and gently removing his arm, said, "Why, Mr. Smart Aleck! Is that proper?" To which he replied, "Most certainly it is, Miss Cripper! Whenever a lady rides a bicycle as you are doing, it is necessary to prop her, and the means I was using seem to me to be the most proper propper to prop her with": and then the lesson continued as before.

I AM more convinced each day, through a series of observations of both married men and bicycle lamps, that there is a great similarity between the two, owing to the fact that both of them show a decided tendency to go out at night when they had n't ought to.

THE OWL.

FROM A FEMININE POINT OF VIEW.

"GOD bless us every one!" So said Tiny Tim, and so say I. The glory of the holidays is full upon us. Custom flings wide open the doors, and hospitality reigns with royal grace and elegance. Now is the time to lay aside all enmity and strife, and to be at peace with all the world.

WELCOME, then, the children's Christmas and ours! Welcome, if only for a day, the cessation of foolish struggle and tormenting care. For a moment let us forget the great things which we have done or expect to do, and, surrendering ourselves to sports which bring no repentance, let us keep a carnival without coarseness and saturnalia, cleanly and without shame.

WE can get along without Willam Tell, we can spare Pocahontas, we will not complain if it is proven that George Washington never had a hatchet, but we cannot dispense with Santa Claus, or Kris Kringle, or any other shape in which the Christmas spirit is embodied in the legends of different nations. Always the fancy of the children will hear the patter of his reindeer hoofs upon the roof, as they lie waiting for Christmas dawn. Always will paternal and maternal love take delight in concealing its own plans and gifts under the fur-trimmed mantle of the merry and waggish Christmas sprite.

WHAT has this to do with cycling? Nothing! and yet much. It is a time when mankind forgets his special hobby; it is the era when all the world remembers that it is akin, and has a common interest. And so let us hope that Christmas will be a merry one, not only for wheelmen, but for all of God's creatures.

A LADY member of the Elizabeth Wheelmen of Elizabeth, N. J., writes as follows:—

"I am a converted horse-woman; have always had at least one and oftener several horses to keep exercised. In November, 1884, I commenced to ride a wheel, and have kept it up with increased enthusiasm. Our city is not all that could be wished for as regards pavements, and we cannot make large records. Every time I go out it is necessary, in going and returning, to ride three miles of rough Belgian blocks before reaching the macadam. My wheel takes the place of a horse for pleasure riding. I have covered in all over two thousand miles. Have never taken any very long rides, my average being about ten miles. My longest ride was fifty-two miles on a very antiquated wheel, and partly over rough roads. For my use I prefer a tandem. Have also a 60-pound Cripper trike. I consider cycling the best form of exercise for women. I have but little use for doctors and medicine. My sister, who has been an invalid for years and unable to walk any distance over a quarter of a mile, has, within the past year, taken to cycling and has experienced great benefit. She is able, without undue fatigue, to ride five or six miles at a time. There are over a dozen lady riders in this city. The number is increasing, and they are all enthusiastic. One of them on a tandem rode sixty miles in one day last year. It was on the circuit to Morristown and return by way of Pine Brook and Montclair, part over rough roads. It is counted an all-day run for a more than average bicyclist. Another one takes long trips on a single. We have had a few 'ladies' runs,' but it is difficult to find a day and hour that will suit all. One word more. Full benefit cannot be expected from cycling, or in fact from any exercise, unless a change is made of all clothing. The ordinary lady's dress and underwear are not fit to ride in. Don't be afraid to get good and hot while on the wheel, the luxury of a sponge bath on returning need only be once tried to be appreciated. This removes all danger of taking cold. I talk this all the time, but I am often met with the objection, 'It's too much trouble.'"

I HAVE, for a long while, desired to find one who could talk from experience regarding the relative ease, comfort, and enjoyment of horseback and tricycle riding. Our friend above has tried both, and pronounces in favor of the wheel. Can we not have more testimony of this kind? It is fashionable to ride horseback, and many ladies turn to that kind of exercise, believing it to be easy and pleasant. They shrink from what they conceive to be the hard work of cycling, but, from what I can learn, horseback riding is far more fatiguing.

I SYMPATHIZE with the Elizabeth riders who have to ride miles over granite-paved streets before getting to good roads. Until the last month I had to pay this price for every ride I took, but now that I am in the "Paradise of Cycling," the good, hard macadam roads come to my very door. My wheel stands on the piazza, and takes me to the post-office or stores whenever I am called to go there. I had a delightful ride yesterday (Dec. 15), and found the roads in most excellent condition. I have never before ridden later than Thanksgiving.

DAISIE.

QUAKERTOWN QUILLINGS.

AT the regular stated meeting of the Philadelphia Bicycle Club, a resolution was adopted expressing the deep interest the club takes in the case of Mr. Rowland Evans against his assailant, Mr. Carnell, and regretting the verdict rendered by the jury, which called forth a criticism from the presiding judge. The resolution concludes: "The Philadelphia Bicycle Club trusts that Mr. Evans will seek the redress which the law gives him in a civil action, feeling sure that he has the sympathy of all wheelmen, and if necessary, will receive their co-operation and support."

THE Century Wheelmen are looking about for a place to build themselves a new club house which it is promised shall exceed in usefulness and beauty both the Philadelphia and Pennsylvania club houses. There is some little talk of the Pennsylvania and Century uniting on a race meeting in this city on a large scale; the clubs had far better devote any spare funds they may have for this purpose to their respective buildings, as it has been proven, time and again, that race meetings to the Philadelphia public are as "love's labor lost."

THE petition to Chief Consul Jessup, asking for the reappointment of Jno. A. Wells only received about one hundred and twenty signatures out of the thousands of Philadelphia riders. Mr. Jessup will most likely refer the entire matter, with the views of his constituency, to the Board of Officers.

THIS is not a "puff," Mr. Editor, before you get out your blue pencil, but simply a little brag about a Philadelphia institution, — the Hart Cycle Company, the Columbia agency here.

In a chat with Mr. Hart, in a few leisure moments, culled from a recent busy day, he explained the line of improvement marked out, which will give his concern the largest cycling warerooms, outside of the manufactories, in the country. The improvements now in order will leave the entire first floor of the building, 811 Arch Street, about one hundred feet in depth, for office and salesroom, and the second floor will constitute the repair shop. Big and little lathes, drills, burnishers, and rim testers and straighteners, patent velocipedes, old wheels and new, and a small steam engine were sadly mixed, but the corps of workmen, hard at it, seemed to promise order from chaos at an early date.

Karl Kron's book has been taken up by just about one half the subscribers. PHACTO.

THE SALEM CASE.

A CORRESPONDENT in Winston, N. C., sends us the following account of the arrest of a cycler at Salem, N. C.: —

There is one street which divides Salem and Winston, and on the twenty-eighth day of November, Mr. Joe Terry, of Winston, mounted Mr. Gibson's bicycle, for a short ride. He crossed the line into Salem, was seen by a policeman, and was told to consider himself under arrest. He then made for the Winston line or the *city of refuge*, pursued by the officer, and says he had a good race, but crossed the line in time. The next day he received a notice to appear before the mayor of Salem. He went, and was fined two dollars for riding the wheel, eighty cents for witness fees, one dollar for costs, making a total of three dollars and eighty cents. Mr. Gibson was notified the next day not to ride his wheel across the line. My business is both in Salem and Winston, as I keep books for our factory in Salem, and for the store in Winston. I intended getting me a bicycle to save me the long walk between places, and to save time, but what am I to do, if I am barred from attending to my business with the aid of a wheel? If the wheel is a man's means of conveyance, why has he not the same right to the public thoroughfare as a horse and buggy? And what right has a corporation to impose a fine on or arrest a man for peaceably riding along in the middle of the road, attending to his business? I say that if they arrest a wheelman, they should arrest parties with other vehicles of conveyance.

J. C. SIMMONS.

CINCINNATI.

THE Central Wheelmen, the youngest and liveliest of the Queen City's wheel clubs, has just moved into its new and elegantly appointed club-rooms, No. 287 Vine Street. The new rooms consist of parlors, library, smoking and meeting rooms, and any wheelman, whether local or visiting, may be sure of a hearty welcome and pleasant evening if he will give the boys a call.

THE Avondale Bicycle Club will give a minstrel performance at Avon Hall, Avondale, on the 13th of January. The proceeds will be devoted to finishing and furnishing the club house. The A. B. Cs. are hustlers and deserve a large patronage.

THE Cincinnati Bicycle Club, although quiet, enjoys a pleasant smoker and social meet every Monday evening at the cosy club-rooms on Elm Street.

THE Brightons and Northsides are seldom heard of, while the Kentons and Newports are as hospitable as ever, and any stranger within their gates will be taken in and done for in the most approved fashion.

WHEELMEN of this city see the benefits of the League, and many recruits will be found after Jan 1.

THE Centrals announce themselves as "at home" New-Year's Day, and cordially invite all wheelmen to give them a call from 2 to 10 P. M.

L. A. W., 16,010.

IT is said that engraved visiting cards are becoming very fashionable of late. To meet this demand, we have added an engraving department, and can furnish 50 engraved cards from copper-plate, postpaid, for $1.25. Prices for stamping and embossing, plain or in colors, upon application. Estimates for engraving or printing of any kind furnished. CHICAGO MANFG. AND PRINTING CO., 71 and 73 Randolph St., Chicago. (Van Sicklen & Thorne, Props.)

DINGLEY'S RECORD.

It was announced some time ago that Frank E. Dingley, of the Gormully & Jeffery team, would attempt to lower all the world's records from one hundred miles, up to what he could do in twenty-four hours, at the earliest opportunity. Friday and Saturday, Dec. 9th and 10th, were the days set for the attempt at an entertainment, given for the benefit of the News Boys' Home, on which occasion several other events took place, the following being the order of the programme: First race, one mile roller skating race, between Geo. Shaw and Chas. Cole, the former winning; time, 3.28. Second race, two mile bicycle race for boys, between Harry Blain and Frank Stockdale; Blain won; time, 6 58. Third event was a race for newsboys, one half mile, which was won by John Golden. Fourth race was a three-mile professional bicycle race between the two well-known flyers, S. G. Whittaker and W. F. Knapp. This was undoubtedly the best race ever run in the rink, the time for each mile being as follows: first mile, 2.54; two miles, 5.54; three miles, 8.54 2-5, the best indoor record in America for three miles. The fifth event was a two-mile amateur race between E. J. Hale and Chas. Bartlett; this was a grand race from start to finish, Hale finally winning by a few feet, time 6.6. This was closely followed by the appearance of Frank E. Dingley, who started in on his long journey in an attempt to make three hundred and fifty miles in twenty-four hours. He was paced the first ten miles by A. A. McCurdy the famous Star rider, and then he was taken along alternately by Whittaker, Knapp, and Eck. He covered the first hundred miles in 5.52.25. He rested a few minutes and was off again like a flash, making an even two hundred before he again dismounted, time 12.56.50 He began to break all previous world's records from one hundred miles. As he started on his next hundred, T. W. Eck came out mounted on a Gormully & Jeffery American Safety Bicycle, forty-six inches not geared up. Eck was down on the programme for an attempt to establish an American Safety record. He set pace for Dingley the whole way, making a record of 3.18.50, his time for each five miles being given in the table below.

When Dingley had completed two hundred and fifty miles in sixteen hours thirty-nine minutes forty-two seconds, he retired for a few minutes, and Whittaker came out again with him, and hustled him up for about twenty miles, when Knapp took a turn for about the same number of miles. Dingley completed three hundred miles in twenty hours sixteen minutes twelve seconds. By this time he began to show signs of weakness. The building was not any too warm, and his left leg began to get stiff, but he kept pluckily to his work, and turned off mile after mile to slow music. At times it looked as though he would not make more than three hundred and forty miles, then he would turn up for a fast spurt, and everybody would say, "He will make three hundred and sixty," when he would almost cave again, and he got to wabbling on the track, and his trainer, Eck, caught hold of his wheel and stopped him, made him dismount, and walk once around the track. This seemed to revive him, and he struck out at a seventeen mile an hour clip, when McCurdy appeared in a slick suit of tights and jockey cap. Whittaker was on the track at the same time they began to spurt, and Dingley would pass Whittaker down one side and McCurdy down the other. The two pace makers played these tactics on Dingley for over six miles, which brought his score up in good shape, but the fast work began to tell, and he soon slowed down to a ten mile an hour gait, when Carlisle let all the boys on the street in at the door free, telling them to holler from then until the finish, which they did in good style, not letting up for a moment. The band was kept busy, and there was one continuous yell until the finish, when Dingley crossed the mark, breaking every existing record from one hundred miles up to three hundred and fifty and a half miles, which wonderful distance he accomplished in twenty-three hours fifty-nine minutes fifty-eight seconds, a performance that will stand for some time to come.

He was mounted on a 53-inch American Champion, full nickel plated, which showed up beautifully in the electric light. Dingley deserves a good deal of credit for the plucky manner in which he held out to the finish, as he was under the weather before he started, and has not felt well since his arrival home from the East. He was well looked after by T. W. Eck, who looked after Dingley and Whittaker in both their record-breaking feats this year. The following are the records for each ten miles, also Eck's time for each five miles for his safety record, which is the best professional record in the world:—

Table showing time for each ten miles of Frank E. Dingley's twenty-four hour ride against time, at Minneapolis, Minn., Dec. 9 and 10, 1887.

Miles.	H.	M.	S.	Miles.		M.	S.
10		31	53	190	12	13	22
20	1	04	32	200	12	56	50
30	1	37	08	210	13	58	55
40	2	11	22	220	14	38	52
50	2	46	09	230	15	22	25
60	3	23	06	240	15	58	15
70	3	58	25	250	16	39	42
80	4	35	09	260	17	23	37
90	5	12	08	270	18	05	10
100	5	52	25	280	18	44	15
110	6	42	10	290	19	32	35
120	7	22	48	300	20	16	12
130	8	04	55	310	21	03	10
140	8	44	37	320	21	45	25
150	9	24	52	330	22	30	35
160	10	06	45	340	23	15	25
170	10	48	53	350	23	58	18
180	11	28	08	350½	23	59	58

The English record for eight hours is one hundred and eighteen miles, by J. B. Tireney.

Dingley's is as follows: eight hours, one hundred and twenty-eight miles, five laps.

The previous American record for eight hours was one hundred and twenty-seven miles, by W. J. Morgan.

The English record for twelve hours is one hundred and eighty-six miles, one hundred and forty yards, by Fred Lees; twelve hours, one hundred and eighty-seven miles, two laps.

The previous American record for twelve hours was one hundred and eighty-five and one eighth miles, by John S. Prince.

The previous world's record for twenty-four hours is three hundred and seventeen and one eighth miles, by W. J. Morgan, at Minneapolis, Minn., Dec. 21, 1886.

Whittaker rode three hundred and twenty-three miles on the road in twenty-four hours, at Crawfordsville, Ind., Oct. 18 and 19, 1887.

Dingley's is the best now in the world, from one hundred miles to three hundred and fifty and a half miles.

Dingley breaks the eight hour, twelve hour, and twenty-four hour world's records.

GOOD WORK

And low prices do not always go together. However, we have a contract that enables us to furnish both for some time to come. Cards, printed with name and address, with or without L. A. W. Badge, plain or crazy edge bevel, 25 for 35c., 50 for 50c. Gold bevel or superfine wedding Bristol, 25 for 45c., 50 for 65c., POSTPAID. Will be pleased to furnish estimates for printing of any kind. Address, CHICAGO MANFG. & PRINTING CO., 71 and 73 Randolph St., Chicago. (Van Sicklen & Thorne, Props.)

Table showing the time for each five miles of T. E. Eck's fifty-mile Safety bicycle record, made on a 46-inch American Champion, not geared up.

Miles	H.	M.	S.	Miles.	H.	M.	S.
5		18	30	30	1	59	30
10		37	30	35	2	17	30
15		57	40	40	2	37	28
20	1	18	05	45	2	58	43
25	1	39	12	50	3	18	50

MINNEAPOLIS.

MINNEAPOLIS, MINN., Dec. 12, 1887.

We, the undersigned, do hereby certify that we acted as officials in the twenty-four hour record-breaking attempt of Frank E. Dingley at the Washington Rink, Minneapolis, Minn., Dec. 9 and 10, 1887, and that, to the best of our knowledge and belief, he accomplished the distance of three hundred and fifty and a half miles in the twenty-four hours; and that T. W. Eck on Dec. 10, at same place, rode fifty miles on a safety bicycle in 3h. 18m. 20s. on a track that measures eight laps to the mile.

Referee.....JOHN NICHOLSON.
Judges.....S. F. HEATH.
O. W. SMITH.
Pace Makers.....S. G. WHITTAKER.
A. A. MCCURDY.
W. F. KNAPP.
T. W. ECK.
Scorers and Timers...GEO. H. BARTLETT.
FRANK T. GAYLORD.
EDWARD P. KENDALL.
Starter.....B. WALLACE.

PROVIDENCE, R. I.

Last Wednesday evening I had a genuine treat. I was invited to a "smoker" at the cosy club house of the R. I. Wheelmen. Going in about eight, with the genial lieutenant to whose kindness I owed my invitation, I found some thirty or more assembled, members of the Crescent and Rhode Island Clubs.

Among the gentlemen assembled, I met several whom I had known through the columns of the BULLETIN, one of these being Dr. Bogman, whose quickness with his pocket flask brought the "road hog" to a standstill out in the Wellesley Hills, last fall.

This little affair, of which an account was given in the BULLETIN some time in the fall, has been beautifully illustrated by one of the clubmen, in pen-and-ink sketches, framed, and now hangs on the wall in the front room of the club house. The start, the ride out to the Wellesley Hills, the "road hog," the assault, the chase, the capture where the doctor's flask did duty as a "shooter," the trial and conviction, are all vividly portrayed. The fine and costs amounted to $16.79, and now every one of the run wears a button bearing the figures 1679.

The club rooms, which take the lower floor and basement of a very pretty cottage, are handsomely furnished and very cosy and homelike.

Strolling about the rooms, I came suddenly upon the "Duke of Wellington" and his wife, or "Spinning Jenny"; not the actual flesh and blood duke or his wife, who wanted to take the dinner as it came without bothering about ordering, at the Agawam House, in Ipswich, in October, '86, but very fine photographs of each. It seemed almost like home to see those photos. and brought up many reminiscences of the "Ladies' Run" of '86.

In one of the rooms, the club have a fine pool table, which the members much appreciate.

Here I was invited to cross cues, but being in a kindly mood, I declined. The club-rooms are supplied with wheel literature, maps, guide-books, etc., and every arrangement is made for pleasantly spending the time. During the evening we had a very nice lunch, and with cigars and conversation the evening passed all too quickly. I wish to say right here a word for the L. A. W. While there is no doubt that I should have been just as cordially treated had I not been an L. A. W. man, still had it not been for my L. A. W. pin, I should not probably have been invited, as I am a stranger here.

In closing, I wish to thank the Rhode Island Wheelmen, and particularly Mr. Spier.

L. A. W., 3,385.

THE BINGHAMTON CINDER PATH.

A short time ago you asked to hear from some one in regard to our Cinder Path. July 21, 1887, we organized the Binghamton Wheel Club with thirty charter members. At our regular meeting, Aug. 4, we decided to build a path from Binghamton to Union. We appointed a committee of five, J. H. Copeland, chairman, Walter Sherwood, C. E. Titchener, Harry W. Arnold, and E. H. Fowle, to solicit subscriptions and have charge of building path.

We raised one hundred dollars from the club as a starter. Then we called on all wheelmen and all that were willing to assist us. We raised four hundred dollars in a few weeks.

Our ideas were in favor of a cinder path, but cinders are scarce here, and we use coal ashes, which we think are just as good.

Binghamton and Union are nine miles apart, and we have a few short hills to ride which makes it more pleasant than a dead level. First, we got the consent of road commissioners and property owners along the highway. You will always find some one to kick, so we had to cross the road a few times. Some farmers do not know what a good thing is. A good walk in front of their farm is worth having, as it did not cost them a cent.

We employed Mr. John Shultz to build our path. We paid him $2.50 per day, his men $1.50. First he removed the sod and picked up the dirt and gravel about six to eight inches in depth, then raked and rounded it up in centre. The path is three feet wide, next to fence, same as you would build a walk. A great part of this distance the shade trees are about four feet from the fence and will make a shady ride on a warm day. We built some five bridges over places we could not fill with gravel. Bridges four feet wide with a railing. In the spring we will cover this path with about three inches of coal ashes and roll it well with a roller. Then we will have a grand good path of nine miles that will cost us about eight hundred dollars with bridges and all completed. Our club now numbers thirty-eight members, organized six months ago.

L. A. W., 15,203.

THE WHEEL.

H. D. Corey's Observations during his Trip Abroad.

Harry Corey, the bright, energetic, and popular exponent of cycling on the road, on the track, and in the factory, has returned from another trip to the other side. As usual, upon his arrival home, he has kindly given his experiences for the benefit of those interested in his favorite sport, and they will be read with interest. This is his story: "I left New York Oct. 15, on the North German Lloyd steamship "Eider." On reaching London, I called on my old friend Sidney Lee, whose acquaintance I had made some four years ago, and whom I had met on every trip. He is manager of probably the largest new and second-hand establishment in the world, with headquarters at No. Chancery Lane, and his close connection with the cycling industry in all its different forms, representing, as he does, almost every reliable maker, renders him a particularly valuable person to furnish information. After chatting with him a short time on the outlooks of the trade, and what had been going on during the past year, I walked down Holburn Viaduct, where most of the English makers have their London houses.

"The first one I came to was Humber & Company, who are now a very large stock company, and manufacture all grades and kinds of bicycles and tricycles.

"Their London manager, Mr. Rucker, is a particularly pleasant gentleman, and one of the best known cyclists in England. Since my visit to England last year, Rudge & Co. had grown to such an extent that it was deemed advisable to form it into a very large stock company, similar to Humber's, and this move was in process on my arrival in London. Branch houses were being established in all the different countries, in order to bring the manufacturer into the closest relations with the distributor of the factory's productions. Just beyond Rudge & Co. was the Coventry Machinists' Company, who have probably the largest showrooms in London. Mr. Bale, the London manager, is well known in this country, having been here several times in connection with the branch house established in Boston He called my attention to a racing tricycle in the window, which was a marvel of lightness and strength. It was of the Cripper type, the three wheels being each about 30 inches in size, and actually weighed less than 23 pounds. It was the lightest machine that I had ever seen, and I had no idea they could reduce them to this weight and preserve strength and durability. This particular mount had already several valuable records to its credit. I picked it up with two fingers, and suggested that he had better send it to America for some cattle king or gambler to hang on his watch chain. Gaskell, the former manager of the American branch, was out of town, and I did not have an opportunity to see him, but I understood that he was not connected with the bicycle business at present.

"The next door beyond led me to the warerooms of Hillman, Herbert & Cooper, the makers of the Premier bicycles and tricycles. In their showrooms was a Premier safety of the Rover type, covered with mud, and standing like a race horse after having won a hard-fought victory, and indeed it was, for that light machine, that seemed hardly able to stand the weight of an ordinary man, was the proud possessor of the one hundred-mile world's record. Across the street is the well-known firm of Marriott & Cooper, probably two of the best known riders in the whole trade. Fred Cooper is, without doubt, one of the best tandem riders in England, and his skill in steering and riding this type of machine is simply marvellous. To my mind a successful manufacturer must be also a good rider, for it is only by intense strain on a bicycle, and when subjected to its roughest use, that its weak points are discovered, and in this case, a firm like Marriott & Cooper, who are always riding, it is no wonder that their machines are so well thought of. Cooper called my attention to a very curious looking tandem, which they had lately invented, and which he told me to keep my eye on. He said it was the fastest thing that had yet been produced, and so it proved, for two days afterwards, Messrs. Edge and Morris captured the one hundred mile tandem record on the Great North road, in 6h. 57m. and 3?s. The fifty miles was covered in 3h. 4m. At the same time, Hale started on a Ripley tricycle of the same firm, and rode one hundred miles in 7h. 11m., beating the record by 35m. It would take too much time and space to give a description of every machine that I saw, but for several days I did nothing but look at all the various makes of bicycles and tricycles and safeties, and to note what had been done during the past year.

"In the ordinary bicycle, I find very little change. I brought up the subject of ball heads to several of the largest makers, but they shook their heads and said, 'We got over that idea last year.' It can be compared to the two-speed gear craze of several years ago. In further conversation, one of them remarked: 'There was a time when it was almost impossible to sell a bicycle unless it was covered with so-called improvements of all kinds, falsely calculated to reduce the power, to increase the speed, and lessen the exertion. We found the riders demanding all sorts of novelties, which we were forced to adopt, but, after the first year or so, we found the riders coming back with their machines, and wishing to exchange for the same machine of a simpler design.' A careful inquiry into this matter revealed the following facts: The rider believed that he had something different on his machine, and that every invention was an improvement, but found afterward that it was difficult to keep it in repair, and he was only too glad to sell or exchange for a much simpler machine of an equally good make. 'It is impossible,' he said, 'to conduct a successful bicycle business, unless you pin your faith to two words,—simplicity and durability.' I found that the general opinion among the most successful manufacturers, that those who had the simplest and most mechanically correct machines were also the most successful in a commercial sense, for the more complicated you build a bicycle or tricycle, the more expensive it becomes in the long run. One manufacturer told me that he had achieved his greatest success in building the simplest machine possible, and keeping up with the times, but never forcing them.

"I found that the bicycle business was gradually developing toward large firms, which was the result of the combination of several smaller ones. The cycling industry has been, for a number of years, a recognized branch of manufacturing, and to any sceptic who believes it is short lived, I would respectfully refer him to 'Sturmey's Indispensable,' a book which would convince him very quickly that, if anything, there was too much capital invested in the business.

"Larger rear wheels were being used on the ordinary, generally about eighteen inches instead of sixteen or seventeen, as heretofore. Of course, in the high class light roadster bicycles, tangent spokes, ball bearings, hollow rims, ball pedals, etc., were the order of the day, while in the roadster the direct spoke and solid rims predominated, otherwise it being the same. The kangaroo type of machine had fallen off considerably, and was succeeded by the new 'Rover safety pattern.' The peculiar construction of this type of machine gives it numerous advantages, without in the least detracting from bicycle action in propulsion, guiding and balance. It is safe in every respect, a header being impossible, the seat of the rider being so low that he feels as secure as when on his feet; in fact, his feet are only a few inches from the ground, so that if it were possible to fall, no injury would arise. The wheels are of about equal size, the rear wheel being the driver by means of an endless chain, communicating with the hub to the pedals, which are situated between the two wheels. The front wheel is the steerer, so that the power required to propel the machine does not affect the steering as in the ordinary bicycle. On this account, and the proximity of the rider to the ground, a learner can make himself master of the art of riding in a much shorter time and with considerable less danger than upon the ordinary bicycle. The seat and handles can be adjusted so that the machine can be altered in a few moments to suit the length of leg or arm of the rider. The weight is a little more than the or-

dinary bicycle, on account of its great number of parts. As a runner on level ground, its speed fully equals the ordinary bicycle; and as a hill climber it easily excels any type of bicycle — a fact proved time and again. As a machine for road use combined with speed, I point to the performance of Mr. G. P. Mills, who recently accomplished two hundred and ninety-four and one half miles in twenty-four hours, on this type of machine. This was his first attempt, but before the close of the year 1888, I predict that all records will be held on this pattern of safety.

"There are a great many patterns of the Rover type manufactured, but they are almost all identical, the principal ones being the Premier, the Rudge, Singer's Challenge, the Humber, the Ivel, Marriott & Cooper's Ripley, the Whippet & Moore's Invicta. The last two are spring-fork machines, which were calculated to relieve the rider from any jar, but my experience has been, so far, that the rider needs a machine shop with him to keep these last two in order, and the simpler you can make them the better. I find that the best thing to relieve the vibration on this type of machine was a comfortable saddle and the wheels fitted with good-sized tires; these two points, with the handles placed at right angles, would render the machine as free from vibration, and the steering as easy as on the ordinary bicycle. I believe that there is a great future for this type of machine, and should not be at all surprised if I should see our American manufacturers making them in great quantities next year. While I do not think that it will hurt the sale of the ordinary bicycle, it will open the pleasures of cycling to a great many who have been afraid to venture upon a high machine, and professional men in particular will find it a great boon both as a means of conveyance and an exercise which combines safety and comfort with speed, with no more than the usual power required to drive the ordinary. This type of machine was used a great deal by physicians in preference to horses, and by artists and others who depended entirely on their hands."— *Boston Herald.*

CYCLETS.

MERRY Christmas.

KNOW all men by these presents.

EVERYBODY is stocking up with presents now.

AND happiness perches aloft and is enjoyed by all.

IF it is a "green Yule," you may ride and *you'll* doubly enjoy the day.

IF snow mantles the ground, let us remember that it is for the best.

BUT they don't have snow down South, and this talk about the weather is only for Northern readers.

DOWN South they will be touring and racing on Christmas Day. This is their turn, but wait till next summer, when old Sol drives them to shelter and lets us ride.

J. C. STRINGER, junior partner in the firm of Singer & Company, is in America on a business visit in the interests of that firm.

THE members of the Rovers Cycle Club, of Charlestown, are rehearsing a comic opera written by J. Howard Richardson.

REPRESENTATIVE W. I. HARRIS, of Massachusetts, is no longer a single man. He has our congratulations and our best wishes.

THE Manhattan Bicycle Club, of New York, is adding to its membership very fast. Ten new members were taken in last Monday night.

MR. BARROW, of the Rudge Cycle Company, of Coventry, Eng., is in Boston, and making arrangements to establish a branch house in America.

S. G. WHITTAKER and A. A. McCurdy are matched for a five and ten mile race for five thousand dollars a side. The races will come off at Minneapolis during the first part of January.

WITH the 1st of January, Stoddard, Lovering & Co. go out of the cycle business, and though they will continue to import for other firms, they will be actively known to the cycle trade no longer.

WE are in receipt of a photo of the late George S. Darrow, of Indianapolis, taken with his son "Bob" last September. The likeness is very good, and the presence of the boy makes the picture a unique one.

DESPITE the inclement weather of Thursday, Dec. 3, Lyceum Hall, Dorchester, was well crowded at the first annual ball of the Dorchester Bicycle Club, and the funds of the club were considerably increased.

AT the time the Binghamton Wheel Club was organized, a year ago, the club rooms were furnished gratuitously by Messrs. Copeland & Harris, members of the club. In appreciation of this the club has presented the donors with a beautiful silver water serice.

THE Poughkeepsie (N. Y.) Bicycle Club held a reception at the Casino Rink on the evening of Dec. 7, and it was a most successful affair. Representatives were present from the different clubs along the river, and everybody had a most enjoyable time.

A RACE meeting was held at Moscow, Russia, on Oct. 27. The two-mile safety race was won in 7.45; excellent time, considering the name of the winner, viz.: Wischniakoff. In the ten-mile championship, a Prince Dolgornkoff competed, and was beaten one second by G. Grossman; time, 41.01.

THE Rovers Cycle Club, of Charlestown, held its second annual dinner on Thursday evening, Dec. 8, at the Tremont House. Some twenty-five covers were laid. President A. W. Robinson presided, and on either side were seated the invited guests: H. W. Hayes, vice-president of the L. A. W.; Abbot Bassett, secretary of the L. A. W.; John B. Seward, vice-president of the Chelsea Club, and Charles S. Howard, of the *Globe*. Speeches were made by the president, and each of the invited guests responded to toasts. The glee club furnished some most excellent music during the evening.

ACCORDING to official announcements the Board of Division Officers of the L. A. W. will hold a meeting Dec. 18, at the office of the Chief Consul, room 5, San Francisco Stock Exchange Building. The object will be to consider the division and its relations to the national organization in this connection. The Chief Consul again agitates the question of secession from the national body, and organizing a Pacific Coast Association. He requests the members to hold their renewals back until the question can be thoroughly discussed. He says there is no benefit derived by belonging to the L. A. W. in California, as this State is too isolated. We, of course, do not know the inside workings of the division and its officers, but these utterances sound immensely like high treason, as the highest officer a State division of the League of American Wheelmen can have is deliberately working against the best interests of the body in which he holds office. — *S. F. Mercury.*

IN spite of many assertions to the contrary, the practice of giving Christmas, Birthday, Valentine and Easter cards is constantly increasing. It is conceded that better results are obtained by purchasing direct from manufacturers, rather than dealers, in any line of trade. A simple souvenir for Valentine, Easter, Reward of Merit, or Birthday occasions, will be mailed for 5c., 10c., 15c., or 25c. each. Price governing quality and size. Elegant valentines at 25c., 45c., 70c. and 90c each. Money will be refunded if not satisfactory. CHICAGO MANFG. & PRINTING CO., 71 and 73 Randolph St., Chicago. (Van Sicklen & Thorne, Proprietors.)

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

WHIST.

EDITOR BULLETIN: — This winter the Puritan Club, of Salem, has a score book for whist, made something like the score of baseball, which the members seem to take quite an interest in. I have submitted a plan with this, showing how it is kept, thinking that some of the other clubs would find it equally interesting. We first cut for deal and partners, and then play the game, just the same as in the regular whist; only each man takes the tricks that he has taken, and at the end of the hand calls them off to the scorer, who puts them down under the players' initials, as per plan; and the partners who have taken more than the six tricks requisite for the book score the points; each man has to take three tricks before he can score a point; and if he has taken more than three tricks, and his partner less than three; he has to make up his partner's, it being credited to him as assists, and is designated by one or more check marks over the number of tricks which he has taken for that hand. When a man does not take a trick during the hand it is termed a "goose-egg," and when he does n't make a point during the game it is called a "skunk," and where neither he or his partner make a point during the game it is called a "double skunk."

During the month each man's record is carried to his account, and at the end of the month it is footed up, and the average taken; or at the end of the season, the average will be taken then. When there are more than ten points, we call it a lap, and put it to the credit of the next games in the total column.

	G. A.	L. M.	J. W.	J. C.	
1	4	1	3	5 2	C.
2	3	4 1	3	3	H.
3	6 3	3	2	2	S.
4	3	3	5 1	2	D
5	2	7 3	0	4	D.
6	6	0	4 1	3	H
7	2	1	6 3	4 1	C.
8	4 1	4 1	2	3	C.
9	3	3	3	4 1	H.
10	4 1	3	3	3	S.
	37—5	29—5=10=31—5	— 33—4=9=		
	4	1	1	1	

The figures at the left mean the number of the hands, and the letters at the right meaning the trump. At the end of the evening, each man's account is footed up so as to make less work in posting to his accounts. The first column is the tricks, the second column the points which a man takes. The first four columns are the partners who cut the two highest cards, and the fifth column is for the laps and sum of the points for the game. On our monthly page we put the score this way.

	L.	F.	M.
	= G.—W.—L.—T.—P.—A.—G. E.—S.—D. S.=		
Dec. 7,	2 — 1 — 1 — 50 — 12 — 4 — 1 — 0 — 0 —		
30,	5 — 3 — 2 — 120 — 22 — 7 — 1 — 1 — 1 —		
	7 — 4 — 3 — 170 — 34 — 11 — 1 — 1 — 1		

G., games; W., won; L., lost; T., tricks; P., points; A., assists; G. E., goose eggs; S., skunks; D. S., double skunks.

15,077. L. F. MURRAY.

A LADY'S BICYCLE.

EDITOR BULLETIN: — I do not wish to seem impertinent, nor am I striving for the last word, but I am a firm believer in "bicycles for both sexes," and therefore beg to be allowed a few words in answer to the objections to a bicycle for ladies which are raised by "Daisie" in your issue of Dec. 9. She objects to being obliged to dismount at every stop, to a mount that is not easy and deliberate, and to the necessity for balancing. The first two objections seem well taken, but are fully met by mechanical devices for supporting the bicycle when not in motion. Several such devices have already been patented and used to some extent. They have not come into general use, for the reason that the present class of riders do not feel the objections referred to enough to appreciate such a device. Generally speaking, these devices consist of arms attached one to each side of the bicycle, and provided with means whereby they can be extended so as to bear on the ground and support the bicycle when not in motion, or be folded up out of the way when in motion. They are as easily operated as a brake, and enable a rider to remain mounted on a bicycle when not in motion with as much comfort as on a tricycle. That it is necessary to balance a bicycle when in motion is an advantage rather than an objection, for otherwise we should not have that beautiful gliding movement which is so fascinating, and which is truly "the poetry of motion." The *Owl* wonders why there are not more lady cyclers. The answer is easy. Because no vehicle making more than one track can give the pleasure that is found in the bicycle, and no bicycle has yet been provided for the ladies.

The labor and attention necessary are very slight, and the fact that a bicycle may be wholly controlled by the feet puts it ahead of most tricycles in that respect. Races and hill-climbing contests, hands off, are not uncommon, and many a rider will read a newspaper while riding. Can tricycle riders do better? Another point in favor of the bicycle is that in case of an unavoidable accident, the tricycle is all around the rider, making it difficult to get out, while the bicycle for ladies must and will be so constructed that there will be nothing to prevent the rider from stepping freely out at either side.

If there are any objections to a properly made bicycle for ladies' use, which have not or cannot be met, I shall be pleased to learn them.

CHAS. E. DURYEA.

WASHINGTON, D. C., Dec. 14, 1887.

NO TOP.

EDITOR BULLETIN: — The "top" of a moving wheel does not exist. Any point on the wheel moves fastest when traversing its highest position. L. A. W. 190.

FOREIGN TRAVEL.

EDITOR BULLETIN: — I have to-day received from "Stamson," of Stamford, Conn., a four-page circular called "Hints for Cycling Tourists in England." Whether this is the work advertised to be sold at twenty-five cents, for the benefit of prospective cycling tourists, I do not know, but I do know that many of the statements contained in it are misleading, especially when compared with a very honest and straightforward letter which accompanies it. Had Stamson said in his circular, as he says in this letter, that his object was to "see England for a moderate sum," and that this circular was only intended for tourists who wish to do England in the cheapest possible manner, I should probably not have criticised it, though his opening paragraphs on tickets are misleading. July and August are not the best months for cycling, because they are the driest, and therefore the roads are at their worst. Stamson is always complaining about them. May and June are certainly much better, and the country is greener and fresher.

Secondly, he publicly says, that the intermediate cabin on an ocean steamer is "passably endurable," and hints that he would take it again; in his letter he remarks, "we bought round-trip tickets intermediate, and they had us," and "I would go first another time." That is, he recommends his prospective tourists to do what he would n't himself. A hint to be grateful for.

As to coffee-houses, the C. T. C. publishes a list of them, and those who wish to, may patronize them. There is too little difference between a hotel and a coffee-house in price, and too great a gulf in accommodation for my taste. And though you cannot get a good bed at "a small wayside inn" for sixpence, neither is it necessary to pay three shillings and sixpence. One shilling and sixpence to two shillings sixpence is the usual price in decent hotels. Again, though I admit the "invariable custom of charging for attendance" is abominable, neither Stamson or coffee-houses have yet changed it. And when one visits a foreign country it is necessary to put up with its customs or suffer, knowingly or not. Many English cyclers avoid the C. T. C. houses, not because the tariff is too high, but because the houses in many cases do not ordinarily charge C. T. C. rates, and better accommodation can be had for the same money elsewhere. I do not doubt that Stamson has lived for four shillings a day or less. I could not *in comfort*. I should say six, or seven and six. While touring with my wife, I usually count on sixteen shillings ($4.00) for both. Mr. H. A. Lewis told me his trip averaged $6.50 per day for himself and wife. If economy is the object of your tour, $1.00 (as Stamson says) will see you through. If pleasure, profit, comfort, and

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$2.00,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4.— An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by:—

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public, or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, ruler, and ice skating.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find **$2.00** *for initiation fee and dues in the League of American Wheelmen to Dec. 31, 1888. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *P. O. Address,* .....

City and State, ...

REFERENCES: .....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)



The SPRINGFIELD ROADSTER for 1888.

YOST AND McCUNE PATENT.

This is an absolutely safe wheel, which retails for $75, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all-round road riding and hill climbing ever offered the public for the money. Best class of cold-drawn weldless steel tubing in handle bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first class as to its workmanship and material.

The 1888 pattern SPRINGFIELD ROADSTER for $100 has ball bearings all round, and cow-horn handle bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of $25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

RETAIL SALESROOM, 147 WASHINGTON STREET, BOSTON.

Branch Offices in all the leading cities.

SPRINGFIELD BICYCLE MFG. CO. - - 9 Cornhill, Boston, Mass.

recreation, which bring health and strength, are the objects, you may get on, on $2.00 in England, and for one third or half of it on the Continent, where despite the "English tourist, who had been on the Continent," it pays in pleasure, in good roads, in civility, in scenery, and in economy, if one was to understand foreign languages, and I cannot conceive any pleasure in cycling unless one is more or less at home in a country. His suggestions about clothes, luggage carriers, etc., and I suppose crating your machine (though I never have done it), are excellent. But this tractlet shows that a tour of thirty-five days does not necessarily make a man an authority on the subject of touring in England. JOSEPH PENNELL,

L. A. W., 14, *Foreign Marshal.*

The suggestion of Burr's Private Hotel as a London stopping place is good, but the charge is *more* than four shillings. I should say eight or ten. The Charing Cross (*most central*) and Anderton's, Fleet Street, store machines — Anderton's certainly, without charge.

LONDON, Dec. 6, 1887.

ENAMELINE, wearing qualities equal to any; lustre, finest in the world. Process, patented. For bicycles, sewing machines, hardware, furniture, glass, willow ware, etc. By express, four-ounce, twenty cents; eight-ounce, thirty-eight cents. By mail, sample, ten cents; four-ounce, thirty-five cents; eight-ounce, fifty-five cents; brush, ten cents extra. Chicago Manufacturing and Printing Company, 71 and 73 Randolph Street, Chicago, Ill.

THE CLUB.

CAPITAL CITY CYCLING CLUB, Springfield, Ill. — Officers elected for ensuing year: President, Thomas F. Sheridan; vice-president, I. J. Kusel; secretary-treasurer., W. S. Reed; captain, S. M. Clarke.

NIAGARA FALLS BICYCLE CLUB, Niagara Falls, N. Y. — Officers elected Dec. 12: President, F. I. Pierce; secretary and treasurer, D. F. Bentley; captain, A. G. Reeve.

HAGERSTOWN BICYCLE CLUB, Hagerstown, Ind. — Officers elected for ensuing year: President, Albert Heard; secretary, V. M. Cushwa; treasurer, F. A. Lechlider; captain, George F. Updegraff.

The club rooms have been remodelled, and the secretary reports the club to be in a very flourishing condition. Thursday night of each week has been set apart for the ladies, and the members enjoy themselves very much on these occasions.

THE Buffalo (N. Y.) Bicycle Club held its annual meeting in the gymnasium of its new club house on Monday evening, Dec. 12, and elected a new board of officers for 1888: President, Dr. Charles S. Butler; vice-president, Otto W. Volger; secretary, R. B. Hoffman; treasurer, Charles W. Adams; attorney, Albert C. Spann; captain, Charles F. Hotchkiss.

THE Taunton (Mass.) Bicycle Club reports twenty-two club runs the past year, and an aggregate mileage of 1,001 miles or 45½ miles to a run. Number of hours employed in riding on club runs, 99.48, showing an average of ten miles to the hour. Number of members present on all the runs, 198, or an average of nine to a run. Largest run, 130 miles. The club has fifty-two members. Club rooms always at the disposal of touring wheelmen.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 118 — Total 24 — 11,899.

BOSTON, Dec. 23, 1887.

DELAWARE DIVISION — 2. — 37.

Unattached.

17195 Maxwell, Jacob B., Middletown.
17215 Rittenhouse, Elias B., State Road.

MARYLAND DIVISION — 3 — 288.

Baltimore Cycle Club.

17196 Black, W. A., 527 Franklin St., Baltimore.
17197 Kappelman, Arthur, 605 W. Carrollton St., "

Centaur Cycle Club.

17209 Reynolds, Byron, 2311 Calvert St., "

MASSACHUSETTS DIVISION — 1. — 1,326.

Taunton Bi. Club.

17210 Strange, Chas. E., 21 Washington St., Taunton.

MISSOURI DIVISION — 1. — 368.

United Wheelmen.

17211 Egelston, Jno. C., 1040 Main St., Kansas City.

NEW JERSEY DIVISION — 1. — 865.

Brunswick Bi. Club.

17212 Wikoff, Edw. H., Bayard St., New Brunswick.

NEW YORK DIVISION — 1. — 2,303.

Alleghany Co. Wheelmen.

17216 Warner, F. W., Angelica.

OHIO DIVISION — 2. — 939.

Central Wheelmen.

17217 Bock, Phil., 202 Brown St., Cincinnati.

Unattached.

17218 Evans, J. E., 177 W. 4th St., "

PENNSYLVANIA DIVISION — 11. 1,700.

Mountain Wheel Club.

17206 Todd, Frederick, Philipsburg.
17207 Van Daniker, I. R., "

Philadelphia Bi. Club.

17213 Armbruster, Miss C. T., 1120 Arch St., Philadelphia.
17198 Beck, Thos. J., 700 Walnut St., "
17199 Douredoure, Fred W., 103 Walnut St., "
17200 Givin, Sam. F., 2313 DeLancy St., "
17201 Havens, H. E., 112 So. Front St., "
17202 Johnson, Edw. H., 614 Locust St., "
17203 Laird, Jno. L., 12th and Arch Sts., "
17204 Moody, Carlton M., 323 Walnut St., "
17205 Schaum, Otto W., 1213 No. 29th St., "

VIRGINIA DIVISION — 1. — 85.

Norfolk Cyclers.

17208 Johnson, Lee, Norfolk.

WISCONSIN DIVISION — 1. — 88.

Milwaukee Wheelmen.

17214 Smith, G. F., 730 11th St., Milwaukee.

APPLICATION FOR LIFE MEMBERSHIP.

List No. 10 — Total 2.

BOSTON, Dec. 19, 1887.

CALIFORNIA DIVISION. — 1.

Unattached.

10178 Stevens, Frank, 215 Kearney St., San Francisco.

NEW YORK DIVISION. — 1.

Unattached.

12849 Arnold, H. W., Binghamton.

RENEWALS.

BOSTON, Monday, Dec. 19, 1887.

LIST 3.

THE following renewals are received to date: —

Alabama,	1.	Maryland, 21.
Arizona,	1.	Massachusetts, 45.
California,	1.	Michigan, 6.
Colorado,	4.	Minnesota, 14.
Connecticut,	9.	Missouri, 5.
Dakota,	2.	Nebraska, 1.
Delaware,	7.	New Hampshire, 3.
District of Columbia,	3.	New Jersey, 16.
Florida,	1.	New York, 63.
Illinois,	18.	Ohio, 24
Indiana,	8.	Pennsylvania, 106.
Iowa,	3.	Rhode Island, 9.
Kansas,	6.	Tennessee, 1.
Kentucky,	2.	Texas, 2.
Louisiana,	3.	Wisconsin, 3.
Total,		388.

LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888: —

Philadelphia Bicycle Club, of Philadelphia, Pa., seventy-eight members.
Rhode Island Wheelmen, Providence, R. I., members.
Baltimore Cycle Club, Baltimore, Md., sixteen members.
Capital City Cycling Club, Springfield, Ill., nine members.
Manhattan Bicycle Club, New York.
Winona Bicycle Club, Winona, Minn., ten members.
Chelsea Cycle Club, Chelsea, Mass., twenty-six members.
Brunswick Bicycle Club, New Brunswick, N. J.
Joplin Bicycle Club, Joplin, Mo.
Auburn Cycle Club, Auburn, N. Y.

NEW CLUB.

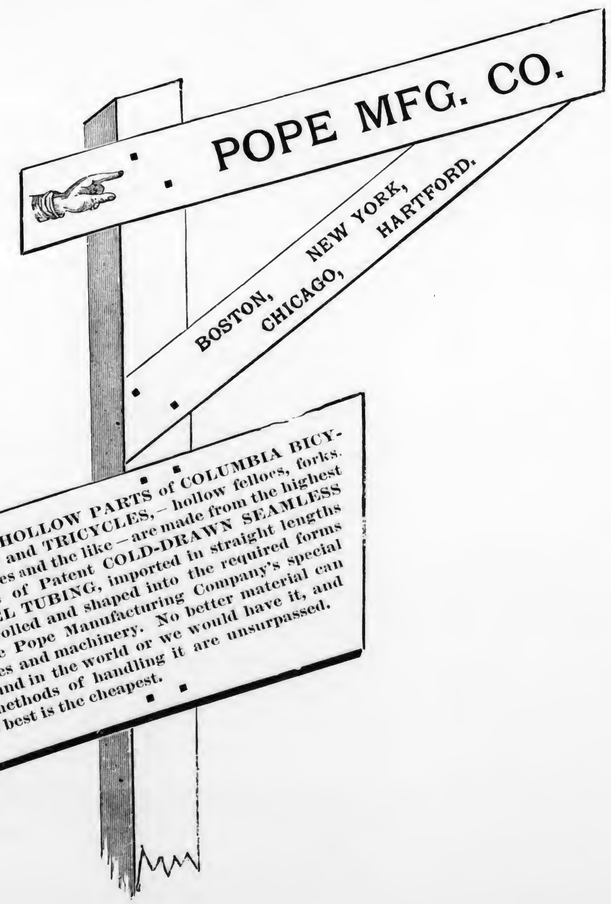
184. Y. M. C. A. Wheelmen, New York City. Organized May 10, 1887. Joins the League, Dec. 20, 1887.

We have received several club lists this week without certificates. We must have the special certificate, for these lists are no evidence that the club is a League club, since many non-League clubs send in large lists.

THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, DECEMBER 30, 1887. | VOL. V. No. 26. WHOLE NUMBER, 131.



THE TEST OF TIME

Adds to the esteem in which **VICTOR CYCLES** are held. LIGHT ROADSTER, TRICYCLE and SAFETY, all give evidence of expense in time and money applied to their production. More distinctive points than any others, and no change except for improvement. Nothing too expensive for VICTORS. Send for Catalog.

OVERMAN * WHEEL * COMPANY,

Victor Bicycles, Tricycles and Accessories,

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Mentioning this paper, and we will

Send Cc. for Samples and Rules for Measuring,

Men of all stations, you should know The price of ***Pants*** is very low. Only ***three*** dollars for Custom-made Pants, Fit for the work shop, church or dance.

THE BAY STATE PANTS Co



send you an Artistic Calendar for 1888.

Vests, $2.25; Coats, $8.00.

By reason of late purchases of large lots of Woollen Cloths, we can surprise you by the *superior quality of Woollen Goods in our* $3 *Pants.* Reference, American Express Co.

BAY STATE PANTS CO., Custom Clothiers,

34 HAWLEY STREET, BOSTON, MASS.

The McClintock Home Trainer for 1888.

(PATENTED MARCH 22, 1887.)



Riders, now is the time to exercise at home. This trainer gives you the same motion as road riding. You shouldn't be without one. It can be used with any style of cycle. Send for circulars. Price, $13.00. Special discounts to dealers.

Address, McClintock Home Trainer Co., No 431 Market St., Williamsport, Penn.

BICYCLES ON EASY PAYMENTS.

New Rapid, American Champion, Star, Rival, Otto, and other Bicycles and Tricycles sold on easy payments, with no extra charge, except for interest. Prices guaranteed as low as the lowest. Low freight and express rates to all points. Large stock of accessories, including all latest novelties. Nickel-plating and repairing.

SECOND-HAND WHEELS

bought for cash, taken in exchange, and sold on instalments. Liberal discounts to agents. One of the largest stocks of new and second-hand wheels in America; rarely less than 200 wheels on hand to select from. Send for large illustrated catalogue and latest descriptive second-hand list and terms of easy payments; of interest to every actual or prospective wheelman. Correspondence solicited.

GEO. W. ROUSE & SON, 25 G Street, Peoria, Ill.

MORE POWER AND SPEED.

A New Tricycle and Bicycle.

Large increase of propelling power, and a bearing which has no frictional resistance whatever. Other important improvements. Desire to arrange with manufacturer to make on royalty.

T. W. MOORE,
42 Elizabeth Street, New York.



RIDERS, NOW IS THE TIME **You need a Home Trainer** to keep yourself in condition. Don't store your Cycle away to rust and do you no good, but get the EUREKA HOME TRAINER AND BICYCLE STAND, and you and your machine will winter in good condition. For Sale by Cycle Manufacturers and Agents generally. **Price, $7.50.**

Patents applied for. M. A. WOODBURY, Manufacturer, Bradford, Pa.

Patented 1881. **L. A. W. BADGES.**



For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle St., Portland, Me.

The Designer and Sole Authorized Maker.

Price for handsome Solid Gold Pins (stone centres) $3.50, $5.00, $7.00, and $8.00, according to finish and fineness (kt.) of gold. **Diamond Badges,** $15.00 to $50.00 for the larger pins, and $10.00 to $30.00 for the small size. Send for circular free. Orders by mail, inclosing money order and League number, will receive prompt attention.



Also for sale in New York at M. J. Paillard & Co.'s, 680 Broadway; G. R. Bidwell, 313 West 58th Street; in Philadelphia by H. B. Hart, 811 Arch St.; in Boston by The Pope Mfg. Co.; in Chicago by The John Wilkinson Co.; in Newark, N. J., by Howard Smith & Co.; in Minneapolis by T. F. Heath & Co.; and in San Francisco by Osborn & Alexander.



L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1.00.

Ira Perego

128 and 130 Fulton Street, and 87 Nashua Street,

NEW YORK.

Send 2-cent stamp for our new 52-page illustrated catalogue.

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DIFFICULT REPAIRING A SPECIALTY.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

SINGLE COPIES - - - - - - - 3 CENTS.

SUBSCRIPTION PRICE TO OTHER THAN LEAGUE MEMBERS, $1.00 A YEAR.

CLUBS OF FIVE - - - - - - $4.00 "

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith.

Members should be careful to notify the EDITOR promptly of any change in their residence, giving their old as well as new address. Great care is taken with the mailing list. All changes received after Tuesday night can not be attended to until the following week, as at that time the list goes to printer for revision. Members who write for back numbers will have them forwarded on Friday, our regular mailing day.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W." see special page in Advertising Department.

To the readers of the BULLETIN, one and all, a happy New Year.

MAY the year that is to come see all our reasonable hopes accomplished, and our best wishes gratified.

IT is the time for good resolutions; but it is better to resolve not to resolve unless we have a resolute purpose.

IN public and private life alike, we need good resolutions; but more than that we need the firm will and the ready hand to do. There is too much repining at the past and resolving for the future. It is only the present that we have, and faithful action in the present will make the past noble and the future secure.

A CONTINUAL now will run through this new year. Our yesterdays we cannot reclaim; our to-morrows never come. It is always to-day, and to-day faithfully employed in the duties that belong to it will sanctify all our time. 'Tis well to make good resolutions, but they should be for immediate execution and not for the hours to come. To-day and to-day and to-day are the successive steps of time. Yesterday is beyond the reach of regret, and to-morrow fulfils no hopes.

THE year that has gone has not been the happiest nor the most eventful of all the years in cycling history. Things have been in a somewhat chaotic state, not only in League history, but in business circles. We hope for better things in the year to come. Let us resolve to do our part in making the good time coming one of exceeding joy to us all.

MARYLAND is ready and anxious to receive and entertain the League. There is but one opinion in the Monumental City. "Let them come and we 'll give them a good time," say one and all. But during May, Baltimore is in the midst of its busy season, and a postponement for a few weeks of the usual date will probably be asked for in order that the wheelmen may be free to devote more time to preparations.

NOT quite 12,000 members this year, including list published this week. Our total membership for 1887 will foot up 11,939. This gives us 1,675 more member than we had in 1886. We start out well for 1888, with 1,565 renewals to Dec. 27 as against 758 on the same date last year.

ST. LOUIS.

BILLY BARRON, Bert Taylor, and I were sitting in front of the Missouri Club's cheerful fire a recent Sunday afternoon. The mingled twilight and firelight were toying with Billy's fine mustache, and adding a richer glow to the justly celebrated complexion which he wears. Suddenly he looked up and said: "By thunder, I 'm going to get a nickel-plated machine." "You say you will, but will you?" we asked in union and consternation, as we knew how much he hated unnecessary work. "Yes, I am, and if you fellows think I'll have to work harder to keep it clean than I have to on my ordinary, that's where you 'll be fooled. I 'm no spring chicken. The first wheel I had after I got so I could ride was full nickelled. That wheel made me famous in a little while. I always kept it clean and shining, and when anybody saw that wheel coming like a burst of beauty and light they always thought of me"; and we thought he blushed a little at our possible misinterpretation of his words. "Yes," he went on, "at the pump or anywhere, when my wheel was in the crowd it was always observed even if my humble self was not. Then I got an enamelled wheel, and I have it now, and I'll swear I would much rather have the nickel plate. It's less trouble, that 's the reason. On an enamelled wheel you can't brush the dirt off. If you go over it with a wet rag, you 'll have to follow it up with an oiled rag to give it the polish. With nickel plate you can brush the dust off as clean as a whistle, and leave every part with the one brushing. How about rust? Oh, that 's a bugaboo. My wheel was not a particle rusty after my long use of it, and I took no particular pains, either, to keep the nickel from rusting." In order that you may understand our surprise at the last part of this story, I may say that Mr. Barron has always stood high in our community as a gentleman of truth and veracity, and not prone to exaggerate, except, of course, in that instance where exaggeration is always pardonable — in giving an account of the latest run.

PROF. HOSMER, Washington University, feels very much like a bridegroom whose bride has returned to him. Some time in the early part of last September he had his tricycle shipped West from some Eastern house and expected to have a fine time riding, the last of the season. But days went by and then weeks and then months. All inquiries elicited the reply that it had been duly shipped. At last the most rigid tracing was adopted by the railroad company which resulted in the discovery last week, in the warehouse in East St. Louis, of the professor's trike. He is a mild-mannered man, but when he found it there, and thought of the golden autumn days that will never come back again, the breath that flowed from between his lips out upon the frosty air threw its vapor into the shape of a big big D. The address of the professor had been put wrong on the wheel, and so no notice of its arrival here had been received by him.

BY the way, I hear that Principal James Dillard, late of Virginia, of Mary Institute, this city, has fallen into the cycling maelstrom that swirls around Washington University, and I would n't be surprised if next season sees him on the wheel. This might result in introducing the wheel among the rich young ladies at the institute, and thus do something to encourage the adoption of tricycling by the ladies in general in this city, which is the most backward in that respect in the country.

THE last entertainment of the Missouri Bicycle Club, on the 15th inst., was a musical and literary affair, till about nine o'clock, when the tuneful violin began to merrify (I coin the word) the assembly, which nearly tripped off its dancing slippers before stopping. The evening was very happily spent by the large company.

I BELIEVE that one remedy for road hogism is the cultivation of sparring abilities. To those who say that is degrading, I would quote the sentiment: "A man is no less a good citizen because he can defend himself without the use of a knife or a revolver." The truth is, that the man who declaims against sparring as degrading, does n't know what he is talking about. There is no reason why a man should not cultivate his hands and arms, any more than there is why he should not learn how to handle his feet in dancing. I am convinced that if the general public came to suspect that they were liable to run against a good boxer in every third wheelman, they would leave us alone. I can remember that away back four or five years ago the cyclists used to go out on the Manchester road, and shoot at a mark with revolvers. Teamsters heard of it, and for a long time after that the wheelmen were treated well. In fact that was the beginning of that deference which marks the actions of the Manchester road people. The want of personal power to assert a right is often the cause of insult.

I HAVE discovered that there is a class of persons who at heart think a great deal of the wheel, but who do not care to let it be known. A case in point: When I was canvassing in the fall of 1886 for money to carry on the great illuminated parade, I ran across Post-Office Inspector McAfee, a friend of mine, and asked him for a subscription. He laughed a laugh of apparent ridicule. Two weeks later he hailed me on the street, and said: "Look here. I saw the parade. I was only joking the other day, when I refused to give anything to help it along. Here, take this"; and he laid in my hand a shining coin for the fund. I saw him again the other day, a year later. He said: "I did n't let you know how much I thought of the wheel last year, but just the same two of my boys were riding them, and I expect to get my little girl a tricycle as soon as she gets old enough." Since then I have been thinking what an army of sympathizers and well-wishers we have in the parents, who may seem to have no interest in the wheel, but to whom the wheel is dear, because their children have found delight and health in it. It is a strange parent that is not well disposed toward that which is dear to his child.

OMEN.

ST. LOUIS, Dec. 25.

FROM A FEMININE POINT OF VIEW.

THE New Year may be generous,
The New Year may be blest;
But the Old Year is an old friend,
And old friends are best.

The New Year is a lovely youth,
The Old is bent and gray;
But counsel comes with hoary hairs,
We fain would have him stay.

The New Year can gayly laugh
And sweetly can he sing;
But the Old Year's voice is sweeter still
In its dim whispering.

The New Year may promise fair
Of bloom and fruit to come;
But the Old Year has reaped his grain,
And held his harvest-home.

Oh, New Year! gay New Year!
Be lithe and strong of will;
Youth is the time for hardihood,
And age the time for chill.

But this we wish you, wishing well,
That when your end shall be,
As now we mourn the dear Old Year,
So we may mourn for thee.

STANDING at the portal of the new year it is always profitable to look back for an instant upon the ground we have traversed to draw upon our experience for a better equipment in meeting the exigencies which are before us.

FROM a feminine point of view, the year 1887 has been a most eventful one. I venture to say that more ladies have taken up cycling during the year that is going out than were riding at the time of the last new year.

WE have surely doubled our numbers, and where we gain one recruit we are sure to have one other, if not more. Ladies are slow to take up the sport, but let them once get into it and they are enthusiasts of the most pronounced type.

THE year has given us improved machines, and many kinds to choose from. The Columbia tandem, the first one made in America I believe, was responsible for very many lady riders. They seemed to have waited for an American machine, and having gotten it, they rushed in great numbers to welcome it. This hint should not be lost to American makers of machines.

THE single machine has been very much improved during the year, and reductions in weight have been made. It can be noted that nearly every manufacturer has realized the need to cater to the ladies in shaping the machines. In 1886 we had several machines that could be ridden only by gentlemen. These were not popular, and 1887 saw the manufacturers reshaping them, so that they could be used by the feminine portion of wheeldom.

IN short, 1887 has done much, but there is still something for 1888 to do. Many of the tandems that go upon three wheels are said to be adapted for the use of two ladies. It is true that two ladies can ride them, but the rearward rider cannot be said to be well accommodated. I have essayed to mount the rear seat of several of these, but I have always noticed that the gentleman in charge is particular to say, "Be careful and not get your foot caught between the pedal and axle; sit back so that you will not strike the axle, and don't attempt to coast."

CAN it be that the makers are unable to make a wheel whereon two ladies can ride with equal ease and comfort? Let 1888 give the answer.

1887 gave us the most successful and the most numerously attended ladies' run the world ever saw. England tried in vain to match it, and a projected ladies' run to the Lakes of Killarney in Ireland was a failure, though it had so lovely a destination.

1888 should and will give us a largely increased number of lady riders. It will give us lighter single wheels, better tandems, and lower prices. It will give us several organized tours, which will be participated in by both sexes, and in fact it promises to outdo all years that have gone before.

THESE are the views of an optimist. The future has a rose-colored exposure always to my view, and I am the proprietor of many *Chateaux en Espagne*, but though these structures have little that is tangible to them, it is for us to make them so, and to labor diligently to put foundations beneath our Spanish possessions, that they may be castles which we may enter and enjoy.

DAISIE.

LETTER FROM BROOKLYN.

A MERRY Christmas to you, Mr. Editor, and to all my readers. Contrary to the prognostications of our celebrated weather bureau, celebrated for its general failure to make connections between its predictions and the results, the day dawned bright and beautiful, the atmosphere was mild and pleasant, and the roads in excellent condition. Many an enthusiastic wheelman was out for his morning spin, and the Park presented a decidedly animated appearance for this season of the year. All who were abroad enjoyed themselves, and as a result some long runs are planned for to-morrow, provided the same favorable conditions prevail.

I DROPPED in at the Ilderans' last evening, and found one of their customary "Saturday nights" in progress. A miscellaneous programme of songs, recitations, and music, interspersed with a little boxing and legerdemain, was being rendered for the edification of those present, the whole to conclude with a Christmas tree and presentation of gifts both unique and amusing. President Greenman informed me that things were progressing most swimmingly, and that they looked forward to a most successful season. Among other novelties they propose inaugurating, is a "Camera Club" of amateur photographers, membership in which may be enjoyed by those not members of the club. They claim to have about fifteen members of the club interested in amateur photography, and with the inducements they will offer to outsiders to become members, they hope to establish a strong and healthy organization. A room in the club house is to be set apart for the use of the "Camera Club," and they expect next winter to have an interesting collection of views as a result of their labor.

THE great "mock trial" of the Brooklyns was held last Wednesday evening, and the proceedings were watched with great interest by a gathering that filled to overflowing their handsomely appointed club house. Cards of admission were at a premium, requests coming from all directions, and, as a consequence, scarcely one half of those present were able to get inside the court room, the excess overflowing into the halls and other apartments. The affair was very amusing and thoroughly enjoyed by all present, particularly when the opposing counsel mixed up the witnesses in cross-examination and perpetrated ghastly "gags" at their expense; also when the eminent veterinary surgeon dissected various portions of the anatomy of the horse produced in evidence. After an eloquent display of legal talent on either side, the jury, which had been selected from the visitors, retired, and returned with a verdict of eleven thousand dollars for the plaintiff. At the conclusion of the trial, a collation was served at which all hands had a fair show to do justice.

AT the last regular meeting of this club, the members of the team in the recent interstate road race were presented with beautiful souvenirs commemorative of the event and their efforts in behalf of the club. The souvenirs are of gold and enamel, exceedingly artistic in design, and so arranged that they may be worn either as a medal or watch charm. The trophy for second place won by this team at that race has been handsomely encased and is a conspicuous object in the club parlor.

LIEUT. MEETEER, of the Brooklyn Club, who has been in Buffalo for two months past, surprised his fellow-clubmates by dropping in on them this morning, receiving such an ovation as he will not forget for many a day. He expressed himself as well pleased with his stay in the Lake City, though glad to get home again. Press of business prevented his visiting the clubs or making many wheeling acquaintances, but he was particularly impressed with the excellent riding about the city. Would that we could say the same of our benighted town of car tracks and cobbles.

THE Long Island Wheelmen hold their annual election of officers early in the coming month, and from present indications they are in the heat of a most exciting canvass. Mr. Share is to retire, and Messrs. Mabee and Bradford are each with the aid of their friends making vigorous efforts to jump into his place as president. Capt. Luscomb is still on deck, but report says he is being closely pressed by Mr. Furst, who desires to wear the captain's boots for the coming year. We are willing to bet on the man who wins, who takes us up?

RUMOR says that two prominent Brooklyn Clubs are about to vote upon the question of remaining in the League. We expect developments very soon, and will then give more particulars.

BON.

XMAS, 1887.

THE OWL.

THE average politician carries that organ which he calls his heart very near the pit of his stomach, and the only way you can possibly appeal to it is by the way of his stomach, instead of his head. The latter is sure to be as weak as the former is strong. An example of this, which is of interest to wheelmen, is afforded by the results of the feed given at the opening of the Long Island Wheelmen's new house. Among the guests were the park commissioners of Brooklyn, who liberally sampled the cup that cheers and inebriates. As an outcome of the whole affair, the name of C. H. Luscomb, the talented orator of the Long Island Wheelmen, and able member of the League Rights and Privileges Committees, is now mentioned favorably for a park commissionership in Brooklyn. Here is a victory for wheelmen, if Luscomb gets the appointment.

W. C. HERRING, who was expected to return home from London, and bring with him a party of English wheelmen for a hunting and fishing expedition, has concluded to defer his return for another year, and has asked for a year's furlough from the New York Bicycle Club, which has been granted him.

THE Manhattan Bicycle Club is out with an extensive winter programme of house entertainments. The climax of these will be its reception and entertainment at the Lexington Avenue Opera House, on Feb. 3. The energetic secretary, Mr. Shehan, informs me that the affair will be unequalled in the annals of wheeldom here, and as an example, he notes the fact that from present contracts the club is sure to clear nearly five hundred dollars from the ads. on the programme.

BEN. G. SANFORD, who under the title of "Chic" was for many years a wheel correspondent from here, and whose letters as such have never been equalled, was this week the winner of a handsome ivory-mounted cue, the emblem of the pool championship of the Manhattan Athletic Club.

I MET Stephen Terry, the ex-treasurer of the L. A. W., in an elevated railroad train, the other day. He has taken off his beard, and with it full ten years of his age in appearance. When he spoke to me, I did not recognize him, and mentally paid him the compliment of being one of the smartest men in the world. I thought he was a bunco steerer. Not that he looks or acts like one, but here in New York whenever an extremely gentlemanly stranger addresses you, you at once come to this conclusion, and Terry was certainly both of these to me, till he mentioned his name. He is the only one of the old timers that I know, who seems to grow younger in appearance.

IT comes high, does litigation. I understand that one of the concerns now indulging in an extensive lawsuit regarding the validity of some wheel patents, pay their attorneys $3,000 per month in retaining fees. Must be some profit somewhere in building bicycles.

ON Saturday night the New York Bicycle Club held its birthday party. While the exact date of organization was Dec. 18, 1879, yet the committee determined to celebrate the event a week later, so as to combine both a natal and a Christmas event in one. The affair was a roaring success. While the club orchestra appeared under the baton of its able leader, Oscar Lee Moses, the spread, by Mazzetti, disappeared under the onslaught of a hundred members present. It was the hour when the milkman makes his rounds ere all of the music, guests, and grub had vanished from the club.

IT's funny, very funny, the way news travels, and how, in doing so, it loses its birthplace, and is made to adopt new ones, through the means of paste-pot and shears. Nearly two months ago I noted here the fact that the New York Bicycle Club was experiencing some difficulty in getting a suitable location for a building, owing to the idiotic prejudice of property owners against a bicycle club.

Now I know it is fashionable to have everything imported,—imported, too, from England,—but don't you think we are carrying anglophobia to too great an extent, when we import New York wares from London? Yet this is what a Western cycling paper is doing. They clip from the *Bicycling News* the above item about objecting property owners, and insert it for news. This *is* a *Record*, I think.

I DON'T think the following has ever appeared in print yet, and as the mistake is a somewhat ludicrous one, in which some prominent League officers are the heroes, I cannot refrain from giving it publicity. When the committee was chosen to look up and select a new uniform for the League it was composed of Dr. Beckwith, Dr. Johnson, and Chief Consul George Bidwell. After many trials a cloth was finally selected which was manufactured at Burlington, Vt. The committee, intending to carry out their labors in a thorough manner, decided to visit the mill and see the cloth manufactured. In consequence, they hied themselves to Burlington, and were received with full honors by the superintendent of the mill. After the introductions of the two doctors to him by Bidwell, he seemed to become impressed with the fact that the L. A. W. was a particularly learned body, since out of a committee of three, only one was a plain, ordinary, everyday, untitled individual, and the others both doctors; so having exhausted all the curiosities of cloth manufacture, he suddenly turned, and addressed himself to Dr. Beckwith, saying, "By the by, doctor, I am sure you and Dr. Johnson will be pleased to see our new hospital, and meet some of your professional brethren." Of course nothing but an assent could be given, and to the hospital they went. Here the superintendent introduced Drs. Johnson and Beck with to the doctor in charge, telling him they were two of the best known practitioners in New Jersey and New York, who had heard of his splendid institution, and come to visit it. Of course this was not strictly a fact, but everything went, and forthwith they were piloted around, and the beauties of the place, from a professional point of view, fully expatiated upon. Finally, nothing remained to be shown the visitors, and upon leaving they handed the kindly physician their cards, and he discovered that one was a dentist and the other a chiropodist, instead of brother M. Ds. as he had thought them.

THE OWL.

THE WHEEL.

H. D. COREY'S OBSERVATIONS DURING HIS TRIP ABROAD.

PART II.

"FROM what I could discover about the single tricycles, I found the Cripper pattern was at the present time the favorite, but I am inclined to think that the new tricycle of Messrs. Marriott & Cooper indicates a change for the better in a great many ways. This new machine is driven by a chain extending from a large rear wheel, which is the driver, to an axle suspended from a tube running in a vertical direction towards the front part of the machine. It is really the old Humber pattern twisted round, with the two front wheels about twenty-two inches in size, but without its difficult steering. This tricycles possesses advantages contained in no other machine, and more will be heard of it later.

"I could discover no particular change in the form of tandems, with the exception of the Marriott & Cooper Olympia, which I believe will be heard from in the near future. The Cripper and Humber are still the leading types.

"In the matter of saddles and bags for machines, there is little that is interesting, as the American hammock saddle of the Kirkpatrick type is far superior to any English saddle then on the market.

"As a general thing the roads in England are very slippery and greasy, and tires comes off there very much more easily than in the States. I inquired of a manufacturer if there was any remedy for this, and he said that the most satisfactory way that they had discovered in the course of fifteen years' experience was to carefully stick them on with Loudon's cement. He said that all sorts of patent schemes had been devised and different kinds of rims had been invented, but where a patent process is used, the chemicals usually rusted the spokes and left them in such a condition that they soon snapped off at the rim. The patent rims had worked well for a while, but it was found that the tires wore out very much quicker and were much more easily cut up, while it was not long before the tire stretched, and a piece must be taken out of it to fit the wheel tightly.

"In company with Mr. Lee I made a great many excursions to different parts of England to inspect any inventions that had been made, and to be thoroughly posted on what was going on. One Saturday afternoon we ran down to Biggleswade to see Dan Albone of 'Ivel' fame. This is a Rover type safety, and one of the best there is in the English market, for it is one of the few that can be steered without the hands, and it is almost identical with the Premier. Biggleswade is situated on what is called the 'flat country,' about forty miles from London, and on the line of the Great North road, where so many of the long-distance road races have taken place. Albone is one of the pleasantest fellows in the trade, and has connected with him Mr. G. P. Mills, who seems to make a business of record breaking, for he has done a number of grand good performances within the last two years, although I believe he has a number of records yet in hand to break, if he wishes to capture them all, one of which I think is Mr. Sidney Lee's fifty-mile tricycle record, which at present remains unequalled. Mills is a powerful, well-built young fellow, standing about 5 feet 9 inches, and, I should judge, weighs about 165 pounds. He rides a 53-inch ordinary. The success of the 'Ivel' bicycles and tricycles is in a measure due to his wonderful performances, for he appears to an equally good advantage on bicycle, tricycle or safety. Albone has a nice little factory with a hotel adjoining, which is a favorite resort for a large number of cyclists who are there most of the time. He very kindly loaned me a machine while there, and in company with him I had the pleasure of a spin around the town. It is an ideal record-breaking spot, for the roads are like Chestnut Hill Reservoir, and plenty of them in all directions. Stones appear at every mile, and it is an easy matter to figure how far one has gone. I should judge some of our American manufacturers would be well pleased if it was planted anywhere within one hundred miles of Boston. While at the hotel I had the pleasure of meeting Mr. Finlay MacRae, the new secretary of the National Cyclists' Union, beside a number of other cyclists of more or less prominence.

"One morning while in London I ran down to Surbiton to see John Keen, probably the most popular and best-known cyclist in England, and a rider who has been before the public for fifteen years. If Keen had the full benefit of all his inventions he would be a very wealthy man, but, unfortunately for him, somebody always seemed to get hold of his ideas, and the profits went into their pockets instead of his. Much to my surprise, I found the old war-horse married, and a charming wife he has. I believe there is a little bit of romance about it, from the fact that the lady was very popular among the young gentlemen of her native town, but all of a sudden Jack appeared, and without more ado set to work and succeeded in pulling out the prize, much to the discomfiture of his competitors. He had a number of very curious things to show me in his workshops, among which was a geared bicycle. Keen and I have always agreed upon one point, namely, that the average road rider of to-day is using too large a machine. Keen measures for a 55-inch, but uses on the road a 52-inch fitted with 6-inch cranks. He gives as a reason that it is safer and faster, particularly in going up and down hill, and on a level by practising a little quick pedalling, he is able to distance most of his competitors, as many of the Ripley road riders can testify.

"While in London, W. J. Morgan, the manager of the American team, was holding a six-day bicycle *vs.* horse race at the Agricultural Hall, and one night a party of us went up to see how it was progressing. I was simply astonished to see the crowd that was there and not at all surprised at Morgan's success. When we first entered the hall, I saw a tall figure rushing around the hall that I thought looked familiar, and sure enough it was Dick Howell on his 59-inch Rudge racer. The valiant Richard was very busy giving the horse-

NOW!

Send us your name, address and League number, if a member, on a postal card, and we will add it to our PERMANENT MAILING LIST. During the coming year we expect to circulate a great deal of IMPORTANT INFORMATION through the mails, and you can get it for the trouble of writing a postal card. Very soon we will have something to say to you about VICTOR CYCLES FOR 1888, and it will be worth your while to read it. WRITE A POSTAL.

OVERMAN WHEEL CO., 182-188 Columbus Ave., BOSTON.

man a hard pull as lap after lap was rolled off. Pretty soon, another figure came out. It was Woodside, wearing the green suit which created so much excitement among the fair sex at the Springfield races of 1884. Morgan appeared shortly afterward, and as soon as he caught sight of me he invited me into his quarters, and I soon found myself in the midst of a number of the racing celebrities of the day. The whole American team seemed to be in good health and spirits, and I should judge that they had been very successful, from a financial point of view, for they certainly can attract tremendous crowds. While the six-day race was going on in Edinburgh, Scotland, five thousand people were turned away from the building the last night. How in the world Morgan manages to find time for all his engagements is more than I could discover, for he seems to be in half a dozen different parts of England at once. He hinted to me that he might be seen in America next year with a team of racing cyclists, in the interest of some manufacturer, and, if he does come, I have no doubt that he will make a success of it.

"I spent several days in Birmingham and Coventry looking up the different makers, and found much to interest me in various ways. The Rudge Company were hard at work getting out their new sample machines, which were not ready, and in due time full details of their plans for 1888 will be given to the public. Singer & Co. are building two very large factories in addition to what they have already, and Mr. Singer, the head of the firm, informed me that they had not been able to keep up with their orders during the past year. The policy of Singer & Co. had been somewhat different to any of the other cycle makers. This firm had built machines for road use solely, and I understand had never entered into open competition in a racing connection. How well this has paid them is shown by the fact that the productions are probably second to none in the cycling trade, and what many of the other makers spend in racing, Mr. Singer quietly puts into his pockets and lets his competitors do the fretting. Messrs. Hillman, Herbert & Cooper, the makers of the well-known 'Premier' bicycles, are a particularly active firm, and they have in their employ one of the best fellows and riders in England, Mr. F. S. Buckingham, who is the proud possessor of thirty-four French marble clocks that he has won in various bicycle competitions. On a wet Sunday, if he has nothing particularly to do, he generally winds them, which gives him employment for the day. He very kindly took me out on a Premier tandem, for a spin around Coventry, and the way the machine travelled was a caution, it only weighing a matter of 60 pounds and geared to 60 inches. While in Birmingham that night I saw Hon. W. F. Cody (Buffalo Bill) walking on the sidewalk in front of my hotel, and a crowd of little gamins following on behind, gazing at the tall Indian fighter with intense admiration, and probably wondering whether he was going to shoot anybody just then. Cripps, who is well known as one of the Humber team of 1885, is managing a cycling depot in this city, and appears the same old fellow, but he has not done very much racing the past year.

"Coming back to London, I bade good by to my friends, embarked on the North German Lloyd steamship 'Saale,' which sailed from Southampton on the 10th of November, and after one of the roughest passages I have ever experienced, I was indeed glad to see the statue of Liberty again in New York Harbor.

"In a general way, I can say of my trip to England, that the cycle business is now conducted almost on the same lines as every other business, and the success of the manufacturer and agents depends on the quality and reputation of his goods. To a certain extent, the question of price enters into it, but, after all that is said and done, the prospective bicycle purchaser cannot help realizing very clearly, if he is at all a judge of a machines, that a cheap article is dear at any price. The reputation of the maker for quality and workmanship, simplicity of design and durability of material, do more to sell his goods than extensive or eccentric advertising, for although he may do a good business with a novel machine for the first year or so, it is the following years, when the repairs come in, that he sees where he has made his errors, and then it is too late." — *Herald.*

In spite of many assertions to the contrary, the practice of giving Christmas, Birthday, Valentine and Easter cards is constantly increasing. It is conceded that better results are obtained by purchasing direct from manufacturers, rather than dealers, in any line of trade. A sample souvenir for Valentine, Easter, Reward of Merit or Birthday occasions will be mailed for 5c., 10c., 15c., or 25c. each. Price governing quality and size. Elegant valentines at 25c., 45c., 70c., and 90c. each. Money will be refunded if not satisfactory. CHICAGO MANFG. & PRINTING CO., 71 and 73 Randolph St., Chicago. (Van Sicklen & Thorne, Proprietors.)

MEXICO AGAIN.

I HAVE received so many letters in response to my article in the BULLETIN, that I feel inclined to write more fully, but let me say right here that *seven* out of the eleven letters received for more particulars, asked for a long letter from me, but contained no postage stamps for the answer. The Mexican government, on account of poverty, does not furnish stamps free. Last week I covered sixty-seven miles in three and a half hours. You can see by that that our roads are more than good, as I do not aspire to the title of a record rider. There appear to be quite a number of your readers who are afflicted with lung troubles. To them in particular, I wish to write this article. In the first place, when such a person comes here to seek health, he must be prepared to lead a rough, uncouth life; and in the second place, must take all the exercise possible; and last, but not least, must let all kinds of liquor alone. In my ride last week, I went into the mountains, and coasted down a ravine, and ran so swiftly that I coasted up a hill, called Mollie's Nipple, about one hundred feet, and down the other side. The uniform I ride in is perhaps different from that of the L. A. W. suit. Mine consists of a leather suit, trimmed with heavy plated nickel fancy work, two revolvers around my waist, and a big sombrero (hat) with a nine-inch brim. Such is the dress of "our" people here. Persons coming here will find it difficult to get along until they master the Spanish language. I have become so used to it, that when I do see an American, I never think to speak English. To all who are seeking health, and desire to come here, I would say, "*Vamos aqui, moi Senor amago, poco tiempo.*"

B. KELLERHOUSE, 10,427.

SAN JOSÉ, MEXICO, Dec. 13, 1887.

WHITTAKER AND McCURDY.

THE following agreement has been entered into for the race to come off between Whittaker and McCurdy: —

Articles of agreement entered into this day, Dec. 16, 1887, between S. G. Whittaker, of Chicago, Ill., and A. A. McCurdy, of Boston, Mass., for a five-mile bicycle race, to take place at the Washington Rink, Minneapolis, Minn., Jan. 9, 1888, the best man to win; the stake to be $2,000 a side, with a privilege of making it $5,000 a side. One thousand dollars a side has been placed in the hands of S. A. Carlisle, the other $1,000 a side to be put up two days before the race. It is further mutually agreed that S. A. Carlisle shall act as final stakeholder and referee; and we agree to the above agreement.

W. A. TANNER.
TOM ROE.

McCurdy is backed by Tom Roe, of Chicago; Whittaker's backer is W. A. Tanner, of Minneapolis.

GOOD WORK and low prices do not alway go together. However, we have a contract that enables us to furnish both for some time to come. Cards, printed with name and address, with or without L. A. W. Badge, plain or crazy edge bevel, 25 for 35c., 50 for 50c. Gold bevel or superfine wedding Bristol, 25 for 45c., 50 for 65c., POSTPAID. Will be pleased to furnish estimates for printing of any kind. Address, CHICAGO MANFG. & PRINTING CO., 71 and 73 Randolph St., Chicago. (Van Sicklen & Thorne, Props.)

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

LADIES SHOULD RIDE.

EDITOR L. A. W. BULLETIN: — I have been very much interested in the comments I have read from time to time in the BULLETIN on the subject of "Ladies' Tricycling."

I think that "Daisie" is about right in her opinion that the cost of the wheel has much to do with the matter; and that fashion has not yet set her seal of approval. These two obstacles removed, and we would soon meet scores of ladies enjoying this unequalled sport and recreation. But there are always a large number of conservative females who are also deterred from undertaking any novel exercise, by the fear that the said exercise may not be consistent with *health;* and on this point, I wish to drop a suggestion or two, speaking from the standpoint of one who has the right to claim some familiarity with the subject.

In the pursuit of a profession which has necessarily brought me in contact with matters pertaining especially to the health of women, I have been anxious to be able to specify some definite forms of exercise for those whom I advise. To tell a lady to "take plenty of exercise," is as old and trite a saying as it is useless, unless we can teach her *how* to exercise. As well might a physican say to a dyspeptic, "take food, medicine, etc.," without qualification, as to tell a lady to "take exercise." It is necessary to tell her how much, and of what kind of exercise to partake. Walking is good, and I strongly recommend it in many cases, but it is too passive, too commonplace and tedious, to be a recreation. The opportunities for rowing are rather limited, good as that exercise is. Tennis playing is excellent, but does not suit every one. Horseback riding is considered good, but I am inclined to believe that many are injured by it. In fact, I know that many ladies indulge in it who are *specially* unfitted for any such awkward violence. And, then, horseback riding is a very expensive luxury; and, I may add, to young girls, is by no means, generally, a harmless amusement.

I have tested practically the subject of "wheeling," and, as far as my observation has gone, I am compelled to say that it offers a most safe, graceful, and beneficent exercise for women; and when indulged in at the proper times and places, it will do a vast amount of good to the sex. I have put convalescent ladies on the tricycle, to whom horseback riding would be impossible, and they have steadily and rapidly improved in health. One of these ladies has this season passed her 1,500 mile mark in the ordinary rides for health.

There is one practical point to which I ought to allude. In riding the tricycle, a lady sits upright, with the muscles acting in exact correlation on either side of the spine, so that "lateral curvature" is prevented, or, if already existing, greatly relieved. This alone should recommend the tricycle to young girls and women, and to their physicians also.

I should not like to see the tandem supersede the single tricycle, as that beautiful contrivance gives a lady an opportunity to cheat herself out of valuable exercise, notwithstanding the fact that her delighted companion may enjoy (?) his trifling portion of the labor. Recommend, then, the tricycle for ladies, and assure them that they will not only find it a delightful recreation for body and mind, but also an exercise which will bring them none of the evils which so frequently result to their sex from the indulgence which "society" generally offers them.

Any physican, who is not a bigot, will be able to easily select out those very rare and exceptional cases who are not fit to ride a wheel, and such cases are not fit to ride a horse, nor to dance to a single strain of a waltz.

L. A. W., 13,539.

EXPENSE OF A TOUR IN ENGLAND.

EDITOR BULLETIN: — I can hardly thank the Foreign Marshal, who, in last week's BULLETIN, says that many of the statements in my circular of Hints to Tourists are misleading, which I deny, for I lived comfortably on the sum mentioned.

He forgets that the hints are as they say, more for the information of those who wish to see England at moderate expense, as I did, and not for wealthy people who do not need to economize in any way.

Without pretending to know it all, I have written some hints that can be relied upon, and to those who really wish to go over will be useful, for I could not find anything I most wanted last spring, and had to go over and experiment.

The Marshal may be right in saying that May and June are the two best months over there, but they are the busiest ones here, also, and to take them means to lose the whole summer, which men less than millionnaires cannot afford to do.

I was told postively that July and August had least rain, and half the vacation spent in hotels, on account of rain and mud, would mean collapse in my case, and I do not feel lonely in it, either.

As to passage, I say plainly that with money to spare for it I would go first cabin, but intermediate does not kill, and "it is a matter of pocket-book, chiefly," which way you go.

The hints explain the "Three shilling sixpence *vs.* one shilling lodging" question.

Coffee houses never charged me for attendance, nor have hotels any right to, but they do it all the same.

I have had good beds at sixpence a night, and consider my word worth something, too.

On approaching Buxton, three English cyclists were kind enough to stop me to warn me away from a C. T. C. hotel where they had just paid four shillings sixpence each, for "sky-attic lodging and attendance." All along the way I saw posters of this same house, soliciting cycling patronage. The three cyclers had my thanks, surely.

The Marshal admits that a tour on the Continent would not pay unless you know something of the various languages, which coincides with my "Tractlet" and it tells surely how to get pleasure, profit, comfort and good satisfaction for $1.00 per day in England.

STAMSON.

TEACHING ROAD HOGS.

EDITOR BULLETIN: — In Dec. 16 issue I notice the article of L. A. W., H. 97, criticising the plan of the Illinois State Division to "disseminate a knowledge of the rights of wheelmen among farmers and the rural classes."

The author of the article is a wheelman of eight years' standing, and doubtless has had considerable experience, and I would like to ask him to give us the needed information in regard to some *other* method of distributing the desired knowledge, as he says the country newspaper plan will not work. I think myself it would be at considerable expense. However, Indiana and several other States are talking up the scheme.

All wheelmen know that it will take too much long and aggravative work to teach the road hog to look at our rights in the correct light by actual illustrations.

Young as I am at wheeling, I have encountered an unlimited amount of useless arguing, hard words, etc., on the road, and heaven knows Illinois is as bad a State as there is in the Union to produce regular bristling, stubborn-headed road hogs; otherwise, she can't be beat. I account for it in this manner: Bicycles as a rule are "new things" here; they did not come into general use as they did in the East, on the "slow but sure" plan, but within the past four years they have taken one or two jumps, and landed right here among the easy-going suspicious farmers, in a manner that they do not understand. They can see no good in them at present, but, of course, eventually they will cool off to some extent. I know of several young men of timid natures who would gladly become wheelmen if they were convinced that the bicycle stood on equal footing in the matter of right as any other vehicle. Illinois is never behind in anything (except politics), and I think it about time she was doing something on the much-argued question, "wheelmen's rights." We have a large number of unattached wheelmen all over the country who are anxious to follow in the tracks of their Eastern brethren.

Will 97 write an article and give us some hints in regard to the best manner of distributing our "rights" over the country? For my part, I will do all I can toward any plan that will work, and am more than willing to pay my share, to carry it through.

L. A. W., No. 17,819.

CENTRAL PARK.

EDITOR BULLETIN: — The question of Central Park being a park, for the people and by the people, is looked at by No. —— in a late issue of the BULLETIN in a very different light. No. —— prefaces his remarks with "Having ridden the wheel for 'over five years,'" and from this I judge him to be well up in cycling matters, but the purport of his discourse verges on the ridiculous, and I hope he will be fair-minded enough to see he is in error. We are in a free country, and in a free metropolis where the restrictions on cyclists have been removed.

It is a fact that there are inconsiderate and reckless wheelmen who ride in the park, as well as there are careless drivers, who disregard the rights and privileges of their fellow-citizens on the roadways. The law takes care of the latter, and I am sure will prescribe the medicine for the former, but the idea of No. —— advocating "a privilege-for-League members-only" principle, makes me think whether this is a free country or not. The park is the pleasure ground of Gotham, and is intended for the enjoyment of all the people. A renewal of the badge system for wheelmen is out of the question, but the reckless riders, and a few who monopolize some of the roads for circus riding, will surely be attended to as prescribed in the park laws.

In regard to the various tastes of costume, I think No. —— oversteps the line, as the proper apparel is that which cannot be legislated for, except for a club. A wheelman has a perfect right to ride in long trousers and a cut-away coat if he chooses, and I frequently ride through the park from my home to my club in similar habiliments, and no one can question my right in this respect.

ZANY.

WORKING THE COMMITTEE.

EDITOR BULLETIN: — There appeared in the BULLETIN of Dec. 9 a short item under the head of Warren, R. I., which I should like to correct. This and a similar item which appeared in the Providence *Sunday Journal* in July last leaves no doubt but that I am the person referred to.

The item in the *Journal* states that the cyclometer of a certain member of the Bristol

County Wheelmen jumped in four days from 1,000 to 1,500 miles, said member being one of the contestants in the cyclometer race, and being at the time of this extraordinary jump laid up with slow fever. The additional fact brought to light by the item in the BULLETIN of its having rained "great guns" one of those four days has evidently been just discovered. The facts of the case are, however, that when I was first taken sick, that is on June 5, and *before* the appearance of the article in the *Journal*, my record as already received and posted by the committee was over 1,400 instead of 1,000 miles, and that I did not register 1,500 until some time *after* the appearance of the article aforesaid.

Furthermore, instead of the committee "failing to connect," my record was received and promptly recorded by them with those of the other contestants. And that I finished close on to the fourth man at the close, instead of "giving up the effort."

As the writer of these items is not a member of the club and not a member of the committee, I would humbly suggest that should he again have occasion to write, on this or other subjects, from hearsay only, he would confine himself a little more closely to facts.

A. B. STAPLES, 8,179.

A PIONEER WHEEL.

EDITOR BULLETIN: — In the BULLETIN of Dec. 9, L. A. W. 7,368 states that Mr. Brown, commonly called "Mort," was the pioneer rider in Warren, R. I., and built the first wheel there. The first wheel in that town was built by an enthusiastic wheelman, and one of the original eleven members of the B. C. W., while the one referred to by 7,368 was not built until some months after by Mr. Brown. The wheel was made mostly of wood and some wrought iron. The wheels were made by a wheelwrigh , and were forty-two and eighteen inches in diameter, with seven eighths steel tire, the rider not wishing to risk his neck at the perilous height of fifty-four inches. The backbone was made in two pieces, bent and glued together. Afterwards the pieces were riveted together, the glue not enduring the dampness. The main bearings were very carefully placed for lightness and ease of running, and yet had sufficient strength. They were one inch in diameter, and made of cast steel, and run in cast-iron bearings (plain). Cranks were eight-inch throw. Forks, wood, and made with open head like the Standard Columbia. Its weight was at first about twenty pounds; afterward, made somewhat heavier. There was a very brilliant scheme concocted, but never put into practice, viz., to load the rear wheel, at the forks with a fifty-pound sand bag, to prevent headers. The seat and spring were at first like the Rudge people's Townsend saddle, afterwards, a block of wood and a piece of carpet tacked on and bolted to the backbone, for ease and comfort, no doubt. The wheel was quite successfully used by its builder, and when last heard from was in riding condition. The rider having in the mean while become owner of a fifty-inch Meteor, which was the first real bicycle ever owned or brought into Warren, and continued as such for some little time. It was a forty-two pound racing machine, the ease of running and other good qualities of which no doubt laid the foundation for the achievement of several wonderful flights of speed and the remarkable "Earth's record" which appeared in the BULLETIN a few weeks since.

No. 8,178.

ENAMELINE, wearing qualities equal to any; lustre, finest in the world. Process, patented. For bicycles, sewing machines, hardware, furniture, glass, willow ware, etc. By express, four-ounce, 20c.; eight-ounce, 38c. By mail, sample, 10c.; four-ounce, 35c.; eight-ounce, 55c.; brush, 10c. extra. CHI. CAGO MANFG. & PRINTING CO., 71 and 73 Randolph St., Chicago, Ill.

SOME complaints as to the behavior of wheelmen on Golden Gate Avenue, Saturday and Sunday afternoons, have recently appeared in one of the daily papers, and, unwillingly enough, it must be admitted that these complaints are not without foundation. Wherever a prejudice to the wheel has been developed, it can always be traced to the action of some silly fellow who, having recently acquired a bicycle, starts out to conquer everything that moves. The disposition to throw the legs over the handle-bar on every piece of road that tilts down, to curve from side to side of the road, and otherwise attempt an exhibition, all unmistakably stamp the novice, and awaken only feelings of contempt on the part of a man who knows how to ride. Men must bear in mind that they have the right to use their wheels on the public highway only in a quiet, orderly manner, as respectable people use their carriages, and when they come recklessly rushing down a crowded thoroughfare, attempting to monopolize the roadway, they place themselves in the same category with the hoodlum arrested for furious driving, and should properly meet with the same punishment. The aim of every right-minded person who rides a bicycle has been to demonstrate that it is a practical vehicle which can be used without interfering with the rights and comforts of others on the public highway, and so it is. It is not too much to assert that no bicycle in the hands of a reasonable person ever frightened a horse and thereby caused an accident. The bicycle traffic out the avenue and through the park is assuming considerable proportions, and it rests with the wheelmen whether it shall become necessary to establish special police regulations to control this traffic. Horses are taken to the circus ring for trick-riding and to the track for racing, and so must bicycles. — *San Francisco Chronicle.*

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$2.00,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club** name **in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public, or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, ruler, and ice skating.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$2.00*** *for initiation fee and dues in the League of American Wheelmen to Dec. 31, 1888. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *P. O. Address,*

City and State, ...

REFERENCES: .....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

CYCLETS.

A

HAPPY

NEW YEAR

To one and all.

MAY the New Year

BE a red-letter one in our calendar.

MAY we all strive to bring about the happiness we are now wishing for our friends.

AS we are all brothers of one fraternity, let us strive to bring peace and harmony within the ranks.

THE reorganization committee will meet in Buffalo next month.

THE Baltimore Club will present the drama "Ours" on the evening of Jan. 13.

WHEELMEN are oiling up wheels preparatory to riding the old year out and the new year in.

T. W. ECK covered fifty miles in 3.18.50, at Minneapolis, Dec. 10, on the new Champion Safety.

KNAPP beat Whittaker Dec. 9 at Minneapolis, by a foot, in a three-mile race. Time, 8 54 4-5.

THE Centaur Cycle Club, of Baltimore, was at home to friends on Christmas Day from 2 to 10 P. M.

THE Maryland Division will hold a second meeting to talk over League Meet matters on Saturday, Jan. 7.

DEC. 5, at Newcastle, English beat Howell on the boards. The latter seems to be unable to adapt himself to indoor performances.

QUEEN KAPIOLANI of the Hawaiian Islands has purchased, through her consul at San Francisco, a lady's two-track Columbia tricycle.

YOU can't always tell what a man means by what he says, but when he runs over a dog and takes a header he generally means just what he says.

J. FRED MIDGELEY, of Worcester, has bought out a livery stable, and announces that he will not go on to the cycle racing track next season.

THE Martha's Vineyard Club has appointed a committee to invite the Massachusetts Division to meet upon the island the coming summer, and to entertain them.

AT Newcastle, Eng., Dec. 3, Battensby beat Young by a length in 2.42.39. Howell dropped out seven miles ten laps. Dubois was third by a length. Wood and English also started.

A SAN FRANCISCO gentleman, thirty-five years of age, who never mounted a bicycle until last April, is such an enthusiast, that in twenty rides on Sundays and holidays between that date and November, he covered upward of 1,200 miles.

CLUBS that hope to go to Baltimore should begin active rehearsal of the old song, which used to run something like this: "Baltimore girls, ain't you coming out to-night, coming out to-night, coming out to-night; Baltimore girls, ain't you coming out to-night, to dance by the light of the moon?"

HERE is a new championship. It will probably stay in Baltimore. The *Argus* says: "The Eisenbrandt Brothers, and there are only five of them, contemplate issuing a challenge to any other five brothers in the State for a team race for the five brothers' championship. It is safe to say that the above will be a safe challenge, whether they intend to ride safety machines or not, as it would be hard to find in the State five brothers who ride wheels."

HARRY COREY has entered the employment of the Pope Manufacturing Company. He will go about the country and look up the agents. And now expect to see wheel correspondents say: "Harry Corey, of Boston, was in town to-day. He went on a run with our club and climbed Pull Bar Hill. The boys like Harry."

DEC. 24, 25, and 26 saw us upon the road under the most favorable conditions for riding. The roads were hard and smooth, and the air was bracing. We took a spin on the ice at Bullough's Pond, Newtonville, on the 26th, and found that the fleetest skaters were easily left behind. Ice riding is very fine, unless you want to stop in a hurry.

SOMEBODY writes about the article describing a girl riding inside a monster monocycle, which had neither spokes nor hub, and consisted simply of the felloe; and he says that "on reading the item to a lady friend, she remarked, 'That 's all any girl needs.'" Is it? Come to think it over, I fancy the girl would not be satisfied until the felloe spoke out and became her hub. — *An Old File in C. J.*

WE are invited to a mysterious meeting to be held at the club house of the Harlem Wheelmen (N. Y.), Dec. 30. The "king" commands the attendance of all his faithful subjects at a feast of reason, a flow of soul, and a lay out of flesh pots. We regret that a previous engagement with the "queen" will forbid our attendance, but we hope the king will take every jack in the pack.

EDWARD A. LAWSON, of Louisville, Ky., was riding his bicycle in that city last week, when a valuable horse belonging to William Zable became frightened and ran away, seriously injuring the horse and doing considerable other damage. A suit for damages will be brought by the owner of the horse, who must prove careless riding on the part of the wheelman.

THE *Cyclist* people have gotten off another huge joke. Last year they announced that a Chinese trick rider was coming to England, and the press took up the tale and spread it broadcast. It proved to be only a covert announcement of the Christmas *Cyclist*. This year they announced that Sturmey would institute a lantern show to travel over England. The Christmas number for 1887 is called the "Lantern," and will be the traveller. We were taken in with the rest. Wonder if there 'll be anything wick-ed in the "Lantern"? It 'll be light literature anyway.

THE New Orleans bicyclists met Monday night to consider the lantern parade. The co-operation of the carnival people was promised. No definite programme was arranged and will not be until the second Saturday in January, when the committee appointed will report. It will take considerable money to give the parade, which it is desired to make a grand affair, and a canvass for financial aid will be made. The committee of arrangements is composed of E. A. Shields, chairman, and Messrs. Boullemet, Rea, Betts, Patton, Ziegler, and C. H. Fenner. — *New Orleans Picayune.*

A BALTIMORE paper thus describes a stag dance held by the Rambler Club: "Those present, who helped to make the night hideous, were Barrington, Kingsland, Hoover, Dan Bowers, 'Gene' Denmead, Sam Cassard, Dug Cassard and Broadbent. Dug Cassard led the german, and Barrington furnished the music. When the latter finally became exhausted from fatigue, Dug Cassard relieved him at the piano, and Dan Bowers, who dances like an elephant, led the german for the balance of the evening."

A WOMAN was seen bowling up Main Street on a tricycle yesterday, her lap and various parts of the machine piled up with bundles of all sizes. Perhaps it is only reasonable to prognosticate that within a generation tricycles will swarm in the neighborhood of the dry-goods and jewelry stores. In that case, a new employment will spring up for small boys who will take charge of the steeds of steel at a charge of ten cents or so, while the fair riders go in to do their shopping. — *Buffalo Courier.*

ON Saturday afternoon last we stood in the Agricultural Hall, amid a group of cracks and crocks, and drew their attention to the ankle action of Richard Howell, the champion professor of the art of cycling. Though saddle-sore and weary with the continuous riding of a whole week, commenced without any special training, — when he was many pounds overweight, — and continued simply by dint of dogged determination, Howell rode round, and absolutely the only joints in his body which seemed unwearied were his ankles, which were playing straight, strong, and true, like veritable pieces of machinery. Truly, the idiot who said Howell did not use his ankles, must have touched "strong liquors which do bemuse a man," as Rose Maybud says, when he gave off that opinion, for the big champion's ankle action, on the occasion in question, was a liberal education in the art of cycle riding. — *Bicycling News.*

THE Free Presbytery of Scotland, a body which, some time ago, denounced dancing as "close-breasted whirling," — being apparently ignorant of the fact that no good dancer ever does, or indeed can, properly hold his partner otherwise than at semi-arm's length, if he is to reverse, — have now issued their edict against Sunday riding of wheels. The opening of ice-cream shops on Sunday is the first or greatest sin to which the Presbytery refer, and the second is that *many of their young men now start on the Sabbath, immediately after breakfast, to the country on their bicycles,* persons coming to church meeting them on the way. That these riders qualify as *bona fide* travellers when they penetrate into the country is also a sore point with the Presbytery of the Free Kirk. Sunday in London is dull enough; but Sunday in a Scotch town is worse, and surely the sin of riding off into the country and seeing God's works, in preference to the bricks and mortar of man's work, is not a very heinous one. No amount of "going to church" will avail unless the mind desires it, and "example" is really the only plea the Kirk can confidently urge. — *Wheeling.*

IN speaking of bicycle road racing, an English sporting paper says: "Road racing is all the more to be condemned, because there are ample facilities for conducting competition otherwise. In the early days of the sport, perhaps, there was greater excuse to be found for it. Prepared tracks were then unknown, or were very rare, and, while the present rate of speed had not been attained, the number of entries was commonly much below that to which we have recently been accustomed. Now, however, there are cinder tracks in most places of importance, and where these are not to be obtained it is seldom difficult to get a tolerably good grass track, which is certainly much better for racing purposes than a rough, uneven road. Consequently, no apology can be made for road racing. No doubt there is a certain amount of interest in knowing how far and how fast a man can travel on a bicycle or a tricycle on the highway, but evidence sufficient to gratify curiosity on that point has already been afforded, and the public are willing to take for granted everything that can reasonably be claimed in the matter. What they demand, and have a right to demand, is that contests which can be better and more profitably and harmlessly decided elsewhere shall not take place on the high road."



The SPRINGFIELD ROADSTER for 1888.

YOST AND McCUNE PATENT.

This is an absolutely safe wheel, which retails for $75, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all-round road riding and hill climbing ever offered the public for the money. Best class of cold-drawn weldless steel tubing in handle bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first class as to its workmanship and material.

The 1888 pattern SPRINGFIELD ROADSTER for $100 has ball bearings all round, and cow-horn handle bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of $25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

RETAIL SALESROOM, 147 WASHINGTON STREET, BOSTON.

Branch Offices in all the leading cities.

SPRINGFIELD BICYCLE MFG. CO. - - 9 Cornhill, Boston, Mass.

A SIX-DAY race at Newcastle, Eng., was started Dec. 5. At the end of the fifth day the score stood: Battensby, 659 miles 3 laps; Young, 659 miles 3 laps; Terront, 650 miles 10 laps; Parkes, 604 miles 4 laps; Lamb, 597 miles 7 laps: and Symington, 551 miles 5 laps. The final scores were: —

	Miles.	Laps.
Battensby	792	3
Young	792	2
Terront	704	3
Lamb	686	4
Parkes	677	1
Symington	600	6

ONE of the most remarkable cases of lost, strayed, or stolen bicycles has just been hunted to the finish. About the middle of last October the Pope Manufacturing Company shipped a Columbia light roadster from their factory at Hartford, by freight, to a party in a Western city. When the crate reached the consignee it was found to contain a second-hand Expert, instead of the new light roadster. The Pope Manufacturing Company has always employed a complete system of numbering, and an examination of the second-hand Expert proved it to be a machine which was sent out new from the factory a year or so ago, billed to a place which happened to be on the line of railroad through which the new machine passed. Detectives were employed, and suspicion soon centred upon a former employee of the railroad company at that town. A search warrant was procured, his mother's house searched, and the bicycle was found in the parlor. It seems that the party originally had stolen the Expert; that he exchanged it during the night while the car containing the light roadster was side-tracked and accidentally left unlocked. The thief represented to his mother that he had made an exchange of his old bicycle for a new one, and was to pay five dollars a month instalments until the bonus was made up. The mother believed the boy, and had already promised to advance him the necessary money to pay up the instalments. A warrant for his arrest was to be taken out, and he was to have been brought before the grand jury, which was then sitting in a neighboring town; but on account of his widowed mother, the Pope Manufacturing Company very considerately refused to prosecute him, and have suppressed the name of the town and party. — *Herald.*

IT is said that engraved visiting cards are becoming very fashionable of late. To meet this demand, we have added an engraving department, and can furnish 50 engraved cards from copper-plate, post-paid, for $1.25. Prices for stamping and embossing, plain or in colors, upon application. Estimates for engraving or printing of any kind furnished. CHICAGO MANFG. AND PRINTING CO., 71 and 73 Randolph St., Chicago. (Van Sicklen & Thorne, Props.)

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 119 — Total 40 — 11,939.

BOSTON, Dec. 30, 1887.

CALIFORNIA DIVISION — 1. — 344.

Unattached.

17173 Claymour, Edw., 118 Sutter St., San Francisco.

COLORADO DIVISION — 1. — 46.

Unattached.

17240 Ammen, D. K., 1215 Twenty-seventh St., Denver.

ILLINOIS DIVISION — 11. — 635.

Ottawa Cycling Club.

17220 Amber, Bert, Ottawa.
17221 Day, Elmer E., "
17222 Devlin, D. E., "
17223 Merrifield, Lou, "
17224 Seeley, W. L., "
17225 Strawn, Lester H., "

Quincy Bi. Club.

17219 Osborn, Frank W., 720 No. 4th St., Quincy.

Unattached.

17241 McLean, B. F., Macomb.
17242 Whitaker, C. H., Jr., "
17243 Beatty, Guy, Delavan.
17244 Young, Thos., Le Roy.

IOWA DIVISION — 3. — 150.

Unattached.

17245 Bell, Wm. B., 207 E. 4th St., Muscatine.
17246 Lee, A. W., "
17247 Reuling, Ad., 109 E. 4th St., "

KANSAS DIVISION — 1. — 180.

Unattached.

17248 Kirk, D. K., Garnett.

MARYLAND DIVISION — 1. — 289.

Baltimore Cycle Club.

17226 Beckley, G. Herbert, Reisterstown.

MASSACHUSETTS DIVISION — 2. — 1,328.

Columbia Bi. Club.

17249 Schmadl, Fred. A., No. Attleboro.

Unattached.

17250 McDowell, John, 20 Cedar St., Malden.

MINNESOTA DIVISION — 1. — 108.

Unattached.

17251 Gates, J. G., N. P. Frt. Office, Minneapolis.

NEW YORK DIVISION — 14. — 2,317.

Citizens' Bi. Club.

17252 Ashforth, George, 151 W. 44th St., New York.
17253 Wells, Dr. B. H., 72 W. 115th St., "

College Club.

17227 Landon, Chas. W., Claverack.

Cortland County Cyclists.

17254 Corey, Fred B., Homer.

Lockport Wheelmen.

17228 Scott, Bert, care Holly Mfg. Co., Lockport.

Long Island Wheelmen.

17229 Bishoprick, N. J., 343 Decatur St., Brooklyn.
17230 Ruwe, Geo. H., 55 Maiden Lane, New York.
17231 Smith, Wilson K., 112 Rodney St., Brooklyn,
17232 Tunison, F. M., 177 Gates Ave., "

Y. M. C. A. Wheelmen.

17233 Dunham, G. M., 416 W. 14th St., New York.
17234 Hart, Wm. J., 314 W. 12th St., "
17235 Yates, S. W. M., 472 W. 34th St., "

Unattached.

17236 Guthrie, H. Will, 85 Central Ave., Rochester.
17237 Nelson, L. H., 26 W. 60th St., New York.

OHIO DIVISION — 1. — 940.

Unattached.

17255 Martin, Kile K., 80 No. 4th St., Columbus.

PENNSYLVANIA DIVISION — 1. 1,730.

Unattached.

17238 Allen, Grant S., Emporium.

RHODE ISLAND DIVISION — 1. — 179.

Unattached.

17256 Rawlings, Geo. S., 17 Coville St., Providence.

SOUTH CAROLINA. — 1. — 2.

Unattached.

17257. Whilden, Herbert B., 163 Spring St., Charleston.

VIRGINIA DIVISION — 1. — 86.

Norfolk Cyclists.

17239 Taylor, W. R., 15 York St., Norfolk.

RENEWALS.

BOSTON, Tuesday, Dec. 27, 1887.

LIST 4.

THE following renewals are received to date: —

Alabama,	1.	Minnesota, 4.
California,	3.	Missouri, 36.
Colorado,	1.	Montana, 1.
Connecticut,	19.	Nebraska, 1.
District of Columbia,	24.	New Hampshire, 2.
Georgia,	3.	New Jersey, 30.
Illinois,	33.	New York, 102.
Indiana,	5.	Ohio, 18.
Iowa,	8.	Pennsylvania, 39.
Kansas,	3.	Rhode Island, 5.
Kentucky,	3.	Tennessee, 1.
Louisiana,	4.	Texas, 1.
Maine,	1.	Vermont, 2.
Maryland,	25.	Virginia, 2.
Massachusetts,	42.	West Virginia, 2.
Michigan,	8.	Wisconsin, 6.
Total,		446.

LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888: —

Washington Cycle Club, Washington, D. C.
Mercury Bicycle Club, Minneapolis, Minn.
Mercury Wheel Club, Flushing, Long Island, N. Y.
Cortlandt Wheelmen, Peekskill, N. Y.
McKeesport Cyclers, McKeesport, Pa.

NEW CLUB.

185. Ottawa Cycling Club, Ottawa, Ill. Organized December, 1887; joined the League, Dec. 30, 1887.

AUBURN, N. Y., hopes to have a bicycle factory within its borders. The *Dispatch* says: "A prominent manufacturer of bicycles from England is now in Auburn for the purpose of discussing the project of establishing a bicycle manufactory in this city. This gentleman is owner of valuable patents on every part of bicycles in general use throughout this country and England. The location of an enterprise of this kind in our midst would be of great value to Auburn, and would probably grow to large proportions. This fact was recognized immediately by leading members of the Board of Trade, and the gentleman was invited to meet the board and give the matter a thorough discussion. On Thursday he met the manufacturing committee of the board, and his representations were received with such favor that, at the suggestion of the committee, Secretary Lawton sent out of the city for bicycle experts who appeared before the committee on Friday and acknowledged the superiority and desirability of bicycles equipped with the English gentleman's patents over all other wheels made in the world At the conclusion of the session the committee passed a resolution to bring the matter before the Board of Trustees on Monday evening."

THE CLUB.

WAPPINGERS WHEEL CLUB, Wappingers, N. Y. — Organized Nov. 16. Officers elected for ensuing year: President, A. M. Roy; secretary, James Hunter; treasurer, Frank Warhurst; captain, H. H. Brown. The club has rooms in a fine location, and have at present a membership of seventeen, with bright prospects of growing stronger before spring.

THE Columbia Bicycle Club of North Attleboro', Mass., opened its new quarters in Boyle Block on Thursday evening of last week. The guests were received in the new rooms, and a ball was held in the hall above. The new quarters comprise five rooms well furnished. Among the invited guests present were President Emery and Capt. Lowell of the Roxbury Club. At the annual meeting Monday evening the 19th, the following officers were elected for the coming year: President, O. W. Clifford; vice-president, W. E. Luce; secretary, Thos. E. Bell; treas., C. F. Kurtz; capt., F. C. Groton; 1st lieut., W. F. Swift; 2d lieut., E. A. Whitney; bugler, C. C. Whitmarsh; examing committee, president, secretary, treasurer, J. G. Platner and F. B. Brigham.

RUST REMOVER, fine, medium, or coarse; nothing better made; per package post-paid, 22c. Rust preventative, per package post-paid, 20c. Finest quality sewing machine or bicycle oil, will not freeze, gum, or become rancid; two-ounce bottles, post-paid, 12c., three for 30c.; one dozen by express, 50c. CHICAGO MANFG. & PRINTING CO., 71 and 73 Randolph St., Chicago, Ill.

OFFICIAL ANNOUNCEMENTS.

MICHIGAN DIVISION.

Hotels.	*L. A. W. Rate.*
Devil's Lake, Allen's,	$1 12½
Jonesville, Grosvenor,	"
Milan, Rive's,	1 00

J. H. JOHNSON, *C. C.*

DETROIT, Dec. 19, 1887.

MARYLAND DIVISION.

A SPECIAL meeting of the Maryland Division will be held on Saturday morning, Jan. 7, at the club house of the Maryland Bicycle Club, Mount Royal Terrace, Baltimore.

It is earnestly requested that every member of this Division will make it a point to be present on the above date, as the business before this meeting will be of great importance, and a full and representative meeting is very necessary to intelligent action.

A. E. MEALY, *C. C.*

MICHIGAN ROAD BOOK, 1888.

CORRECTIONS and additions to 1887 road book will be sent to press in January, consequently, it is important that all such should reach me as early in the month as possible.

Let each and every member consider himself a special committee on the subject, and contribute his mite without delay. The changes will be printed and arranged so that they can be attached to the stubs left for the purpose.

J. H. JOHNSON, *C. C.*

DETROIT, Dec. 19, 1887.

MARYLAND APPOINTMENT.

I TAKE pleasure in appointing as local consul of Baltimore (Eastern) Mr. Chas. L. Mitchell, corner Gay and Lombard Streets.

The following hotels are hereby appointed as L. A. W. hotels. The reduction to members, on presentation of L. A. W. tickets, are as follows: —

Hotel Hamilton, Hagerstown, Md.: Regular rates, $2.00; L. A. W. rates, $1.50

Griffith House, New Market, Md.: Regular rates, $1.50; L. A. W. rates, $1.00.

A. E. MEALY, *C. C.*

BALTIMORE, Dec. 23, 1887.

NEBRASKA REPRESENTATIVE.

T. H. POLLACK, of Omaha, is appointed representative for Nebraska.

H. C. Miller is appointed local consul for South Omaha.

F. N. CLARKE, *C. C.*

COAL AND COKE.

Another Splendid Christmas and New Year's Annual for 1888. — The Latest and Best of the Rock Island Series.

THOUSANDS who have perused with delighted interest the pages of "Watt Stevens, the Genius of Steam" (1885); "Voltagal, the Genius of Electricity" (1886); and "Petroleum and Natural Gas" (1887), will be pleased to know that the Chicago, Rock Island and Pacific Railway will issue another magnificent souvenir for the Christmas and New Year season of 1888, which surpasses in many respects, anything of the kind heretofore published. "Coal and Coke" is the title of the work, and the subject has been exhaustively treated. It is written in a captivating colloquial style, embodying a vast amount of information in regard to coal strata; their relative position in the earth's crust; where deposits occur, — their nature and extent; the different processes of underground mining; how coal is converted into coke, and some of its varied and multiple uses.

The book is profusely illstrated from original sketches. Although the expense has been very great, the Rock Island has concluded to supply "Coal and Coke" at the nominal rate of ten cents (for postage) per copy. Enclose your address plainly written (also ten cents in stamps) to E. A. Holbrook, general ticket and passenger agent at Chicago, Ill., and a copy of "Coal and Coke," will be mailed to you, prepaid, to any part of the world.

IMPORTANT.

The ***Grand Union Hotel***, opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European Plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

ADVERTISEMENTS will be inserted in this column as follows: Fifty cents for four lines, first insertion; twenty-five cents for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

DOES ANY ONE WANT TO BUY A NEW Columbia Light Roadster tricycle or bicycle? If so, make us an offer. T. R. RAYL & CO., Detroit, Mich.

CHEAP. — A 50-inch Expert, half nickelled, with lamp, bell, whistle, two cementing lamps, spoke grip, and all tools and tool bag, 1887 pattern, Kirkpatrick saddle; all for $75 cash; have been offered $90, in exchange. Address L. A. W., 12,152, Box 404, Larned, Ka.

SOCIABLE FOR SALE. — Meteor Sociable, 48-inch wheels, balls all over, open front, keep-step crank shaft; good order and condition; cost $225; will sell for $125. Address X. X., this office.

WANTED. — Expert or other good wheel, enamelled or nickelled, late pattern, 50-inch, ball bearing, in good order; will pay cash. Address BICYCLE, P. O. Box 2434, New York City.

BICYCLES, SECOND-HAND. — If you wish your wheel sold quickly, at a small commission; or if you wish a choice from the biggest list of big bargains in America, send to MANHATTAN WHEEL EXCHANGE, 49 Cortland St., N. Y.

RENEWAL BLANK.

Please fill out the blank below, and send it with $1.00 enclosed, and your number, to

ABBOT BASSETT,

Box 5267,

Boston, Mass.

DO NOT FORGET TO SEND OLD NUMBER.

If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

No. .....

Name, ...

P. O. Address, ...

City and State, ...

Club, ...

Enclosed find
$1 for renewal.
.25 " holder.
.25 " marking.

OUR LITTLE FLYER.

STILLMAN G. WHITTAKER

Has closed the season for us with the most wonderful road performance ever recorded by the wheel press, making in the 24 hours, on an ordinary 51-inch Light Champion taken out of stock and weighing 40 pounds, the phenomenal distance of

323 MILES.

Proofs of the ride have been submitted to the interested press, and this record has been accepted by every cycle paper in the country without a single dissenting voice, and the doubter has but to write any cycling editor to become himself convinced.

The American Cycles are road machines, and strong enough for the toughest American roads. They hold every American road record from 10 miles up to 24 hours; hence it would seem that they run even more easily than the frail and specially constructed wheels that our competitors have used in their futile attempts to wrest the records from riders of Champions.

Oh, but the bearings do tell, sure enough!

And that little track trial of Dingley's, at Lynn, on a 36-lb. Champion, still stands at the head, notwithstanding that most of the racing cracks, on racing machines, mind you, have had a go at it. In the words of Sammy Hollingsworth, "It was a wonderful record."

If you wish to purchase the best and easiest running road machines in the world, correspond with

GORMULLY & JEFFERY MFG. CO.

CHICAGO, ILL.

Largest Manufacturers of Cycles and Sundries in America.

VOLUME NO.

6

THE L A W BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA:

PUBLISHED WEEKLY:

FLEMING-B. BREWSTER-ALLEN, N.Y.

$1,00 A YEAR.
3 CENTS PER COPY.

BOSTON, JANUARY 6, 1888.

VOL. VI. No. 1.
WHOLE NUMBER, 132.

"The Most Comprehensive Cycling Catalogue Published."

60 PAGES.

THE COLUMBIA CATALOGUE

FOR 1888.

Published Tuesday, Jan. 10, 1888. Free by mail upon application.

POPE MANUFACTURING CO. } Principal Offices, 79 Franklin Street, BOSTON.
Branch Houses, { 12 Warren Street, NEW YORK.
291 Wabash Avenue, CHICAGO.

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OF THE

CITY OF BOSTON

The Rudge Agency (recently relinquished by Messrs. Stoddard, Lovering & Co.), will be continued at the same place, 152 Congress Street, Boston, Mass., by **H. M. SABEN**, who has been actively connected with the agency during the past two years. The 1888 Rudge Catalogue is now in press.

$5000 a 10 cent.

NOW!

Abbot Bassett. Mass. 6, 1924.

Send us your name, address and League number, if a member, on a postal card, and we will add it to our PERMANENT MAILING LIST. During the coming year we expect to circulate a great deal of IMPORTANT INFORMATION through the mails, and you can get it for the trouble of writing a postal card. Very soon we will have something to say to you about VICTOR CYCLES FOR 1888, and it will be worth your while to read it. WRITE A POSTAL.

OVERMAN WHEEL CO., 182-188 Columbus Ave., BOSTON.

FRED B. KIMBALL, of the Somerville Club, has been declared the winner of the gold watch offered as a prize to the member who made the largest number of club runs during the season. Mr. Kimball attended every run made by the club but one.

RUST REMOVER, fine, medium, or coarse; nothing better made; per package post-paid, 22c. Rust preventative, per package post-paid, 20c. Finest quality sewing machine or bicycle oil, will not freeze, gum, or become rancid; two-ounce bottles, post-paid, 12c., three for 30c.; one dozen by express, 50c. CHICAGO MANFG. & PRINTING CO., 71 and 73 Randolph St., Chicago, Ill.

CHEAP FARMING LANDS SOUTH.

IT is a recognized fact that the cheapest farming lands in America to-day are in the South, and men of much or moderate means, looking for real estate investments, or permanent homes, should not fail to visit the following points, where so many northern people are now settling, viz.: Jackson, Tennessee; Aberdeen and Jackson, Mississippi; Hammoud, Crowley, Jennings, Welsh and Lake Charles, Louisiana. Round Trip Tourist tickets, limited to June 1, 1888, with stop-over privileges south of Cairo, Illinois, are on sale to New Orleans, Jennings and Lake Charles. For rates, apply to nearest ticket agent, and be sure your tickets read *via* the Illinois Central Railroad from Chicago or St. Louis. For pamphlet entitled "Southern Home Seeker's Guide," and circulars concerning the above-named points, address the undersigned, at Manchester, Iowa.

J. F. MERRY,
Gen. West. Pass. Agt.

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Made of the best calfskin, waterproof, and convenient, twenty-five cents each. On sale at GEO. R. BIDWELL'S, 313 W. 58th St., New York.

SIX CENTS IS N'T MUCH!

But it will buy the neatest, best, most accurate and satisfactory Guide-book of New York City ever issued — 128 pages and map. 50,000 of these already issued. Send **six cents** in stamps to Advertising Department,

Grand Union Hotel, New York.

Mention the BULLETIN and an extra copy will be mailed free.



L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1 00.

Ira Perego

128 and 130 Fulton Street, and 87 Nashua Street,

NEW YORK.

Send 2-cent stamp for our new 52-page illustrated catalogue.

THE FAMOUS CUSTOM-MADE

PLYMOUTH ROCK $3 PANTS

(Full Suits and Overcoats.)



It has been hard work to make people **believe** that we can cut, and make to order, a good pair of pants for $3.00. Pants that will **look** well, **fit** well, and **wear** well. By persistent advertising, we have induced a great many

DO YOU WEAR PANTS

people to **risk** $3.00 upon our agreement, endorsed by the American Express Co. (capital $20,000,000) to **refund money for any cause.** Then **doubt** yields to **surprise,** and the question everywhere is asked "How can we do it?" In that way we are building up and **holding** a large trade, scattered from Maine to California, that is buying everything from hats, Suits, Overcoats, and pants. For six cents we mail you twenty samples to select from, and self-measurement blanks, so accurate that we can safely guarantee a fit; also a good linen tape-measure, if you mention this paper; or if you would save time and leave choice of goods you prefer, send us your **waist, inside leg** and **hip** measures, together with $3.00 and thirty-five cents to prepay express or postage and packing and we will forward the goods, guaranteeing safe delivery and perfect satisfaction or money refunded.

"HOW CAN THEY DO IT?"

Write the American Express Co., Boston, about us, and they will reply at once.

PLYMOUTH ROCK PANTS CO.,
18 Summer Street, Boston, Mass.



RIDERS, NOW IS THE TIME **You need a Home Trainer** to keep yourself in condition. Don't store your Cycle away to rust and do you no good, but get the EUREKA HOME TRAINER AND BICYCLE STAND, and you and your machine will winter in good condition. For Sale by Cycle Manufacturers and Agents generally. **Price, $7.50.**

Patents applied for. M. A. WOODBURY, Manufacturer, Hadley, Mass.

STEEL BALLS OF BEST CAST-STEEL, FOR ANTI-FRICTION BEARINGS,

HARDENED, GROUND AND BURNISHED.

3-16" to 3" diam. Samples and prices on application.

SIMONDS ROLLING-MACHINE CO., Fitchburg, Mass.

The McClintock Home Trainer for 1888.

(PATENTED MARCH 22, 1887.)



Riders, now is the time to exercise at home. This trainer gives you the same motion as road riding. You shouldn't be without one. It can be used with any style of cycle. Send for circulars. Price, $13.00. Special discounts to dealers.

Address, McClintock Home Trainer Co.,
No 431 Market St., Williamsport, Penn.

ESTABLISHED 1846

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Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio,** for largest List of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,
SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

SINGLE COPIES - - - - - - - 3 CENTS.

SUBSCRIPTION PRICE TO OTHER THAN LEAGUE MEMBERS, $1.00 A YEAR.

CLUBS OF FIVE - - - - - - $4.00 "

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith.

Members should be careful to notify the EDITOR promptly of any change in their residence, giving their old as well as new address. Great care is taken with the mailing list. All changes received after Tuesday night can not be attended to until the following week, as at that time the list goes to printer for revision. Members who write for back numbers will have them forwarded on Friday, our regular mailing day.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W.," see special page in Advertising Department.

THE League has been criticised by the press for refusing to do anything for the riders of Alabama who are not allowed on the road controlled by a private corporation. It is a case where there is the will without the power. It must be remembered that every time the League has gone to law in a case of this kind, it has lost. The North Carolina case and the Central Park case are notable examples. In the first case, the courts decided that a corporation, which builds a road and maintains it, can have the right to regulate travel upon it; and in the Central Park case, the Commissioners were conceded the right to prohibit the entrance of cyclers. The Alabama case is one precisely similar to that of North Carolina. The decisions are against us. The public highway is open to all vehicles, cycles included, and the League has shown this in the courts several times. Corporation roads do not appear to be subject to the same laws that public highways are. It may be that in the near future we shall be able to get justice from the private corporations, but just now it is fruitless to go to the courts.

BUT there are other ways in which the ends of the League may be gained. Public opinion can be moulded and legislation can be obtained. The League cannot with ease do this work for the wheelmen of Alabama, but it can extend aid in many directions. It will be well, therefore, if the editors and correspondents will stop criticising the League for not doing what it would gladly do had it the power, and unite with the League officials and the wheelmen of Alabama in converting the powers that be in that State to a correct understanding of what they must soon do for the wheel. This is a case where the law has to be shaped to meet our purposes. It seems to be against us now.

NOW give us your ideas, or else forever after hold your peace. The League is to be reorganized. We are to start out anew, under rules and regulations which are thought to be best suited to a large organization such as the League has grown to be. The committee invites suggestions and hints from each and every member. These will be received, considered, and acted upon at a meeting to be held in Buffalo, Jan. 27. If you have an idea, send it to the committee. At this time hints and suggestions will be of more value than they can possibly be after the rules are made.

IT is desired to organize the League in the best possible manner for speedy and effective work. There are no axes to be ground, and the minds of the Special and the Executive Committee are open to good ideas from whatever source.

THE plan of the committee will come before the New York meeting in February, but the new code cannot be finally acted upon until the annual meeting. If those people who have been saying, "The League does nothing!" will send to the committee just their ideas regarding what should be done, and the manner of doing, they will now be given a patient hearing.

THERE are some who claim that the BULLETIN should be issued monthly, others say that once in two weeks is often enough. Some claim that we should have a newspaper, and from other quarters comes the cry, "Make it simply a League circular." The BULLETIN has, for want of funds, been unable the past year to present what it would like to, but hopes for better things in the future. The committee would be glad to get the ideas of the membership regarding the frequency of issue, and the character of the BULLETIN.

THIS proposition will come before the Buffalo meeting, and be urged very strongly. A well-known member of the League tells us he believes it to be the right thing to do towards clubs that are loyal to the League, and compel the members, one and all, to unite with it. It will be proposed that the dues be increased to $1.25 per year, and that clubs that qualify as League clubs be allowed a discount of twenty-five cents pe member. This question will come up for discussion. If you have an idea for or against it, send it to Buffalo.

AN English writer, starting with the assumption that all cyclers have inbent knees, recommends occasional horseback riding to correct the evil.



HARRY D. COREY.

UPON the retirement of Messrs. Stoddard, Lovering & Co. from the bicycle business, their manager, Mr. H. D. Corey, who is so well and favorably known in the cycling world, accepted the invitation of Col. Pope to enter the service of The Pope Manufacturing Company. A brief sketch of Mr. Corey is appended: —

Beginning as a rider of "The Bone Shakers" in 1878, he transferred his affections in 1879 to the ordinary bicycle and has since that time been one of the most energetic wheelmen in the country.

In 1883 he was offered the position of manager of the bicycle department of Messrs. Stoddard, Lovering & Co., and in that capacity has continued with them up to Dec. 31, 1887. This firm had been importing bicycles for other houses for some time, and perceiving a great future in the wheel business, they decided to make it one of the departments of their already large importing business, and finding in Mr. Corey the person they wanted, they offered him the position as their manager. He was first heard of in the racing line in 1883, and during that year placed to his credit thirteen first prizes out of a possible sixteen. During the last three years the pressing demands of business have required his undivided attention, but he has managed to break several long-distance records during that time. Unlike most of the racing men, who trained long and steadily for a performance, he did his racing almost always at a few days' notice, depending upon his fine physique to accomplish his purpose, and was generally successful. During the Springfield Tournament of 1883, he mounted his bicycle and broke all the records from one to ten miles inclusive, excepting the 2-mile and 5-mile, the act being more remarkable as he had never ridden a 10-mile race in his life until the day before. For his performance, the Springfield Bicycle Club presented him with an elegant gold watch, valued at $150.

This ended his career on the path, but among a number of his noteworthy performances was his riding down Mount Washington in the spring of the same year. Any one who has come down this steep ride can have some idea of the nerve it required to handle the bicycle during the descent. In the same year he rode up Corey Hill, at Brookline, on an ordinary bicycle, being the first to successfully mount the hill, although it had been tried by numberless riders, and it was some two years later before another rider accomplished the same feat. For this performance, Messrs. Rudge & Company presented him with a beautiful 53-inch Rudge Light Roadster, during his visit to England in 1884. A little later in the same year, he broke the record around Chestnut Hill Reservoir,

which had been standing for four years, and in the latter part of the same year he broke the twenty-four-hour record on his bicycle. For his many notable performances he was called the "Record Breaker."

As a judge of bicycles and tricycles, Mr. Corey is considered one of the best authorities, as his extensive acquaintance among manufacturers and cyclists, both in England and America, combined with a decided mechanical taste, gives him unequalled advantages for ascertaining the wants of riders and in securing the most valuable improvements. It has been his policy to carefully consider the requirements of cyclists and combine, in the greatest measure, simplicity with durability. When only twenty years old, he was sent to England by his firm to superintend the building of their stock of cycles, and after the completion of his sample machines, he gave Messrs. Rudge & Co. the largest export order that was ever given. The death of his father, while Mr. Corey was in England, a short time ago, left him in an independent position, but he much preferred to be busy; and upon the retirement of Messrs. Stoddard, Lovering & Co. from the bicycle business, after considering several very flattering offers, he decided to enter the service of the Pope Manufacturing Company, believing in the great future of American manufacturers.

Although heretofore a strong competitor of the above firm, his relations with them had been most friendly, and while having nothing but the kindest feelings towards his English rivals, his energies for the future will be used for the perfecting Columbia bicycles and tricycles, a departure in which many of his friends will greatly welcome him.

THE OWL.

DR. BECKWITH has been astonished during the past week by the number of his friends who have called upon him in an unprecedented manner, and each one of whom seemed particularly anxious about the welfare of his family, while the more intimate ones openly requested an introduction to his daughter. Now as doctor is a confirmed bachelor, he was somewhat astonished at this request, which, needless to relate, he had to refuse to grant. Inquiry as to the cause of the mistake developed the fact that the error grew out of the publishing in Saturday's *Graphic* of a series of illustrations, having for their subjects the belles of New York, prominent among which was a Miss Beckwith, whom the *Graphic* stated had spent most of her time abroad, but was the daughter of Mr. N. M. Beckwith, and doctor's friends at once concluded that he was the honored parent, and had been trying to steal a march on them by keeping the young lady in Europe. While I am of the idea that doctor would not object to playing father to so handsome a daugher, yet I am forced to declare that he is at present unblessed with any such lovely incumbrance as the foregoing, so manufacturers can save postage by not sending him the usual price lists for ladies' trikes, tandems, etc.

IN a recent article on the *chefs* of New York, in the *World*, which was accompanied by illustrations of the most celebrated of them, a likeness of a handsome young man in bicycle uniform was shown as representing Frederick Hemmerle, who presides over the kitchen in the palace of Cornelius Vanderbilt. Mr. Hemmerle spends part of the $200 per month that he receives for his services in bicycling, at which he is as great an adept as at cooking. Here's a chance for some swell club to get up a bicycling banquet under competent and experienced management.

MESSRS. RANCHFUSS & SCHRENKHEISEN, of the New York Club, have gone to Bermuda to continue the wheeling there, that is denied them here by the inclemency of the climate.

THE Citizens Club held high carnival on New-Year's eve, sent the old year out with a hurrah, and welcomed the new one in with wine, smoke, and song. As is usual upon these annual high jinks of the otherwise sedate Citizens, they worked in perfect accord with old, for while the former attended to keeping everybody wet upon the outside, by means of a pouring rainstorm, the Citizens saw that every one got thoroughly wet upon the inside, so that one treatment neutralized the other in a most harmonious and satisfactory manner.

THE latest aspirant for honors under the management of the famous "Senator" Morgan, will be Miss Myrtie Peek, who sailed on Saturday for Liverpool. She is under contract with the "Senator" to ride in six-day races against the American team. Miss Peek is a very dashing specimen of an American Amazonian equestrienne, and has been for several years past a drawing card upon the various trotting tracks, where her riding against Time has pushed that old gentleman pretty close to the wall of record. She makes use of several horses in these exhibitions changing them every mile or so without dismounting. The "Senator" has shown his usual shrewdness in capturing this drawing card for his cycling aggregation. I understand, however, that should Miss Peek succeed in defeating the wheelmen, that the "Senator" will at once issue a challenge in the name of an "unknown" of her own sex, to ride against her for six days. While I am not entirely positive as regards this "unknown's" identity, yet I am led to believe that she will prove to be a lovely Sioux squaw, the daughter of a prominent chief, who has been secured for this purpose by "Senator's" agents, at a great expense and much diplomacy.

IN a small social club in one of the rural districts of Russia, which bears the sneeze-like title of Tchernizoff, the following set of rules are in existence, and are prominently displayed in the club-rooms: —

1. It is prohibited to enter the club with greased boots.
2. Tradesmen are not allowed to enter the club in their working clothes, which exhale the disagreeable odor of fish, grease, or leather.
3. A dress coat must be worn at all New-Year's or Easter dances. Any one appearing in a velvet waistcoat or a green necktie is fined one rouble. The fines cover the expenses for the band.
4. The members are especially requested not to use the window curtains as pocket-handkerchiefs. Offenders of this sort will be expelled from the club.
5. During dances, members smoking in the ladies' room will be fined twenty-five copecks, the fines to be expended in toilet power and *eau de cologne* for the ladies.
6. During quadrilles flirting is prohibited, and no one is allowed to step over the borders of decency.
7. It is strictly prohibited to get indecently drunk, as has happened before now.
8. It is prohibited to strike a partner in the face.
9. In case of disagreement at billiards, it is strictly prohibited to hit a partner with a cue.

After reading them, I have concluded to insert them here for the benefit of cycling clubs just forming, who may perhaps by modifying them make them serve for their own use.

THE OWL.

WHEELMEN think more of revolutions than of resolutions.

FROM A FEMININE POINT OF VIEW.

I HAVE just received the tourmaster's beautiful souvenir of the ladies' tour. It is beautifully bound in book form, and contains an account of the tour written by the tourmaster, a number of views of Gloucester and Magnolia, including Norman's Woe, Rafe's Chasm, the quarries at Rockport, distant views of Rockport, several groups taken by the roadside, and a separate picture of each couple that attended. Mr. Spencer has made a very pretty frontispiece in water colors. The whole thing forms a most attractive souvenir of a very memorable and delightful trip.

THERE has come to me from Northboro', Mass., a photo showing a tandem driven by two young ladies, who use the machine for going to and from school. They write me as follows: —

"The riding season in this vicinity has just ended with our first fall of snow, and in compliance with your request, I send you our record for the year. We have made three hundred and ninety miles on the tandem, since the 1st of May. Also, Alice has made one hundred and sixty-five miles and Jennie thirty miles on the single tricycle. With the exception of a few short trips, this record has been made riding to and from school.

"Very truly yours,
"ALICE M. WOOD.
JENNIE BIGELOW."

MISS CARRIE D., of Brooklyn, writes that she has ridden seventeen hundred miles the past year, the greater part of which has been on a tandem. "My riding," she says, "is somewhat devoid of interest to the world, though it is full of delight to me, for I ride mostly over the park roads, varying these only occasionally by runs to Coney Island and other places."

I WISH the letter from a physician published in the last BULLETIN could be given a large circulation among the ladies who do not ride, for I believe it would convince many of what we, who ride, are well assured, that of all forms of out-door exercise, tricycling is decidedly the best. I am very glad to have the indorsement of a physician regarding its superiority to horseback riding and walking, and I shall make good use of what he says in talking with my friends.

ONE of the English papers has given a great deal of space to letters from ladies regarding the benefits of cycling. In a copy which is before me, a lady doctor advises ladies, who doubt the widsom of cycling for themselves, to consult their doctors, and not the general public, on the subject. She adds, quite as sensibly, that some practical knowledge of cycling is necessary, in many cases, to enable a doctor to give an opinion of much value. Another lady, apparently "hailing" from Devonshire, writes a long letter on the subject of cycling costume, and ends by announcing that four or five years ago she was "a very frail creature," and unfit for much exertion, whereas now she counts a seventy-mile ride a trifle, and rowing on a long boating trip a joy. "My present good health," she says, "*may* be owing to something else, but my friends mostly agree with me that cycling is the cause of it."

VIOLET LORNE says: "We are all on the tiptoe of expectation for the Stanley Show, and the new patterns of tricycles for which our souls are thirsting. Various firms throw out dark hints as to the perfected perfection one may expect, especially in the matter of machines especially dedicated to feminine riding, makers having at last awakened to a sense of their solemn responsibilities in that matter. Humber & Co. promise us something lighter, better, and more tempting than anything ever yet seen, while the other manufacturers are evidently determined to outdo all their own past efforts."

AMERICA will not be behind England in this respect, rest assured. I am told that the Pope Manufacturing Company will bring out a new machine for the ladies which will have an open front, be of light weight and of moderate cost This is good news. Mark the open front feature. I believe I have sa d more than once that the handle bar was an objection in the ladies machine, though it improved the old form of side handle steering. And now the leading maker comes out with an open front machine, and another manufacturer will have one to offer.

I HAD the pleasure of riding a new wheel last week, which is to come out next season. I think it will take with the ladies, for it is light, inexpensive, very firm on the ground, and has an open front, and handles which adjust forward and back, as well as up and down.

IT departs somewhat from the machines we have been riding, for it has four wheels which are placed in the same position regarding each other as carriage wheels are placed, thus giving two tracks instead of three, and having a broader and firmer base than the triangle of a tricycle can possibly offer. Though it has four wheels, it will weigh not over fifty-five pounds. The wheels are of wood, very light and graceful, and the action is like all our wheels, the ordinary crank movement, with two toothed wheels, and a connecting chain.

I WANT to say here and now, that this column is for the benefit of the ladies, and any machine or accessory that appeals to the especial consideration of the sex will receive attention if properly introduced. I am familiar enough with newspaper practices to know that the editor's blue pencil wars against anything that has the appearance of a puff for a dealer's goods, but the ladies' column has been specially favored in the past by the editor, and I think it will be in the future. And so, Messrs. Manufacturers, let us know what you are going to do for us, that we may proclaim it. DAISIE.

THE KEMPSTER ROWING TRICYCLE.

THERE was an exhibition and trial of the Kempster Rowing Tricycle at the Mechanics' Building, on Thursday of last week. The great hall was opened, and some half-dozen of the machines were placed at the disposal of visitors to ride about upon. The machine has been greatly improved since last season. It is now much lighter, is free from the objectionable side bars that were upon the first machine, and has wooden wheels in place of the spider wheels. The motion is precisely like that of rowing, and the rider sits on a sliding seat. There is no question but that, as an exercising machine on a floor, it is a grand thing. Every muscle of the body is brought into play, and there is an exhilaration about the riding not unlike that which goes with a pedomotive machine. We found it to be grand fun to circle at speed about the great hall, but when we are asked if we consider this to be a good road machine, we prefer to reserve our opinion until it is proven to be such. We are willing to grant that upon good roads the machine presents a very fine method for exercising, but we are not yet convinced that it can be used for travel or for riding about with any other object in view than athletic exercise. Among those who tried the machine were Colonel Pope, Chas. E. Pratt, Esq., and several other well-known wheelmen.



THE VOLUNTEER COLUMBIA.

MANUFACTURED BY THE POPE MANUF'G CO.,
79 FRANKLIN STREET, BOSTON.

THE Pope Manufacturing Company allow us, this week, to announce the new bicycle which they will put upon the market the coming year. The choice of a name is a most happy one, and it may prove an omen of success on the land, as it did on the water last year. The bicycle is made entirely of steel, is first-class in every respect, though it sells at a moderate price. The following is given as a brief of the machine, and it tells the whole story: —

BRIEF OF 50-INCH. — Metal parts all steel, and no castings. Endless moulded rubber tires, $\frac{7}{8}$-inch front and $\frac{3}{4}$-inch rear. Crescent felloes. 56 and 18 direct spokes. No. 11$\frac{1}{2}$ gauge, with both ends enlarged. 4$\frac{1}{4}$-inch recessed steel hubs, on 8$\frac{3}{4}$-inch axle, with 5$\frac{3}{4}$-inch spread of spokes. Detachable Knous cranks, 5, 5$\frac{1}{2}$, and 6 inch throw. Columbia "double-grip" rubber ball-pedals. 18-inch rear wheel. Columbia adjustable ball-bearings to front and rear wheels. 1$\frac{3}{8}$ inch cylindrical perch, made of imported patent cold-drawn seamless steel tube. No. 15 gauge. 5 inch cylindrical head. 4$\frac{5}{8}$-inch conical centres. Columbia elliptical, cold-drawn, seamless steel, tubular front, and semi-tubular rear forks. 28-inch hollow, continuous-steel, cow-horn handle-bar, 2$\frac{1}{2}$-inch drop. "Double-grip" vulcanite handles. One-piece leg-guard. Grip-lever spoon brake. Adjustable step. Kirkpatrick saddle. Tool-bag, with B. & S. monkey-wrench, screw-driver, and oil-can. Weight, with saddle and pedals on, 41 lbs. Price, $100, or $95 with parallel pedals. Difference of $2.50 for each two inches in size, up or down.

The company will make but four sizes of this machine, 48, 50, 52, 54 inch, and they offer this explanation of the low price at which they offer the wheel: —

"By dispensing with a few of the least essential advantages of our high-grade machines; by devoting less tool-work, labor, and time to the finishing of parts where appearance only, and not efficiency, is affected, omitting the expensive rubbing down and polishing of the successive coats of enamel; and, perhaps the most important factor entering into this side of the case, by constructing a large number of machines at once, of but *four sizes* and *one finish*, we are enabled to make and put our Volunteer upon the market at a lower price than a wheel of *equal value* has yet been sold at."

1887 RECORDS.

THE New York Club has brought up its mileage for 1887 to 26,141, reported by forty members. Those making over 1,000 miles are as follows, with their average per riding day, and best in a single day: —

	Miles.	Average.	In 24h.
J. M. McFadden,	3,004	29	116
H. M. Ascher,	2,170	21$\frac{3}{4}$	67
F. M. Daniels,	2,125	20$\frac{1}{4}$	61
J. H. Hansen,	1,958	21	77
G. M. Nisbett,	1,618	31$\frac{3}{4}$	75
E. J. Shriver,	1,524	30$\frac{1}{2}$	103
A. J. Patterson,	1,421	18$\frac{1}{4}$	62
W. B. Weir,	1,100	16$\frac{1}{2}$	69
E. M. English,	1,082	19$\frac{1}{4}$	54
A. L. Paynter,	1,046	17$\frac{3}{4}$	54

J. O. Jimenis has the high average of forty miles, with fourteen days' riding, and wins one of the prizes offered by the club at the beginning of the year.

IN spite of many assertions to the contrary, the practice of giving Christmas, Birthday, Valentine and Easter cards is constantly increasing. It is conceded that better results are obtained by purchasing direct from manufacturers, rather than dealers, in any line of trade. A sample souvenir for Valentine, Easter, Reward of Merit or Birthday occasions will be mailed for 5c., 10c., 15c., or 25c. each. Price governing quality and size. Elegant valentines at 25c., 45c., 70c., and 90c. each. Money will be refunded if not satisfactory. CHICAGO MANFG. & PRINTING CO., 71 and 73 Randolph St., Chicago. (Van Sicklen & Thorne, Proprietors.)

ST. LOUIS.

J. B. McCUNE, of the Springfield Roadster Company, was in the city this week. He could not say whether George Hendee would ride on the track any more or not, but he caused a great many eyes to bulge out by saying he has a man who can make a mile, on a 51-pound machine of his make, in 2.35. As this is pretty early in the season of 1888, Mr. McCune is forgiven for showing such a keen appreciation of the sentiment that, even in yarns, the early bird catches the worm.

"SPECTATOR" denied some time ago that anybody had claimed the Quincy races as a representative contest between St. Louis and Chicago. I never said that any official statement had been made, and so if "Spectator" wants to make himself an authority on all expressions that fall from heedless lips, he will get a reputation for ear capacity only equalled by Balaam's ass. I know that Ed. Sanders is laying for Bowbeer, of Chicago. He said he was not in good trim at Quincy, and fell an easy victim; but next year — bah! he already has bloody dreams of a Chicago scalp hanging at his belt.

JORDAN, of Simmons's Hardware Company, who has repaired so many of the boys' wheels in the past two years, went over to Louisville last week and got married. No doubt his experienced eye is already looking over the tandems.

THE cold weather and the absence of snow have given the bicyclists a big advantage over the rest of humanity in the matter of skating. The roads have all packed down nice and hard, enabling a wheelman to go to any pond in the city and suburbs. The dozen little lakes in Forest Park have afforded fine skating, and the boys have jumped on their wheels and rolled out there in the merry moonlight. They were somewhat ahead of shivering mortals who arrived via horsecars or afoot, but it was after the skate, with the two-mile return to the city ahead of them, that the wheelmen rejoiced in their steed. While all aglow with the exercise, they did n't get into a buggy or a cold street car and shake and shiver all the way to town, but mounting their wheels, had several lively brushes with fast horses on the boulevard. So it goes. Winter or summer, the bike always gets there.

PERCY STONE taught a road hog a good lesson the other night. Several wheelmen were returning from skating, and riding down Pine Street. They had been annoyed for some distance by a sporting man in a buggy, who tried to run them down several times. Percy smelled trouble, so slipping his skate bag down close to his hand, he made it into a pretty good slung shot.

The driver made for Percy, his horse on the gallop. As he got within reach, the cyclist let fly the bag and caught the horse squarely between the eyes, staggering him and making him go plunging down the street as if the fiends were after him. This fellow is spotted now, and if he tries any more monkey-shines he will be sharply dealt with. We are gradually chalking the road hogs for a grand reckoning some time in the future. I have in mind, particularly, an individual for whom there is a small edition of Hades preparing. He is a smooth-faced old villain, with a big scar on his cheek, and has become specially odious to the wheelmen, because he broke the parade at the meet last spring. I, for one, have sworn a solemn oath that if he ever makes any attempt to interfere with me, I shall give him a dose he will never forget.

L. J. BERGER, better known as "Phœnix," spent Christmas in the city, visiting old friends and scenes. One of the happiest hours he spent here was in sitting on the sofa in the Missouri Club's reading-room and listening to the cycling stories of the long ago. OMEN.

ST. LOUIS, Dec. 31.

QUAKERTOWN QUILLINGS.

IN a late number of the *Bicycling World* I note a wail from Mr. Geo. S. Hart, the teacher of cycling at the West Philadelphia Rink, in which there is perhaps a great deal too much truth. I cannot believe with him, however, that *all* the men he teaches are such cads; in fact I know quite a number who are glad to know him and would willingly associate with him. He says: —

"I am at a loss to know how it is. I am a professional rider, but I make no profession of riding, I simply teach the rudiments, and there are many men in the ranks of the L. A. W. to-day, and good wheelmen too, that would never have learned to balance themselves on a bicycle had it not been that I was patient with them, and encouraged them in a dozen ways when they were learning to ride, and were just about ready to 'give it up as a bad job.' Odd is n't it, that while I associated with these men before they learned how to ride, now that they have learned and have no further use for my instructions, I am looked upon as a person to be avoided?"

Surely this is wrong! In Democratic America "Jack 's as good as his master," and every man as good as the other, so long as he is peaceful, moral, and honest. Everything tending to the erection of class barriers and distinctions should be eradicated, when possible, from every line of life, and the sport of cycling should be no exception. Of course this question has been hashed and rehashed so often that there is little to be said, but I must say that I cannot see wherein Geo. S. Hart, for instance, who earns his living by teaching, is more of a "professional" or calculated to do any more injury to the fancied ethics of track cycle racing, than his brother H. B. of the Hart Cycle Co., who gets his precarious livelihood by the sale of some dozens of Columbia machines every week. One is as good a fellow as the other; both are good, square, fair-minded men, and for the life of me I cannot see why one should be left and the other taken; one made a sort of pariah by the unfortunately too frequent "cads on casters" and the other a head centre in that conservatory of conservatism, the good old Philadelphia Club. And to tell the truth I am satisfied that Geo. S. has unintentionally somewhat exaggerated the matter, particularly as to the older riders, many of whom I well know regard him as an old and valued friend and from whom his nickname "John" comes as freely and as naturally as though he were twenty times a League member.

The *Times* gives the following good account of the new "Pennsy" quarters: —

The Pennsylvania Bicycle Club's new building, on Girard Avenue, below Fortieth Street, is one of the best adapted buildings of its kind in America. The lot on which it stands faces the Concourse and is 195 by 40 feet. The base of the building is of an imported English redstone and the walls above are of the Perth Amboy mottled brick. All the exterior ornaments are of hammered copper. In the subcellar two large heaters and a boiler furnish the hot water for the use of members and heat the house. Above the cellar and leading to the street by an easy incline is the wheel-room. This room is supplied with washstands, hot and cold water and racks for holding the machines. Adjoining the wheel-room is a fireproof vault for the storage of oils and waste. The reception-room is on the second floor. The most prominent features of this room are the handsomely carved mantel-piece and fireplaces. The mantel is nine feet long and surmounts an open grate. An upright piano stands in one corner, handsome curtains are at the windows, and the furniture is in keeping with the exterior of the building. Adjoining the reception-room is the reading-room, which is supplied with all the choice literature of the day. These rooms are connected by folding doors, which, when open, form a spacious dancing floor. On the right of this spacious floor are the ladies' toilet rooms, which are supplied with all modern conveniences.

The third floor is used as a meeting-room, and contains the billiard and pool tables. The front room is used as a smoking and card room, and the bay-window commands an excellent view of the Park and the city. The fourth floor is taken up by the dressing-rooms, gymnasium, and bath-rooms, which are the finest in the city. The entire building is finished in hard woods, and the gas is lighted by electricity. The club has an orchestra, organized by Harry Mayer, which has attracted considerable attention. The officers of the club are Isaac Etwell, president; F. W. Grugan, vice-president; Lee R. MacKinstry, secretary; W. S. Harper, assistant secretary, and John B. Young, treasurer. W. D. Supplee is the captain. The club numbers among its members some of the fastest amateur riders in this country.

It may be added however that the majority of Pennsy's fast amateurs are addicted to road work rather than the track, and as a consequence Shaeffer and Fuller are the only track riders of prominence. Fuller, in another year, if he takes care of himself, should give a good account of himself.

PHACTO.

THE OWL'S MIDNIGHT RUN.

THERE were only six members of the Owl Bicycle Club at the roll call, 11 P. M., Dec. 31. 1887, to participate in the first club run of 1888, and two of these ignominiously backed out, being averse to exposing their nickelled machines to the damp rain and raw midnight air, so they remained at the club house, and kept the cider warm by stirring with a hot poker as often as they could bring the said poker to the desired red-hot heat; this delightful occupation seemed to afford endless amusement to the same measly little Owl that subsequently nearly died of strangulation from trying to eat, drink, and smoke at one and the same time, in a heroic endeavor to make away with all the comestibles ere the return of the riders.

The captain was a little reluctant about starting, as he remembered the first run of '87, when after a hurried dismount (?) over the handle-bars, he "lit" on his nose in a snowbank; but the eloquence of the boys was too much for him, they represented that as he no longer rode a big wheel, but a little forty-two, no amount of snow or ice could cause such another "great act," so he grasped his wheel, and nobly led the "forlorn hope."

When they left the headquarters at 11.55 P. M. the rain was falling merrily and cheerily on about three inches of snow and the captain's silk tile.

They mounted amid the blare of the bugle and screeching of calliopes, and rolled down the icy sidewalk on to the snowy road, up and down the erstwhile silent streets, making the air melodious (?) and startling the cautious pedestrians picking their way home from "watch meeting," by the apparition of the captain in long overcoat, galoches and new silk hat, on a 42 inch Pony Star (picture the scene); the bugler on his 48-inch Star; the secretary on his 54-inch New Rapid; and bringing up in the rear, making the night as hideous as one of Doré's conceptions, the "holy terror" on his 51-inch Star, the only nickelled wheel that recked not of the storm.

The going was not so good as to make them yearn for their customary all-night run, and at 12.15 A. M. of Jan. 1, 1888, they dismounted at the club-house door, when each and every man made a determined and resistless rush for the refreshments. Here let the curtain drop, the first run of '88 is past.

It is but fitting to remark here, that an unwritten but well-observed and unalterable by-law of the Owls calls for a "first club run" as near Jan. 1 as a wheel can be pushed through the roads (which describes it better than over at this time of year); the run must also occur at midnight, called by the captain at as short a notice as he is pleased to give.

It most frequently occurs, as it did in '87, after the annual election of officers the first Tuesday in January. The charter members of the club used to do nearly all their riding by night, back in the early days of cycling, hence the name and time-honored observance of above custom.

We hereby extend an invitation to any and all L. A. W. riders to accompany us on our next and try our cider (we permit nothing stronger).

THE OWLS.

SPRINGFIELD M'F'G CO.'S CATALOGUE.

THE Springfield Bicycle Manufacturing Company is out with its catalogue for 1888. It contains forty pages devoted to a description of the Springfield Roadster and its parts, which are fully illustrated. The new wheel for 1888 has ball bearings all around, and sells for one hundred dollars. The mechanical construction of the two wheels are identical, but the No. 2 is somewhat better in finish, besides having the Bown bearings. The company has a large number of accessories which it offers for sale, and these are all illustrated in the catalogue. Their whistle is a great improvement over the ordinary, for its sound is musical, and it is easily blown. Among the specialties which the company will introduce this year, is the Yost combination coat and vest, and inside seamless pants. The coat and vest are made in one piece, and the pants have no inside seam to chafe the wearer. These suits will be made at a moderate price from cloth which the company will supply, or customers may furnish the cloth.

PROVIDENCE NIGHT RIDERS.

WISHING to receive the New Year in a befitting manner, several members of the Rhode Island Wheelmen, with their wheels, gathered at the club house about 11 o'clock Saturday evening, to participate in a run to Roger Williams Park. Capt. Mitchell had command, assisted by Lieuts. Speirs and Bennett, and Messrs. Bogman, Cooke, Titus, Gibbs, Clapp, Claflin, Doe, and Perkins were in the ranks. The mounts were four bicycles, two tandems, and three tricycles. After bundling up our ears and hands we started, passing up Westminster Street and causing the people to stop and stare at the unusual sight. Arriving at the Park, the tricycles were quickly placed upon the ice, and we partook of our first treat at ice riding, and it was *a nice* ride. The tandems indulged in a scrub race the length of the lake, Lieutenant Bennett and partner having a slight advantage at the first. A race on the half-mile circle was next in order, and was won easily by Dr. Bogman. Messrs. Doe and Bennett also won a tandem race; Captain Mitchell having his timer, with "split and fly back hour hands," was able to take the time. No records very badly beat, however. After a short wait the wheels were headed for home, where we arrived about two o'clock. I claim the record for the Rhode Island Wheelmen for making the last run of 1887 and the first one of 1888. In fact, we rode out of 1887 and into 1888 on our wheels. Do we get record? PERK.

NEW ORLEANS.

WHILE our Northern brethren are wrapped up in their furs and heavy clothing, and hugging the fire to keep warm, we of the South are yet riding, and the weather never getting too cold for that exercise, the rain is the only trouble we experience, and we can continue to roll up our mileage until the 31st.

The present topic here is a lantern parade for Feb. 13, 1888, the night before Mardi Gras; several committees are now at work, and will report on Jan. 14, for final decision. We propose to represent some subject on wheels, say "Characters from Shakespeare's Plays," Nations of the Earth, Mother Goose's Melodies, or any subject to be selected, and after the parade to have a series of handsome tableaux, inviting our friends to witness the same. I will advise you when we finally decide as to what we will do.

The wheelman who started for New Orleans some months ago to beat the time from New Orleans made by Hill, Fairfax, and Fairchild, of the New Orleans Bicycle Club, has, like the celebrated letter, never arrived.

The New Orleans Bicycle Club has one of the handsomest fitted club houses in the South, and, with its increasing membership, is destined soon to be the largest in the South; we now number fifty-three members.

There are now almost completed eight squares of asphalt that will make a continuous ride of seven miles from Canal Street, with the exception of two squares; this is in front of the Bicycle Club House, and members can now ride within a few squares of their business.

Last year the Louisiana Division numbered sixty-three, this year the renewals were some thirty-five, and we now number seventy-two members, and hope next year to reach the coveted one hundred.

I take this medium to call on all members of the Louisiana Division to send on their renewals as soon as possible; those members outside of New Orleans to send to Abbot Bassett, direct, and the city members to send to Ritchie Betts, Secretary-Treasurer, Louisiana Division, care I. C. R. R. Co., Cotton Exchange Building, New Orleans.

George Hendee has been with us showing his Springfield Roadster, and has appointed one of our L. A. W. members as agent; he made a host of friends here, and expects to return after the holidays.

HARRY H. HODGSON,
Chief Consul, Louisiana Division.

THE EAGLE BICYCLE.

L. B. GAYLOR, of Stamford, Conn., has invented and patented a new bicycle, which he calls "The Eagle." It has the little wheel in front, and drives with cranks. The driving wheel is connected with the steering rod and saddle spring by three straight rods radiating from the centre. The steering rod turns on adjustable cone bearings, and the forks of the front wheel are curved to conform with general outline. The inventor claims that he can build a very light and a perfectly safe bicycle on the lines of the Eagle. The first question that arises is, "Will not the machine tip backwards?" Mr. Gaylor says the machine can be ridden up the steepest hills, and up and down curves, with no danger of coming off. The weight is almost entirely on the large wheel, and it is a very easy thing to lift the little wheel off the ground, and ride on the driver. The machine can be run backwards also, a thing impossible to do on the ordinary.

A very interesting exhibition of the new machine was recently given in Stamford, by Mr. Wm. A. Clark. Among the feats performed, showing the capacity of the machine for all sorts of work, was the mounting a platform eighteen inches high by two steps of nine inches each, also riding swiftly across a railroad tie end ways, cross ways and every way. That the machine is also specially adapted for the most expert and fancy riding was shown by several feats, revealing not only the extraordinary skill of the rider, but the capacity of the machine for all the work of the professional expert as well as for all the practical uses of the road. The machine is not yet on the market, but the inventor hopes to have it on sale next year.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

RACING.

ITS FAILURES, CAUSES, AND EFFECTS.

EDITOR L. A. W. BULLETIN: — So far, I have not seen any good solution as to the failure of racing, outside of those sentiments of Mr. Eck, and so far no one has proposed a plan that will better the sport than Mr. Eck himself, and none know better what is wanted than those that are in the racing business. The comments in the BULLETIN of the 16th inst. rather partake of a misleading nature (though not intentional), and I rise to correct some of them, or at least to present the other side. I think that there is only one side to the failure of racing, and, as I remarked before, it is the amateur rule, and the editor kindly shows that to be so when he says that "Boston will, on any business day, turn out five thousand people to see a game of base-ball, and twenty thousand on a holiday." A pertinent question right here is how many would attend the game of ball if it were hampered with that antediluvian idea, "the amateur rule"? That is looking the thing square in the face, as the editor says.

[We fail to see the pertinency of the question. The base-ball teams are made up of professionals, — men who make it their business to play. Had we an aggregation of professional cycle racers like these, they might draw the crowds. Amateur ball players and amateur cycle racers cannot, in the nature of things, give us the best exhibition of prowess. — ED.]

True, we have some good professionals, but we have not got enough. We don't want to go to a meeting and see nine races each day contested by the same set of men, with the certainty of being able to pick out the winner every time. We want more racers and a number of classes (that is the only way out of it, and that way we cannot have, so long as the amateur rule exists). With racing on that principle, the dear public will attend. Again, the editor says: "If there was any 'go' to cycle racing, the A. C. U. would have proved it and have been a flourishing organization to-day. Everything was in their favor. They had the best men, and such tracks as Lynn, Springfield, and Roseville to demonstrate their right to live. They started out with flying colors, but the great public could n't be made to see anything attractive in cycle racing, and it held back. There was no patronage, and consequent failure all around."

Not so, for the A. C. U. was not founded on the right principles, and if the editor will recollect a certain meeting of the A. C. U., which he was invited to attend, that I opposed the three-class idea, but that I gave in only to the majority, who thought they saw a way out of it without conflict with the L. A. W.

[Very true, the A. C. U. was not founded on the right principles. The Union was too careful to offend the unreasonable prejudices of the makers' amateurs. The League placed them where they belonged, in the professional ranks,



SINGER CYCLES.

LEADING MOUNTS FOR 1888.

"APOLLO" LIGHT ROADSTER.
"CHALLENGE" ROADSTER.
"SINGER" SAFETY.
"YOUTH'S" SAFETY.
THE "S. S. S." TRICYCLE.
THE "SPECIAL SINGER" TRICYCLE.
THE "S. S. S." TANDEM.
THE "TRAVELLER" TANDEM.

A FEW GOOD AGENTS WANTED.

CATALOGUES NEXT MONTH.

W. B. EVERETT & CO., 6 and 8 Berkeley Street - - - - BOSTON.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$2.00,** send it to the Secretary of the League,

ABBOT BASSETT,
22 School Street, Boston, Mass.
P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public, or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, ruler, and ice skating.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,
22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$2.00*** *for initiation fee and dues in the League of American Wheelmen to Dec. 31, 1888. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *P. O. Address,* .....

City and State, ...

REFERENCES: .....
.....
.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

but the Union listened to their arguments and made a new class. The Union tried to make "promateur" racing popular. If it had taken hold of professional racing, as the base-ball people take hold of professional ball playing, the promateurs would soon have been professionals, and many amateurs would have left the fold. Business (professional) cycle racing may be a profitable sport later; but play (amateur) cycle racing can never be profitable, except in the case of club tournaments held occasionally, just as the clubs now hold festivals and balls. — ED.]

Again, those races held under A. C. U. rules, in 1886, were a success, and as none were held under them the past year, the failure cannot be laid at the Association's door; but, on the contrary, the races for 1887 were all held under the L. A. W. rules, and were of the pure amateur kind, and, with one exception, were all dismal failures. Even Springfield, on a national holiday, failed to draw a thousand people to the grounds.

[This follows our ideas as given above. — ED.]

The coming season will see if we can hold race meetings. Some of the best talent in the world will be here; for, besides Senator Morgan's team, there are at least two others who contemplate a visit to our shores.

[These teams are coming to our shores as a business venture. They hope to carry home well-filled purses. If they give us good sport, we will not grudge the money. No amateur can afford the time and expense necessary to put himself into condition to meet these men. If any of our racing men see money and glory ahead, let them go into cycle racing as a business; in no other way can we hope to see success rest with America. — ED.]

Now as it will cost the League nothing to try the experiment, and as most of the League members will agree with all sensible men, that it will not hurt their standing any to be associated with such men as Rowe, Hendee, and others, let us give racing a chance and abolish the amateur law as regards eligibility to membership, and then we will see that bicycling will claim its share of public attention. We ask it only for one year; why not give us a trial? And if Buffalo does not turn out more than five thousand people each tournament, then gently tie me to a raft and set it adrift in the Niagara River, where I will never be heard of again. No, I do not see light ahead in the mixture of the classes, but only in the separation of the racing men into classes according to their racing ability; that is the true solution. Racing is not only a failure in this country, but in the Old, and *Wheeling* hits the nail on the head when it says: "The small cloud in the sky! The famous track at Lynn, Mass., is to be broken up because it does not pay. American racing has been scotched. Scotch racing has been similarly dealt with on this side of the pond. Manufacturers, track proprietors, and sport promoters should seriously consider what is coming over cycle racing, owing to the efforts of amateur legislators, who are also amateur thinkers. America's tracks will soon be followed into oblivion by those of England, if irresponsibility gets much more rope."

It is the amateur legislators, who, as *Wheeling* remarks, are amateur thinkers, that has killed racing, and there is no way of dodging it. What we want is to let those men who have the interest of the sport at heart, and who also have progressive ideas, handle this question for a while, and then we shall see racing that will not depend on wheelmen to make it a success. In speaking of L. A. W. rules, I do not mean the racing rules, but that part of them which makes the absurd distinction as between amateur and professional.

In speaking with one of the founders of the League the other day on this question, he said that it was never the intention to have any such distinction, but that it came about in the League's infancy, and was adopted to curry favor with sister associations; but he saw no reason for continuing it now, as the League was able to stand alone and to make and enforce its own laws. Till our worthy editor was secretary, he favored admitting professionals to membership in the League; is not the scheme just as good to-day as it was three years ago?

[The editor still believes that the League would suffer no harm if professionals should be admitted, but he cannot see why the amateur rule should be abolished. Mr. Ducker starts out by crying for the repeal of the amateur rule, and at the end he seems to be satisfied with a change in the League rule, which relates to membership in the League. — ED.]

HENRY E. DUCKER.

BUFFALO, Dec. 27, 1887.

LITTLE RHODY RECORDS.

MR. EDITOR: — I have just finished reading an article in this week's BULLETIN, entitled "Working the Committee," in which I am accused of misstatement.

Mr. Staples is correct in thinking he was the party referred to in the Providence *Journal* and L. A. W. BULLETIN, although no names were mentioned. "If the coat fits," etc. But now for facts.

I am not a member of his club, but what I *have* written, and what I intend to write, is furnished me by a prominent member of the club, and other members are willing to swear to its truth.

On June 6, Mr. Staples's cyclometer registered 64 miles. I will state, he had purchased a new cyclometer, and his total, on old and new, was 1,459 miles, — the new cyclometer showing 064. At this time he was taken sick, and the wheel stood in the club room until July 4, at which time it still registered 064. On that date he carried the machine home. During that time he was reported sick with slow fever, and different ones spoke of how badly he was looking. The committee on the Cyclometer Race did not see his wheel again until July 25, just three weeks later, although it should be taken each week. It then stood 579 miles. We will consider this score a moment, before mentioning other *facts*. 515 miles in 21 days is a daily average of 24½ miles. Even Captain Bliss, the club's hardest rider, only averaged 15⅝ miles for this period, and why? simply because it rained almost every day, at about that time, and was anything but inviting. But Mr. Staples rattled off 24½ miles a day, after being confined to the house by slow fever for a month previous. Now look at September, the finest month in the year for riding, and see his daily average — 6⅛ miles. Quite a change. Now for a few other points. I have heard others, and good members of his club, make the statement that they "saw his cyclometer *four days previous* to the committee's examination, and it stood less than 100." According to their view he must have wheeled *very close* to 500 miles in four days. The remarks were not made privately, but in the presence of others, and I have found that those present remember of hearing such statements. At the end of the season (Dec. 1), the cyclometers were taken, and prizes awarded to Messrs. Bliss, Barton, Gladding, and Place. According to the committee's account, Mr. Place had 2,222 miles, and Mr. Staples 2,259 (including that 515). Why don't he get the fourth prize?

One member inquired among Mr. Staples's friends about his riding, and (he says) he could n't find one that had seen him riding since his sickness. But these things are only talk, figures show up the facts. If any one is interested enough to read this article, I will leave him to judge. A few words in regard to this trouble, and I will end. Mr. Staples is a good, strong road rider, and his sickness was very unfortunate. Where he might have stood at the end of the season is only to be guessed at. He is not the only member that tried to "work the committee," but Mr. Staples, *very wisely*, did not press his claim, and thus saved them the trouble of "setting" on him. If Mr. S. could hear some of his clubmates talk, he would be less liable to rush into print over this matter. 67,368.

ENAMELINE, wearing qualities equal to any; lustre, finest in the world. Process, patented. For bicycles, sewing machines, hardware, furniture, glass, willow ware, etc. By express, four-ounce, 20c.; eight-ounce, 35c. By mail, sample, 10c.; four-ounce, 35c.; eight-ounce, 55c.; brush, 10c. extra. CHICAGO MANFG. & PRINTING CO., 71 and 73 Randolph St., Chicago, Ill.

CYCLETS.

RENEWALS
ARE coming
IN very fast,
AND soon we shall
HAVE them all back again.
WE want 15,000 this year, sure.

ONE dollar for the cause is not much, and it should readily come forth.

LEAGUE membership is a sort of lottery. There are big prizes to be had, though we may not get them.

THE League makes it possible for a man to save a great deal of money at the hotels. If he be a traveller he will soon find this out.

MASSACHUSETTS members will have a road book this year worth many times the cost of membership.

NOT only Massachusetts, but other States will publish road books, and give members much more than their money's worth.

ONE of the Kempster rowing tricycles has been sent to England.

THE Brooklyn Camera Club has been evolved from the ranks of the Ilderan Bicycle Club.

THE Chelsea (Mass.) Ramblers give a minstrel entertainment on Tuesday evening next.

J. M. MCFADDEN, of New York Bicycle Club, has just completed 3,004 miles for the year.

THE New York Club's mileage for Xmas day, was 140! and for Monday, 170!! Longest ride, 36; shortest, 2 miles.

ON the second day of January we received and entered up to and including number 2,155 on the renewal list.

BANGS is always hungry. He has a cycler's appetite. He will have ate enough when this year is over, for there are three eights this time.

THE Boston Club celebrated the departure of the old year. A jolly company sat down to a "feed," and there was some fine singing, recitations, etc.

THE Hudson River is sheeted with ice from Albany to Poughkeepsie. Here then can be had a fifty-mile straightaway course. What a chance for a record!



The SPRINGFIELD ROADSTER for 1888.

YOST AND McCUNE PATENT.

This is an absolutely safe wheel, which retails for $75, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all-round road riding and hill climbing ever offered the public for the money. Best class of cold-drawn weldless steel tubing in handle bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first class as to its workmanship and material.

The 1888 pattern **SPRINGFIELD ROADSTER** for $100 has ball bearings all round, and cow-horn handle bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of $25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

RETAIL SALESROOM, 147 WASHINGTON STREET, BOSTON.

Branch Offices in all the leading cities.

SPRINGFIELD BICYCLE MFG. CO. - - 9 Cornhill, Boston, Mass.

THE Overman Wheel Company claims to have received the largest order ever given for bicycles. They did n't give us the number, but asserted that it was greater than 1,200.

THE New York Club has secured the bowling alleys next door, for use during the winter months, every Monday evening, and the attendance shows that they are well appreciated.

CHARLES A. COLLINS, of Boston, claims a riding record of 5,206 1-2 miles for 1887. This was made in 170 riding days. Longest ride, 130 miles. Total for 1886 and 1887, 9,413 miles.

EXCEPT for rain, we have had good roads for riding and fairly good weather to January 4, with good prospect of more of it. It is a grand year to try new machines intended for the market of 1888.

CHRISTMAS eve witnessed a very jolly gathering of the New York Bicycle Club members at their club house, 151 West 59th Street, at which they had plenty of good music, and a supper by Mazzeti.

THE Sterling Cycle Company held a meeting on Monday last, and made a contract for a large number of machines for next season. The new machine will be a quadricycle with wooden wheels and rotary action, open front, and will weigh not many pounds over fifty.

THE Rovers' Cycle Club, of Charlestown, held its first "Ladies' Night" for '88, on the 2d inst., and indulged in an old-fashioned candy scrape, with an abundance of popcorn, fruit, nuts, etc., as side dishes. The affair was a great success, and a repetition is called for.

GEO M. NISBETT, of the New York Club, claims the second-best riding record among New York City wheelmen. His mileage is 3,282 miles, and he thinks that E. I. Halsted of the Harlem Wheelmen, who has 4,000 miles to his credit, is the only man that can show larger figures.

ON one of the runs of the Hamberger Bicycle Club, of Germany, Richard Schulz accompanied the party the entire distance — twenty-eight miles — on one wheel; the front wheel of a 52-inch ordinary. One soft and muddy stretch four and a half miles long was ridden in thirty minutes.

THE new holders are being taken very generally, except in the cases where clubs renew in a body. Those who join in this way may have the holders by enclosing twenty-five cents and a stamp for return postage to this office. New York members can get them at Mr. Bidwell's warerooms.

HOW business is being shaken up! Stoddard, Lovering & Co. have gone out, Singer & Co. will establish a branch house to succeed W. B. Everett & Co., Corey goes to the Pope Manufacturing Company, several new wheels will come out, and the trade of 1888 will be very much unlike the trade of 1887.

CAPT. ELMER G. WHITNEY, of the Boston Club, who recently went to New Mexico to inspect a ranch property there, has concluded to buy it, and will, consequently, sever his connections with the Hub. He expects to visit Boston again in May. The club will elect a new captain in February, and the choice will undoubtedly fall upon Lieut. W. G. Kendall.

The Wheelmen's Record has ceased to exist. Mr. P. C. Darrow finds himself inadequate to conduct and find material for two cycling papers, and he decides to discontinue the *Record*, and continue the *Gazette*. We shall miss the bright little *Record*, but Mr. Darrow's pencil will still do its work for wheeling in the monthly.

WE saw, last week, Messrs. Butcher and Ross, the victims of the recent explosion at W. B. Everett & Co.'s. They are both coming out of the disaster all right, though they have had a painful confinement. Their faces and hands still bear the fire marks, but they hope to escape all scars. They have been skilfully treated, and owe much gratitude to their attending physician.

REUBEN T. PETTINGILL, in a suit against the city of Yonkers, N. Y., in the Westchester County Circuit Court, at White Plains, to recover $5,000 damages for the loss of his wife, Frances Pettingill, who died of injuries received by being thrown from a carriage, owing to the bad condition of the highway, was awarded $2,000. Wheels are vehicles, and he who meets with an accident on the highway, owing to defects of the roadway, can surely recover.

IN the BULLETIN, of Nov, 25, I noticed an item from the San Francisco *Chronicle* about how the wheelmen of that section of the country express pity for their Eastern brethren who have to put their wheels away during the winter months. But our California friends have perhaps never experienced what it is to ride on a perfect sheet of ice. Wednesday evening, Nov. 30, the following members of the Milwaukee wheelmen, Messrs. Allen Hathaway, Fred Schmitz, Herm Andrae, Jerry Andrae, and H. P. Andrae, started out for a run up the river. The wheels were taken down the forty-foot bank at North Street bridge, the ice was found to be perfect, no snow, no ruts, no hills to climb, etc., about seven miles were covered on the ice. Schmitz got a spell of his sickness, scorching mania, and had several tests of speed, with a number of expert skaters, but Schmitz did them up as usual. — *Pedal in L. A. W. Pointer.*

FRED WOOD, the English professional cyclist, shook the dust of America from his feet when he left this country, and declared he never would return. He went to Australia where his bad luck followed him. The litigation in which he became involved in Melbourne some months ago not only used up all his ready money, but necessitated the putting away of such collateral as he possessed in the form of jewelry and trophies. Owing mainly to the determined opposition manifested by the press, he was afterwards unable to secure engagements to ride, or to induce other cyclists to compete against him in races, and, his chief source of revenue being thus cut off, he was soon down to the hardest kind of financial bed-rock. Hearing of the strait to which their pet wheelman was reduced, Wood's friends in Leicester started a subscription for his relief, and it is likely that in the early part of the year he will be enabled through their kind offices to redeem the treasures with which he has been compelled to part, and return to England, a sadder and a wiser man.

OFFICIAL ANNOUNCEMENTS.

REORGANIZATION COMMITTEE.

To the Members of the L. A. W.:

The Committee on Reorganization announce that toward the latter part of January a meeting will be held at which a definite plan of reorganization or revision of our constitution and by-laws will be determined on.

As it is the desire of the committee to proceed in accordance with the general wish of the membership, common expression of opinion is earnestly solicited.

All communications received by the undersigned before Jan. 20 will be placed before the committee.

Yours fraternally,
CHARLES H. LUSCOMB,
Chairman Com. on Reorganization, L. A. W.

MISSOURI APPOINTMENT.

MR. H. G. STUART, of Kansas City, having decided not to go to California, has kindly consented to resume his duties as representative of the fourth district, and his appointment will take effect at once.

W. M. BREWSTER, *C. C.*

ST. LOUIS, Mo., Dec. 27, 1887.

LOUISIANA MEMBERS, ATTENTION!

IN accordance with the constitution and by-laws, a meeting of this Division will be held on the second Monday, Jan. 9, 1888, at 7.30 P. M., at the rooms of the New Orleans Bicycle Club, No 178 Baronne Street. A full and punctual attendance is desired.

RITCHIE G. BETTS,
Sec.-Treas., Louisiana Division.

PENNSYLVANIA REPRESENTATIVE.

I HAVE this day appointed John A. Wells to be a representative for Pennsylvania.

GEO. A. JESSUP, *C. C.*

SCRANTON, PA., Dec. 28, 1887.

THE Volunteer is on the market. Now for the Mayflower and Puritan. Perhaps England will give us a Thistle.

IT is said that engraved visiting cards are becoming very fashionable of late. To meet this demand, we have added an engraving department, and can furnish 50 engraved cards from copper-plate, postpaid, for $1.25. Prices for stamping and embossing, plain or in colors, upon application. Estimates for engraving or printing of any kind furnished. CHICAGO MANFG. AND PRINTING CO., 71 and 73 Randolph St., Chicago. (Van Sicklen & Thorne, Props.)

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 120 — Total 36.

BOSTON, Jan. 6, 1888.

ALABAMA. — 1.

Unattached.
17258 Myers, Harry W., Box 248, Birmingham.

COLORADO DIVISION — 1.

Denver Ramblers.
17275 Kreider, Eugene F., 2113 Curtis St., Denver.

ILLINOIS DIVISION — 9.

Illinois Cycling Club.

17276	Allen, A. F., 772 Van Buren St.,	Chicago.
17277	Batdorf, C. S., 131 W. Wash St.,	"
17278	Black, W. H., 22 Walnut St.,	"
17279	Cohen, A. M., 232 Wash. Blvd.,	"
17280	Gardner, Geo. A., 190 Warren Ave.,	"
17281	Means, J. O., 232 Warren Ave.,	"
17282	Pribyl, E. G., 993 Monroe St.,	"
17283	Ross, Ovington, 584 Wash. Blvd.,	"
17284	Woodcock, R. H., 449 Wash. Blvd.,	"

KENTUCKY DIVISION — 2.

Unattached.

17259	Kackley, J. T.,	Maysville.
17260	Jenkins, R. P.,	"

MARYLAND DIVISION — 4.

Baltimore Cycle Club.
17261 Ford, John T., 514 W. Balt. St., Baltimore.

Unattached.

17262	Chilton, O. M., 1500 Prestman St.,	"
17263	Nelson, Wm. O., 1522 Baker St.,	"
17264	Speed, Wm. G., 1538 Harlem St.,	"

MASSACHUSETTS DIVISION — 1.

Unattached.
17265 Brooks, Fred A., 53 William St., Worcester.

MICHIGAN DIVISION — 3.

Flint Bi. Club.

17285	McDonald, Bruce J.,	Flint.
17286	Monroe, Wm. C.,	"
17287	Ober, Hilen W.,	"

MISSOURI DIVISION — 1.

United Wheelmen.
17288 Boyd, D. F., Safe Dep. Savings Bank, Kansas City.

NEW JERSEY DIVISION — 3.

Unattached.
17266 Heyne, Albert, 204 Hudson St., Hoboken.
17273 Koniger, Edw. H., Box 237 Montclair.
17289 Wilson, Wm. Gibson, 109 Sussex St., Jersey City.

NEW YORK DIVISION — 6.

Binghamton Wheel Club.

17267	Ellis, Harry F.,	Binghamton.
17268	Everts, E. S.,	"
17269	Gardner, Harry A.,	"
17270	Mosher, Geo. H.,	"
17271	Vigdor, Louis,	"

Unattached.
17272 Guiteau, Chas, C., 57 W. 83d St., New York.

OHIO DIVISION — 1.

Unattached.
17292 Zenner, Henry, Athens,

PENNSYLVANIA DIVISION — 1.

Unattached.
17274 Alllison, A. C., Punxsutawney.

SOUTH CAROLINA. — 2.

Bloomfield (N. J.) Cyclers.
17291 Van Wagoner, Wm., Waverly House, Charleston.

Unattached.
17290 Van Wagoner, Elbert, Waverly House, "

WISCONSIN DIVISION — 1.

Unattached.
17293 Rutz, August, 742 Eighth St., Milwaukee.

APPLICATION FOR LIFE MEMBERSHIP.

List No. 11 — Total 1.

BOSTON, Dec. 30, 1887.

NORTH CAROLINA — 1.

Auburn (N. Y.) Cycling Club.
6416 Latimer, H. G., 202 So. 3d St., Wilmington.

RENEWALS.

BOSTON, Monday, Jan. 2, 1888.

LIST 5.

THE following renewals are received to date: —

California,	7.	Minnesota,	25.
Colorado,	8.	Missouri,	8.
Connecticut,	10.	Nebraska,	3.
Dakota,	1.	New Hampshire,	2.
Delaware,	1.	New Jersey,	14.
District of Columbia,	2.	New York,	117.
Georgia,	1.	North Carolina,	1.
Illinois,	15.	Ohio,	21.
Indiana,	7.	Pennsylvania,	58.
Iowa,	16	Rhode Island,	6.
Kansas,	2.	Vermont,	2.
Louisiana,	4.	Virginia,	2.
Maine,	2.	West Virginia,	2.
Maryland,	2.	Wisconsin,	1.
Massachusetts,	46.	England,	1.
Michigan,	8.		
Total,			395.

LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888: —

Keystone Bicycle Club, Pittsburg, Pa.
Illinois Cycling Club, Chicago, Ill.

IMPORTANT.

The ***Grand Union Hotel***, opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

ADVERTISEMENTS will be inserted in this column as follows: Fifty cents for four lines, first insertion; twenty-five cents for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

WANTED. — Expert or other good wheel, enamelled or nickelled, late pattern, 48 inch or 50-inch, ball bearing, in good order; will pay cash. Address BICYCLE, P. O. Box 2434, New York City.

TO PURCHASE. — Good second-hand single tricycle, late pattern, reasonable for cash; wanted at once. FRED'K. S. VAN HORN, No. 54 Warren St., New York City.

SMALL WHEEL CHEAP. — 42 or 44-inch, any good make; give full particulars. W. H. GEARY, No. 37 Reade St., New York City.

WANTED. — A second-hand Rudge or Victor bicyclette, former preferred, 1887 pattern, in good order, and low priced. E. BRYANT, 847 Prospect Place, Brooklyn.

DOES ANY ONE WANT TO BUY A NEW Columbia Light Roadster tricycle or bicycle? If so, make us an offer. T. R. RAYL & CO, Detroit, Mich.

BICYCLES, SECOND-HAND. — If you wish your wheel sold quickly, at a small commission; or if you wish a choice from the biggest list of big bargains in America, send to MANHATTAN WHEEL EXCHANGE, 49 Cortland St., N. Y.

RENEWAL BLANK.

Please fill out the blank below, and send it with $1.00 enclosed, and your number, to

ABBOT BASSETT,
Box 5267,
Boston, Mass.

DO NOT FORGET TO SEND OLD NUMBER.

If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

No. .....

Name, ...

P. O. Address, ...

City and State, ...

Club, ...

Enclosed find
$1 for renewal.
.25 " holder.
.25 " marking.

When we are compelled to use racing wheels to make records we **SHALL SAY SO,** but so far our ordinary road machines seem to be **SPEEDIER,** and to run more easily than the frail and specially light built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran

350½ MILES IN 24 HOURS

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's indoor world record, which was made on the same track.

Then Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion), of

323 MILES IN 24 HOURS.

Not to be forgotten is the 20 miles within the hour, on the Ordinary Champion, by the same rider, and on the public highway. Add to this Dingley's track record of

100 MILES IN 5h., 38m., 44⅕s.

still with the Ordinary American Light Champion. Thus, gentlemen, the "American Cycles," though road machines, hold every important road and long-distance record, and it is only fair to give some credit to the

G. & J. BALL BEARINGS.

Catalog cheerfully mailed on application.

GORMULLY & JEFFERY MFG. CO.

CHICAGO, ILL.

Largest Manufacturers of Cycles and Sundries in America.

THE BULLETIN

THE L A W

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN.

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED WEEKLY.

$1.00 A YEAR. 3 CENTS PER COPY. BOSTON, JANUARY 13, 1888. VOL. VI. No. 2. WHOLE NUMBER, 133.

"The Most Comprehensive Cycling Catalogue Published."

60 PAGES.

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FOR 1888.

Published Tuesday, Jan. 10, 1888. Free by mail upon application.

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THE RUDGE AGENCY.

The Rudge Agency (recently relinquished by Messrs. Stoddard, Lovering & Co.) will be continued at the same place, 152 Congress Street, Boston, Mass., by **H. M. SABEN**, who has been actively connected with the agency during the past two years. The 1888 Rudge Catalogue is now in press.

NOW!

Send us your name, address and League number, if a member, on a postal card, and we will add it to our PERMANENT MAILING LIST. During the coming year we expect to circulate a great deal of IMPORTANT INFORMATION through the mails, and you can get it for the trouble of writing a postal card. Very soon we will have something to say to you about VICTOR CYCLES FOR 1888, and it will be worth your while to read it. WRITE A POSTAL.

OVERMAN WHEEL CO., 182-188 Columbus Ave., BOSTON.

PARADOXES are all the rage. Here is one made over to suit the peculiar tastes of our readers. If a bicycle weighs twenty pounds, and half its own weight, what is its own weight? Don't say thirty pounds, because that will be wrong.

RUST REMOVER, fine, medium, or coarse; nothing better made; per package post-paid, 22c. Rust preventative, per package post-paid, 20c. Finest quality sewing machine or bicycle oil, will not freeze, gum, or become rancid; two-ounce bottles, post-paid, 12c., three for 30c.; one dozen by express, 50c. CHICAGO MANFG. & PRINTING CO., 71 and 73 Randolph St., Chicago, Ill.

CHEAP FARMING LANDS SOUTH.

IT is a recognized fact that the cheapest farming lands in America to-day are in the South, and men of much or moderate means, looking for real estate investments, or permanent homes, should not fail to visit the following points, where so many northern people are now settling, viz.: Jackson, Tennessee; Aberdeen, Jackson, Mississippi; Hammond, Crowley, Jennings, Welsh and Lake Charles, Louisiana. Round Trip Tourist tickets, limited to June 1, 1888, with stop-over privileges south of Cairo, Illinois, are on sale to New Orleans, Jennings and Lake Charles. For rates, apply to nearest ticket agent, and be sure your tickets read *via* the Illinois Central Railroad from Chicago or St. Louis. For pamphlet entitled "Southern Home Seeker's Guide," and circulars concerning the above-named points, address the undersigned, at Manchester, Iowa.

J. F. MERRY,
Gen. West. Pass. Agt.

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BETTER THAN EVER.

PUNNETT'S

JERSEY CLOTH GARMENTS.

Knee Breeches only $4 a Pair.

CLUB UNIFORMS A SPECIALTY.

Be sure and write for Samples and Measure Blanks.

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Merchant Tailor and Athletic Outfitter,

ROCHESTER, N. Y.

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NEW YORK.

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(PATENTED MARCH 22, 1887.)



Riders, now is the time to exercise at home. This trainer gives you the same motion as road riding. You shouldn't be without one. It can be used with any style of cycle. Send for circulars. Price, $13.00. Special discounts to dealers.

Address, McClintock Home Trainer Co., No 431 Market St., Williamsport, Penn.

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THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,
SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

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CLUBS OF FIVE - - - - - - $4.00 "

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith.

Members should be careful to notify the EDITOR promptly of any change in their residence, giving their old as well as new address. Great care is taken with the mailing list. All changes received after Tuesday night can not be attended to until the following week, as at that time the list goes to printer for revision. Members who write for back numbers will have them forwarded on Friday, our regular mailing day.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W.," see special page in Advertising Department.

"WHILE the League fulfils its mission as a National organization, it is not adapted to the requirements of special localities."— *Extract from resolutions passed by a Philadelphia club.*

To those who voted for this resolution, we commend a careful reading of the letter written by our Alabama correspondent, and published in this issue. Pennsylvania talks of forming a local association, and there are mutterings of secession from the League. California has taken up the cry, and the wheelmen of the Pacific Coast are debating the question of a local league. In other words, these two sections propose to shut themselves up in their own shells and close their eyes to what is going on outside in the great world, where the road hog rages and officials frown.

WE have shown why the League is powerless to move on the courts in the Alabama case, but we have indicated that there were other ways to relieve this long-suffering community of wheelmen, — ways in which the League can move to the best advantage if it has the power of numbers; and we submit to those who propose to abandon the League, that they owe a duty to their fellow-wheelmen in Alabama and in other outlying districts where lawful rights are denied.

THE League has secured to the wheelmen of the populous States all their legal rights. Is it the right thing to do, then, for the members of those States to withdraw their patronage, and say, "We have no further use for the League"?

WE are not going to say a word about the advantages one derives from membership in the League. We will forget that there is a weekly paper, besides hotel and railroad privileges. We will ignore the social benefits of the League, and we will ask those who talk of deserting the League if there is not still work for us to do? Is it not seriously to the discredit of wheelmen in America that so small a proportion of them unite with the National Association?

WE will not say that the League always does the right thing, nor will we aver that its officials are infallible; but we will say to the credit of League workers that they have made an enviable record, and given time and service to the cause which is of inestimable value, and this they have done without money and without price. This time and these services have advantaged every wheelman in America, be he with us or be he against us.

THE National organization gets fifty cents from every member, and a little more than this from every applicant. The proportion, as we figure it for last year, gave sixty-four cents to the National Association and thirty-six cents to the divisions. Who will say this is a heavy tax?

WE do not desire to discourage local organizations, though we think the divisions are the best of this kind; but we believe all wheelmen owe a duty to the National organization. With large numbers it can do much work. We appeal to wheelmen throughout America to stand by the League, and help it to carry on the grand work that has been commenced.

MEANTIME we are glad to note that renewals are coming in very fast, and we find in our correspondence so many kind words and assurances of confidence that we are not at all disturbed by what the dissatisfied ones have to say.

WE can assure our Alabama friends that they are not forgotten. The League will soon find a way to help them, rest assured; and meantime it is for them, by their conduct, by the voice, and by the power of the public press, to mould public opinion in the direction of their crying necessity.

ED. MOHRIG'S little boy, aged three years eight months, is becoming quite an adept in riding the miniature safety, which his proud papa made for him. Mr. Mohrig, Jr., is a little unsteady in steering the machine, but will doubtless overcome that in a very short time. The knack of riding a bicycle, so far as Mohrig, Jr., is concerned, is very probably hereditary, as he learned to ride in three attempts. Ed. Mohrig, Sr., is the same in this respect, as, no matter what kind of a wheel he gets in his hands, be it Star, safety, crank, or anything else in the line of cycles, he will ride in a few attempts. — *S. F. Mercury.*

THE OWL.

MANY years have gone and many changes transpired in cycling since the thirty-first day of May, 1880, saw the birth of the League of American Wheelmen. Perhaps no one individual is entitled to the honor of this important natal event as much as Mr. Kirk Munroe, then president of the New York Bicycle Club, of which he still remains a member; and it was in recognition of his services in this respect, and of those of his club, that the newly formed organization elected him its first commander, and made the New York Club number one on the list of League clubs, an honor it still retains. These few words of ancient history have been penned to introduce Mr. Munroe to the present generation of riders, he needing nothing from my pen to make him known to the "old timers"; and the cause of the entire item being written here, was his being re-elected for the tenth consecutive term to the office of the commodore of the New York Canoe Club. Mr. Munroe is editor of *Harper's Young People*, and sailed Saturday for Key West for his winter home in Florida, where he will devote his time to literary work. This home of his, by the by, is a queer sort of a thing. Along with seven of his friends and their families, Mr. Munroe has located in the wilds of Florida a settlement which is one hundred and fifty miles from civilization, and to reach which requires that at Key West they charter a schooner to carry themselves and their effects to their quarters, where for five months in each year they live, "the world forgetting and by the world forgot."

I THINK it was along in 1882 or 1883 that I journeyed away up to Springfield one Washington's Birthday, as a guest of the Springfield Bicycle Club, and while there witnessed the performance of a youngster named Nash, who was the first rider that I know of who essayed to propel himself upon a bicycle wheel from which had been removed the forks, etc., leaving only the pedals and wheel. I shall not soon forget how profoundly I was impressed by what I then thought was little short of a miracle. Nash had attached to his hands two spools upon wires, something like the bale of a bucket, and by keeping these closely pressed against the felloe of the wheel, he was enabled to retain his position upon the wheel, while he propelled it a few feet, though at a later date he adopted the plan now universally employed by all professional trick riders in their one-wheel act. The other night I drifted into a winter circus in the American Institute, and among the performers was this Nash, now a full-grown man, and a master of difficult evolutions upon the wheel, and as I saw the easy manner in which he manipulated the unicycle, my thoughts went back to that Washington's Birthday in that New England town where I had first seen him, and I thought that, while his present performance was as far more perfect a one, when compared with the old one, as one could well imagine, yet I doubted if it impressed the audience like the old one did that winter's night, when we shouted ourselves hoarse in our endeavor to give vent to our appreciation.

WHILE England turns her attention to cycles as a means of locomotion for her soldiery in time of war, France has not failed to follow suit, though in a somewhat different direction. Recently, at Pantin, a trial was made of a cycle, made to run upon the existing rails of railways, and a speed of twenty-five miles an hour was easily made. The machine tested was made for the French engineer corps, and rests upon four 30-inch wheels, and weighed about four hundred pounds.

CHIEF CONSUL BIDWELL is "shaking up the

dry bones" throughout the State in League matters. He has sent a circular letter to each of the one hundred and fifty consuls instructing them to interview the local road commissioners as to whether they would, at the expense of their county, erect signboards at road crossings, etc., as by law they are required to do, and as to whether in erecting same they would accept the L. A. W. signboards of the New York State Division.

With but few, and I am pleased to say, *very* few exceptions, the replies were in the affirmative; and the Chief Consul will now proceed to contract for handsome enamelled iron boards, and shortly the touring cyclist may "read his title clear," or at least the road to it, when his eyes will rest upon a handsome signboard erected by the State Division, informing him that it is only "nineteen miles to Godforsakenville," "Podunk," or wherever else he may want to journey to. Each board will thus have to be specially made for the locality in which it is intended to use it, and the consuls will receive a blank copy of one, reading, "———— miles to ———," which blanks they will fill out with distance and name of town, and return to the Chief Consul, who will then have them made and shipped back to the consul, who will collect from the commissioner only the exact cost of manufacture, by which means the State Division contracting for several thousand will save the various counties' money, and gain uniformity in finish and correctness in distance.

HEREAFTER Mr. A. B. Barkman, the bookmaster of the L. A. W., will have charge of the bicycle department in A. G. Spalding's, so that wheelmen can at the same time learn where the best roads are, and what is the best machine to use in riding upon them.

I EXPECT, now that Harry Corey has joined the Pope Company, that we shall see him push the far-famed Kennedy hyphen Child from his position of "the best advertised wheelman in America," and from far and near, wheel correspondents will keep us posted as to Harry's whereabouts. Well, he is a genial companion, and will make many new friends in his present position, while he retains all of his old ones, among whom is THE OWL.

FROM A FEMININE POINT OF VIEW.

ONE who was with us at Cottage City writes as follows: —

TO DAISIE: — In the issue of the BULLETIN for Dec. 30, you speak of the tandems produced in 1887, and regret that none have been made that were altogether satisfactory for two ladies, saying that the rear seat is generally so arranged that the rider is cramped, and cannot safely coast. I want to say that I am the owner of one of the much-abused Cunard tandems, and that it answers all the requirements you desire, after strengthening the weak parts, which I have done, with the aid of Mr. Chester. It has a wide space between the two saddles. Can be steered from front or rear seat. Luggage carrier large enough for two large grip-sacks, and has a wider space between the rear saddle and axle than any tandem made. It is well adapted for coasting, as every lady who has ridden on the rear seat can testify. The space is so wide between saddles that at times I have carried a third person in the shape of my ten-year-old son, on the luggage carrier. Another admirable point about it is the folding handle bar (which has never gotten out of order), and which makes it much easier for a lady to mount the front saddle. You personally called attention to this fact, having examined the same at the Meet at Cottage City when I had half of it converted to a single. I will be happy to give the owners of Cunards the benefit of my improvements, which do not alter the shape or appearance of the machine, but greatly strengthen it. Yours fraternally,

E. B. HUTCHINSON, Brooklyn.

I AM very glad to know of one machine that ladies can enjoy. Other machines can be ridden, but this one alone can be enjoyed, if I mistake not.

MISS GRACE H—— writes: —

"I can't boast of much of a record for riding this year, for I have not ciphered it down to miles ridden, nor runs made, and no measure of the fun I have had can possibly be taken, for it is incalculable and inestimable. I suppose I have been out upon my wheel, on an average, three times a week, and I rode during twenty-four weeks, exclusive of four weeks spent in the country. There are seventy-two rides, and I have never gone less than three nor more than twenty miles. Say the average is eight miles, and you have a record of five hundred and seventy-six miles. What a dreadfully pinched-up and meagre-looking record that seems to be. When I think of how great the figures are that the city ladies boast, I wonder how they get time for it."

"I WANT to tell you what fun we are having this winter. Just below my residence is a long river, which swells at this point to a sizable pond. Here we skate, and on several occasions a gentleman friend has helped me over the snow with my tricycle, and I have ridden along the smooth and glassy surface of the ice. On such a surface one seems to fly. There seems to be no resistance to the pedals. I have spun along on this frozen surface for three miles down the river, and as far back, and I have sadly beaten the gentleman who gallantly tried to acompany me. I tried a venture of this kind last week under the beautiful light of the moon, and a richer or more enjoyable experience I never had. If I had an inspired pen, I might try to paint in words the glorious scene in all its enchanting weirdness, but I am powerless to do it justice, and I resign the task. Success to the ladies' column. I read it eagerly every week, and scrap it always. You are doing a good work, Daisie, and I hope the ladies appreciate it."

WHAT enthusiasts does the wheel make of us all! Our friend who writes the foregoing, lives where roads are not the best, and where there is so much hard work to be done that women are discouraged from attempting to cycle. And yet she gets from it no end of pleasure, and a deal of delightful experience.

MY thanks are due No. 16,210 for a beautiful calendar sent me. Mrs. M. W. T. may expect a letter in a few days.

DAISIE.

IT is said that Jack Keen will astonish the world at the Stanley Show with a new pedal, which renders slipping impossible, and yet does not hold or confine the foot in any way.

IN spite of many assertions to the contrary, the practice of giving Christmas, Birthday, Valentine and Easter cards is constantly increasing. It is conceded that better results are obtained by purchasing direct from manufacturers, rather than dealers, in any line of trade. A sample souvenir for Valentine, Easter, Reward of Merit or Birthday occasions will be mailed for 5c., 10c., 15c., or 25c. each. Price governing quality and size. Elegant valentines at 25c., 45c., 70c., and 90c. each. Money will be refunded if not satisfactory. CHICAGO MANFG. & PRINTING CO., 71 and 73 Randolph St., Chicago. (Van Sicklen & Thorne, Proprietors.)

GRADING, NOT MUDDING, PAYS.

THE road problem is one which should engage the earnest attention of every township and road supervisor's district in the State. If the question has had no agitation in your locality, see that a meeting of citizens is called. All the roads in the State cannot be improved in a day. But devise and determine upon some definite plan, and pursue it continuously and tenaciously, and in a few years you will be astonished at the results.

The ordinary method of indiscriminately plowing up a solid road-bed and harrowing it into the condition of a cornfield, without any object in view beyond the "putting in of time" required by the road law, should be enough to brand men as candidates for a mad-house. Such a process is a source of expense to every man who must travel or pull a load over such a road. The only occasion for breaking ground in a public highway is for the purpose of grading. When doing this, the objects sought should be to give a high and evenly rolling central road-bed, which will drain into the gutters at the sides. In no case leave a gutter which will not drain itself. It is better to have none at all, since they will hold water, which in turn is taken up by the adjoining earth for many feet, and instead of benefiting the road-way, it will soften it and work an injury.

Whenever it is possible to take six inches, a foot, or a number of feet from a hill-top, and place it in the hollow, see that it is done; in a few years it will save thousands of dollars in time, trouble and horseflesh, and before you are aware of it, you will have handsomely graded, broad and beautiful highways, instead of the present hilly, muddy and almost impassable road.

Insurance Journal.

KANSAS CITY'S "MENTOR."

THE most important news of the past week was the reappointment of H. G. Stuart as representative, owing to his remaining in Kansas City instead of removing to Los Angeles, Cal., as he fully intended some time since. The friends of Mr. Stuart have been offering their condolences to him in the loss, by death, of a little sister in California, last Saturday, 31.

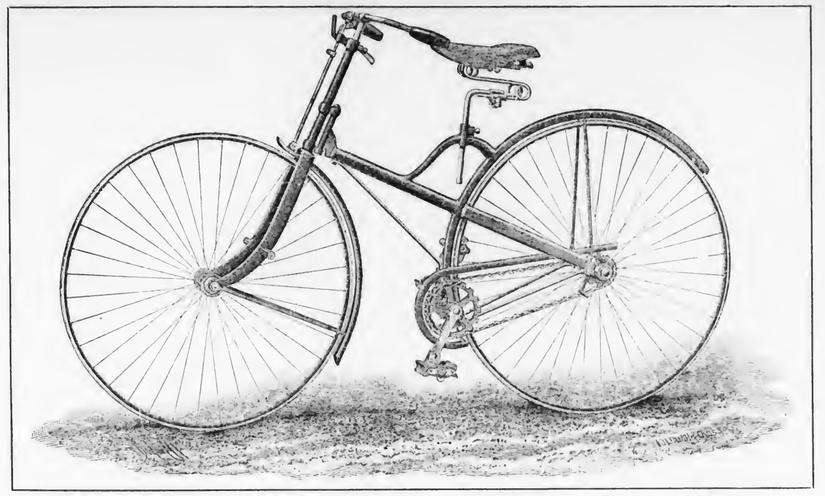
"Omen," the BULLETIN'S St. Louis correspondent, in a recent number of that pamphlet, lauds Frank J. Suda, representative, to the skies, and advances the suggestion that the other representatives should pattern after him *in re* securing new members. I am informed by Mr. Stuart, our representative, that he has written all over his district, and failed to get the names of but a few wheelmen. Omen should not compare the western part of Missouri to the eastern district, for outside of Marshall, Lexington, and Warrensburg there are no wheelmen in his district. Wheelmen in these towns cannot see the advantages of League membership, although they have been written to and flooded with circulars. St. Louis is a wonderful city.

During the holidays quite a number of wheelmen have been out of the city. Among them were the following, and where they enjoyed the Christmastide: P. H. Kent, Lafayette, Ind.; R. M. Seibel, Hannibal; H. W. Bennett, Cleveland, O.; T. H. McNeill, Cutler.

The *Wheelmen's Record* has suspended publication, and "Scorcher's" (its K. C. correspondent) occupation is gone. He will not have an opportunity to set afloat his mildewed chestnuts. "It's an ill wind that blows nobody good."

New-Year's, as far as wheelmen were concerned, was quite a tame affair. The club should have kept open house.

THE Board of Officers of the California Division will meet Jan. 19. The present chief consul and secretary-treasurer of the division announce that they will retire from office the coming year, and successors are being looked for.



THE VELOCE COLUMBIA.

THE following is a brief of the Veloce Columbia, the new safety, which the Pope Manufacturing Co. will put on the market the coming year.

BRIEF.— 31-inch rear (driving) wheel, 30-inch front wheel. Endless moulded ⅞-inch rubber tires. Crescent felloes. 40 and 36 direct spokes, No. 11½ gauge with both ends enlarged. Columbia adjustable ball-bearings, all around. Seamless-steel, tubular front and rear forks and perch. Adjustable crank-and-chain driving-gear. Ewart forged-steel, detachable-link chain. Detachable Knous cranks, 5, 5½ and 6 inch throw. Columbia "double-grip" rubber ball pedals. 4½-inch cone steering-centres. 28-inch hollow, continuous steel curved handle-bar, adjustable for height. Vulcanite handles. Adjustable plunger brake. Adjustable L seat-rod. Harrington cradle-spring. Knous adjustable saddle. Lantern bracket. Foot-rests. Steering-wheel shield. Gear 55. Weight 51 pounds. Price, with "double-grip" ball pedals, $135; with "double grip" parallel pedals, $130.

QUAKERTOWN QUILLINGS.

IT does seem as though it was about time for the Sunday papers, in their respective cycling columns, to drop the year-old question of the amalgamation of the Century and Germantown clubs. Cal. Wallace, of the *Press*, harps on the worn string to a greater extent than any one else; for why, no one seems to know. Unless matters in these clubs have wonderfully changed in the past few days, such a union of May and December will never be brought about. The actual resentment with which certain members refused to consider, or allow the Germantown Club to consider, such a movement, causing the Germantown Club to overstep the bounds of common courtesy to the Centurions, will not soon be forgotten by the Century; and to quote from the ex-president, "Such a proposition must now come from the Germantown, and most of us feel like receiving it with the resentment that greeted our overtures last year." The Century has nothing to gain by such a conjunction, though to every one but the opposing clique in the Germantown, it has long been patent that something of the kind should be done. On New-Year's day a visit to the Century's quarters disclosed some one hundred and seventy odd cyclers, visitors and members. The Germantown rooms, less than a square away, were exceedingly lonesome-like and sad. "'T is true, 'tis pity; pity 'tis, 'tis true."

W. T. Fleming and E. B. Carter, a fellow-member of the Century, have started for the island of Jamaica for a four months' trip. Four members of the Century started the new year well by a ride in the slush and hard driving rain at midnight Sunday evening.

Richard Dallett, the smiling flyer of the Tioga Club, is a prospective new member of the Pennsylvania. He will retain his membership in the Tioga. For road racing Pennsy has gained one of the fastest men in the State, and one who, with a few more years' development, will make the best of them "hustle."

The Tioga's annual dinner comes off on the 10th inst., with election of officers and distribution of prizes for the year's riding. Dallett comes in for one prize, Van Deusen for another, and Leisen for a third, while the happy possessor of the "booby prize" does not yet know it. PHACTO.

IN another particular, the safety requires to be studied. The position of the saddle is a most potent factor in the stability of the machine and its ease of steering. From careful experiments we found that the farther the saddle was back over the rear wheel the more the machine slipped. To avoid slipping, one third of the rider's weight should rest on the front wheel, and any rider can prove this by putting forward his saddle. But again, putting forward the saddle makes the steering more erratic: so it is for the rider himself to consider whether he will increase the stability of his machine at the expense of its steering power; or he might adopt the plan of keeping the saddle back in dry weather and forward in wet or when riding much over setts. There are a few machines on the market in which are united both good points. They steer well, and do not slip.— *Irish Cyclist.*

LETTER FROM BROOKLYN.

THE storm cloud, which for a little while threatened to make the then pending election of the Long Island Wheelmen most interesting, if not exciting, disappeared under the skilful manœuvring of some of the leading spirits, and everything passed off as harmonious as could be wished for. Messrs. Mabie and Bradford issued a joint circular letter, in which both declined the honor of being a candidate for president, and in which one of them expressed a preference for Mr. Jos. D. Huggins, who, as the result will show, was elected. Friend Furst assured me that he was not and never had been a candidate for the captaincy. The rumor of his candidacy originated from the fact that he was asked by some of the members to stand for the office, he being a very popular member of the club, but he declined on the spot, and there the matter of any opposition to our old Friend Luscomb dropped, and when the time came, he was elected unanimously. There was but one ticket in the field, and it was elected, the result being as follows: —

President, Joseph D. Huggins; vice-president, F. J. Warburton; recording secretary, C. C. Alden; corresponding secretary, E. A. Caner; treasurer, Michael Furst; captain, C. H. Luscomb; first lieutenant, George S. Teller; second lieutenant, Louis F. Wise; lieutenant of tricycles, W. N. Walker; trustees, W. W. Share and W. H. Hoole.

THE election was held on Tuesday evening, Jan. 3; over seventy votes were cast, and the meeting was most enthusiastic. The club now has about one hundred and twenty-five members, and the treasurer reports the finances in a satisfactory state.

AT the last meeting of the Ilderan Bicycle Club, the article in the constitution requiring the club to be a League club was abolished by a large majority, for the reason that the members fail to see any advantages accruing to the club, as a club, by reason of its League membership. Many of the members will, of course, renew individually, and the club, as a club, will always stand ready to lend a helping hand to the New York State Division in any way it possibly can.

THE "Camera Club," which is an institution of the Ilderan Bicycle Club, started off Tues-

day last with twenty guaranteed members. Two rooms in the Ilderan club house have been engaged for the present needs of the new organization and the New York Camera Club gave it encouragement by its president applying for membership. To-morrow evening a meeting will be held to formally organize, elect officers, adopt a constitution, etc.

THE new club house of the Kings County Wheelmen is rapidly approaching completion, and promises to eclipse anything of the kind in the city, both in size and appointments. Their house warming is expected to take place during the latter part of the present month, and the boys promise that the event will be one not to be forgotten.

MR. C. R. OVERMAN, of the Overman Wheel Company, was in town yesterday. From his description of the various improvements made in the Victor cycles during the past winter, the coming year will find them more popular than ever. The Light Roadster, pretty near perfection as it is, will have several minor improvements that will be appreciated. The safety will receive several material changes, the entire frame being changed, and the spring fork working in ball-bearing sockets, making it even more easy than before. Many other minor attractions will be noted upon inspection. The tricycle will remain unchanged for the present, but they intend introducing a children's trike of the Cripper type that will be sold at a very reasonable figure, and also a boys' bicycle, the Victor Junior, which in form and general get up is a little Victor, and will, I think, become very popular.

THE Pope Company are not yet ready to state their intended improvements. Their Volunteer has been announced, and it is generally known that they will abolish the "resultant," and adopt a "tangent" spoke in their Light Roadster. Both these firms, as yet, decline to introduce the ball head on their machines, believing it to be still embryo and experimental. The prices in all wheels are to be reduced five dollars with the opening of the spring trade.

BON.

JAN. 8, 1888.

IT is said that engraved visiting cards are becoming very fashionable of late. To meet this demand, we have added an engraving department, and can furnish 50 engraved cards from copper-plate, postpaid, for $1.25. Prices for stamping and embossing, plain or in colors, upon application. Estimates for engraving or printing of any kind furnished. CHICAGO MANFG. AND PRINTING CO., 71 and 73 Randolph St., Chicago. (Van Sicklen & Thorne, Props.)

CYCLETS.

CAPTURED.

SHE would n't have captured my heart, I know;
It is certain of that I feel!
Though she swayed so bewitchingly to and fro,
Like a willow branch when the zephyrs blow,
As she pedalled her dainty wheel.

There was buoyant grace in her girlish tread,
There was art in the way she sat;
A coy, arch poise to her dainty head,
But she cannot capture my heart, I said,
Lest it be by her cunning hat.

The sunlight gleamed in her dark brown hair,
Ah, how I remember that;
And her smile was as bright as the day was fair,
But oh, such trifles cannot ensnare!
Yet I 'm caught — for she set her cap.

Wheelmen's Gazette.

TRADE
NOW feels
THE first impulse
OF the season of 1888.
NEW wheels are being shown to the public,
AND the order books of the manufacturers are filling up.

IF the renewals continue to come in as they have started, we shall have the members nearly all back.

THE Chelsea Club is talking up a club-house scheme.

THE Cambridge Club will shake the light fantastic club toe on Friday night next.

CORRESPONDENTS will please use number for 1888, in correspondence with this office.

DR. A. G. COLEMAN, Canandaigua, N. Y., has given up cycling. Another veteran gone.

WHEN cyclers want to take a day off, they have only to manipulate the "Columbia Calendar."

NEW YORK wheelmen can get ticket holders of George R. Bidwell, 313 W. 58th Street, New York.

THE Vermont Wheel Club will hold a concert and ball at Town Hall, Brattleboro, on Jan. 17.

MR. WM. L. ROSS is superintendent of the branch house of Singer & Co., at 6 Berkeley Street.

SIX hundred and nine thousand nine hundred and fifty copies of the BULLETIN were printed last year.

THE Massachusetts Club has instituted the idea of a collation at every meeting, and now the boys turn out.

WE are indebted to E. B. Hutchinson, Esq., of the Long Island Wheelmen, for a very fine photograph of the club house

HARRY D. COREY'S engagement to Miss Mary Wallace is formally announced. He has the tandem, so don't suggest it!

WE have now a good binder for the BULLETIN. If you desire to keep your numbers, one of these binders will be the best thing to have.

ST. LOUIS wheelmen are running up a winter cycling record by riding to the various skating ponds, which abound in the suburbs of that city.

W. B. EVERETT is lost to the trade, though he leaves his name behind. It will be a good many years before he is lost to wheeling, though.

WE have received calendars the past week from Degraaf & Taylor, New York, the Union Metallic Cartridge Company, and from Smith & Anthony, Boston.

THE editor gratefully acknowledges the very many compliments of the season he has received. To answer them individually would be a hopeless task.

R. W. CREUZBAUR, of the Kings County Wheelmen, is in Galveston. He intends to ride on his wheel across the State to Northern Mexico.

THE Vermont *Bicycle* has this suggestion in its editorial column: "Reduce the surplus by reducing taxation." That item ought to be arrested for trespass.

KENNETH BROWN, of Chicago, now at Harvard College, has a mileage record for 1887 of 4,057 miles, including a tour of 915 miles from Chicago to Syracuse, N. Y.

THE people of Warren are warring among themselves regarding records and pioneer wheelmen. It is a tremendous affair. And such a little place, too.

CAPTAIN WOODMAN, of the Chelsea Club, went into two long road races last year, and ran up a record of 4,350 miles, and yet he went through the year without a header.

CHRISTMAS week put our stamper a little behind during the last week of the year, but he has caught up with his orders, and there is now no delay in getting out marked holders.

A 50-INCH Expert Columbia, enamel finish, 1887 pattern, is missing from the clubroom of the Calumet Cycling Club, of Brooklyn, N. Y. Any information will be thankfully received by the secretary.

MR. A. P. BENSON, first lieutenant of the Dorchester Bicycle Club, has 3,850 miles to his credit, having ridden the last 250 miles in December. He has taken three century runs during the season.

"THEY don't die in the house," was called after a Boston cyclist by an urchin. He did n't know what the young fellow meant until he read his morning paper, and ascertained the fate of poisoned "Rats."

IT 's a pretty heavy strain on a man's memory to keep the figures of his mileage in mind when he gets into four figures. This should be remembered when we hear stories of records which are hard to believe.

AN Englishman leaves a sum of money, the income of which is to go towards keeping a certain specified highway in order. Rich wheelmen will please take the hint, and immediately put a new clause in their wills.

THE Springfield Bicycle Club minstrel company are getting into good working order for an entertainment at the Chicopee Opera House, on the 13th. They have secured the services of the Edwards Brothers, gymnasts and tumblers.

THE Berlin (Prussia) Racing Association made a net profit of $1,592 on eight days' racing during the past season, forty-two events being decided, for which the entries numbered four hundred and nineteen. The value of the prizes was $1,887.50, and of the medals $400.

AN English wheeling organization has taken the name, "The Architectural Association Cycling Club," and has for its chief object the visiting, by the happy medium of club runs, the innumerable buildings, such as churches and others, interesting from an architectural point of view.

THE two Arthurs, Wilson and Morrison, known as Faed and Nym, have exercised their peculiar talents this year in a Christmas number for *Sport and Play*, and the result is a very bright book, full of stories and rhymes, written in the inimitable style of these two worthies.

THE annual ball of the Roxbury Bicycle Club will be held at Orienta Hall, 2152 Washington Street, on Wednesday evening next. Dancing from eight to two. A very large number of invitations have been sent out to representative wheelmen in and about Boston, and a large company is expected.

SECRETARY-TREASURER CARPENTER, of the Pennsylvania Division, has, by order of Chief Consul Jessup, fowarded a check for $25 to Mr. Elwell, to be used in defraying the court costs of the past and future prosecution of Carnell, the Philadelphia road hog, who assaulted Rowland Evans.

THE Massachusetts Club still lives, and moves, and has its being. The club house remains as it was of old, but there is good prospect that a portion of it will be let for other purposes, for with its present membership the club cannot afford to pay what the corporation ought to have.

HOW very strange that advertisers are slow to see that circulation counts. Many will give a dollar for an advertisement in a paper with a small circulation, and hesitate to give three dollars to one with ten times the circulation. The BULLETIN gives more than value for every dollar spent in advertising.



SINGER CYCLES.

LEADING MOUNTS FOR 1888.

"APOLLO" LIGHT ROADSTER.
"CHALLENGE" ROADSTER.
"SINGER" SAFETY.
"YOUTH'S" SAFETY.
THE "S. S. S." TRICYCLE.
THE "SPECIAL SINGER" TRICYCLE.
THE "S. S. S." TANDEM.
THE "TRAVELLER" TANDEM.

A FEW GOOD AGENTS WANTED.

CATALOGUES NEXT MONTH.

W. B. EVERETT & CO., 6 and 8 Berkeley Street - - - - BOSTON.

IKE WEIR, who is familiarly known as "The Spider," and who has gained notoriety in the prize-ring, has challenged any bicyclist to ride a race, in which he will ride horses. Schock has accepted the challenge, and the race will take place during the latter part of this month. It will Schock us very much if he downs the Spider wheel.

THE Malden Bicycle Club had a very pleasant "ladies' night," Friday evening last, at which a musical entertainment was given, Mr. Francis W. Griffin, Mr. Harold Hopkins, Mr. Frank M. Sherburne, pianists; Mr. Edward Everett, violinist; Miss Edith Hatch and Mr. Charles Spofford, vocalists, and Mr. Ralph E. Moon, fife, participating.

ABOUT one League club secretary in five sends us the special certificate we ask for. One of these days the delinquent secretaries will be surprised if their club is not on the list, and then they will say they never knew that a special certificate was necessary, though we have been calling for it till we are tired, and we suspect our readers are tired as well.

THE Lynn Cycle Club held a leap-year party at Exchange Hall, Monday evening, Jan. 2, and it was a very successful affair. The march and circle was started at 8.30 o'clock, led by Frank W. Goodwin and Miss Gertie Libby, followed by about sixty couples. The dance order contained fifteen numbers, not including fancies; and Perkins's orchestra furnished the music. Dancing was kept up until midnight.

THE Kings County Wheelmen will give a grand opening at their new club house on Bedford Avenue, near Fulton Street, on February 1. The club house, when completed, will be the largest one in the United States. It will contain a large storeroom for the wheels of its members, a reading-room, billiard-room, and bowling alley. The upper floor is to be fixed up as bachelor apartments for those members who are desirous of making their homes in the club house.

THOUGH Wm. B. Everett has retired from the firm which bears his name, there will be no practical change in the management of the business. Mr. W. L. Ross, who was manager for the old firm, will continue in charge, and there will be no change in the clerical force. The new concern will have all the advantages that a manufacturer has over a dealer, and with Mr. Ross at the head, there is no doubt but that it will be ably managed.

THE following was clipped from a Parisian exchange: "Canary, the celebrated bicycle rider, who has been performing in Paris for some time, has, at length, a rival, who also calls himself champion of America. Although the disputes for the title have been numerous, no understanding can be arrived at. The manager of the performance has therefore decided that a contest shall be held, and the public are to judge who shall wear the laurels."

TWO of the fastest amateurs in America, W. E. Crist, of Washington, and Fred Foster, of Canada, are laying plans to go upon the track in the best condition the coming season. They have engaged Mr. W. J. Corcoran, a professional trainer, and will go into active training at Buffalo.

A committee of the Bay City Wheelmen, of San Francisco, has sent a circular to all the clubs in the State, inviting them to send three delegates each to a meeting to be held on the evening of Saturday, Jan. 14, at the club house, 220 Van Ness Avenue, for the purpose of forming an inter-club road-racing association. The idea is to hold a series of road races during the year, of twenty-five, fifty, and one hundred miles each, the first to come off Feb. 22, and probably be twenty-five miles around the San Leandro course.

"THE American system. This is how they do things in the States. The stranger enters the L. A. W. hotel, and is handed a card as follows: 'Headquarters League of American Wheelmen, Washington Hotel, Vicksburg, Miss. First-class accommodations. No cut rates. James Purvis Bruce, representative L. A. W.; Patrick Henry, attorney; Dr. Sam D. Robbins, surgeon; Dr. E. B. Robbins, Dentist; A. L. Blanks, photographer.'" J. P. B. has probably been using the cards he had while in Mississippi, and "stuffing" the editor in Yankee fashion.

IF a Pacific Coast League could be made to be self-sustaining, it would undoubtedly be a good project to carry the matter through. The California Division and its members receive so much more than the value of their initiation fees and dues, that it would be well to stand by the National body; at the same time, if a Pacific Coast League were formed, the members would undoubtedly be benefited to a greater extent, and could be better attended to and more easily reached. Form a Pacific Coast League independent of the National body of the League of American Wheelmen, but under no circumstances favor secession, and the sooner the California Division members of the League send in the renewals and fees the better it will be. The sum is so small and insignificant, that the most impecunious can afford to join and renew. — *S. F. Mercury.*

THE *Irish Cyclist and Athlete* has parodied Longfellow's Hiawatha, and in its Christmas number for 1887, a story of the wanderings of an American Indian through English and Irish cycledom is told in a very interesting manner, and is finely embellished with pictures. The modern Hiawatha rides a bicycle, goes to Eng-

LEAGUE OFFICERS.

OFFICERS OF THE BOARD.

PRESIDENT. — T. J. Kirkpatrick, Springfield, Ohio.

VICE-PRESIDENT — H. W. Hayes, Cambridge, Mass.

TREASURER. — W. M. Brewster, 309 Olive St., St. Louis, Mo.

SECRETARY-EDITOR. — Abbot Bassett, 22 School St., Boston, Mass.

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RULES AND REGULATIONS. — C. S. Butler, 263 Main Street, Buffalo, N. Y.; W. W. Share, 336 Navy Street, Brooklyn, N. Y.; W. T. Williams, Norwich, Conn.

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TRANSPORTATION. — Burley B. Ayres, 152 S. Hoyne Avenue, Chicago, Ill.; Fred T. Sholes, Box 93, Cleveland, Ohio; Geo. R. Bidwell, 313 West 58th Street, New York; W. S. Bull, 360 Main Street, Buffalo, N. Y.

TOURMASTER. — W. S. Bomberger, Hagerstown, Md.

BUREAU OF INFORMATION. — A. B. Barkman, Chairman, No. 608 4th Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

FOREIGN MARSHAL, Joseph Pennell, care of S. S. Morgan & Co., 22 Old Bread Street, London, England, can be applied to for information regarding roads and routes abroad by intending tourists. Always enclose stamp.

TOURING DEPARTMENT.

W. S. Bomberger, tourmaster, Hagerstown, Md.; A. B. Barkman, Bookmaster, 608 Fourth Ave., Brooklyn, N. Y.; Geo. R. Bidwell, Chief Marshal, New York; Joseph Pennell, Marshal Foreign Division, London, England; H. D. Corey, General Agent, Boston, Mass.; Fred. Jenkins, Chief Quartermaster, New Rochelle, N. Y.; Edwin Oliver, Secretary, Chicago, Ill.

The following works are officially recommended by the L. A. W. Bureau of Information:

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, advertisements. Price, 15 cents. Address C. A. Underwood, 386 Tremont Street.

L. A. W. ROAD AND HAND-BOOK OF CALIFORNIA (Official): — Officers, Consuls, hotels, and rates of California Division, California bicycle clubs and officers. Over 2,000 miles reported roads, 100 pages, tabulated form. Bound in flexible leather, $1.00. Ready Aug. 1, 1887. Address J. W. Gibson, No. 612 Hyde Street, San Francisco, Cal.

L. A. W. ROAD-BOOK OF CONNECTICUT (Official): — In progress. Address Charles G. Huntington, Hartford, Conn.

L. A. W. ROAD-BOOK OF LONG ISLAND, with the best riding within fifty miles of New York City — very thorough. Three fine maps on one sheet folded in the book, bound in flexible cloth. Price, $1.00. Address A. B. Barkman, 608 Fourth Ave., Brooklyn, N. Y.

L. A. W. HAND-BOOK OF MASSACHUSETTS (Official, 1884): — Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address S. Lawton, Springfield, Mass. New Road Book in preparation will probably be issued early in 1888.

L. A. W. ROAD-BOOK OF MICHIGAN (Official); with best roads of Ontario and through route from Chicago to N. Y. City Sectional and general maps; lists of Consuls, hotels, repair shops, and points of interest. Flexible leather cover. Free to Division members joining before July 1; after that date, 25 cents extra. Price to L. A. W. members of other States, $1.00. Address J. H. Johnson, 397 Second Ave., Detroit, Mich. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

L. A. W. HAND AND ROAD BOOK OF NEW YORK (Official). — Two hundred pages, numerous maps, lists of Consuls, hotels, and repair shops, general information about the L. A. W. and N. Y. Division, etc., with complete indexes. Tabulated reports of 14,000 miles of roadway, extending east to Mt. Desert, Maine; west to Cleveland, Ohio; north to Quebec, P. Q., and south to the Natural Bridge, Virginia, and Washington, D. C. General description of local riding districts, and much other information of value to cyclers, bound in flexible leather. Free to Division members joining in the first quarter; 17 cents to those joining in the second quarter, ending June 30, 1887; after that date, 50 cents. Price to League members of other States, $1.50 per copy. Address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

L. A. W. ROAD AND HAND-BOOK OF PA., N. J., AND MD. (Official): — Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, bound in flexible leather. This work is now out of print. A revised edition will probably appear in 1888.

RECORD BOOK OF SHELL ROADS IN VICINITY OF NORFOLK. — A description of the shell roads around the city of Norfolk. Contains in addition several pages for records of rides. Bound in paper: 10 cents. By V. Paul Ellis, Norfolk, Va.

L. A. W. HAND-BOOK OF OHIO (Official): — Complete lists of officers, Consuls, hotels, etc. Full description of riding districts and large folding road map of the State. Price, bound in flexible leather, $1.00; cloth, 50c. Address Frank C. Meyer, Secretary-Treasurer, Room 26 Saxton Block, Canton, Ohio.

ROAD-MAP OF CENTRAL INDIANA (L. A. W. Official), covering 90 miles N. and S., and 153 miles E. and W., and showing the famous Crawfordsville record-breaking district. Contains list of Consuls and hotels, and shows towns, railroads, etc. Free to Division members joining in first quarter, 13 cents in second quarter, 25 cents in third quarter, and 38 cents in fourth quarter. Price, to other League members, 75 cents. Scale of nine miles to one inch. Address Josh. Zimmerman, Secretary-Treasurer, 37 So. Alabama Street, Indianapolis, Ind.

ROAD-MAP OF NEW JERSEY (L. A. W. Official): — Three parts, Northern, Central, and Southern, folded in stiff covers. Price, 50 cents each, or $1.50 for the set. Address Dr. J. H. Cooley, Plainfield, N. J.

TEN THOUSAND MILES ON A BICYCLE: A Gazetteer of American Roads. — Cloth bound, gilt top, 41 chapters, 908 pages, elaborate indexes, no advertisements. Mailed on receipt of $2.00, by Karl Kron, University Building, Washington Square, New York City, D. Analytical content-table, descriptive circulars, and specimen pages sent free.

ROAD-MAP OF OHIO (L. A. W.). See *Ohio Hand-Book*.

ROAD MAP OF BOSTON AND VICINITY (Warren's).

MARTINET'S ROAD-MAP OF MARYLAND: — Splendid work. Price, $10.00. J. L. Smith, as below.

COLTON'S ROAD-MAP OF PENNSYLVANIA: — Three parts, Eastern, Central, Western. Price, $2.00 per section. J. L. Smith, Map Publisher, Sixth Street, above Chestnut, Phila., Pa.

ROAD-MAP (WHEELING CHART) OF SPRINGFIELD AND VICINITY. Address Henry E. Ducker, Springfield Mass.

IN AND AROUND CAPE ANN, bound in cloth; finely illustrated. The wheelmen's hand-book of Gloucester, Mass., and vicinity. Price, 75 cents. Address John S. Webber, Jr., Gloucester, Mass.

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS.— Sketches of cities towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. Address George Chinn. Beverly, Mass., price 20 cents.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$2.00,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public, or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, ruler, and ice skating.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$2.00*** *for initiation fee and dues in the League of American Wheelmen to Dec. 31, 1888. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *P. O. Address,* .....

City and State, ...

REFERENCES: .....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

land and Ireland, and comes home to tell the tale to his children. Those who care to get a copy, and we can recommend it, can procure one of the *Bicycling World* Company, 12 Pearl Street, Boston.

MR. A. B. BARKMAN, of Brooklyn, N. Y., has entered the employment of A. G. Spalding & Bro., New York, and will have charge of their bicycle department. In securing Mr. Barkman, the firm has obtained one whose knowledge of the wheel and of wheelmen will make him a successful manager, and those who know of his work for the League will not doubt his push and enterprise. We congratulate the firm and we congratulate Mr. Barkman. All that is wanted now is a big advertisement in the BULLETIN.

AT a meeting of the Board of Officers, Massachusetts Division, held last Saturday evening, the vote of a previous meeting, whereby every one who joins the League during 1888 would be given a copy of the new road book, was rescinded, and it was voted that the book be given free to those who join during the first quarter of the year; for those joining during the second quarter, a charge of ten cents; third quarter, twenty-five cents; and fourth quarter, fifty cents. This was done so that the division may not be out of pocket by furnishing the book.

THE reception held by the Maryland Club on New-Year's day was one of the grandest affairs of the kind that has been given for a long time. Over eight hundred visitors attended the reception during the day. Music was a feature, and vocal selections were given by Messrs. Charles A. Fisher, W. Harding, and Chas. Harding. Mayor Latrobe and other prominent people were present during the day. The dance given by the Baltimore Club on New-Year's night was one of the nicest affairs of the season, and was much enjoyed by all present. The ladies and gentlemen were all in full-dress. Refreshments were served at midnight, after which, dancing was kept up until the "wee sma'" hours. — *Argus.*

R. J. MECREDY, the Irish champion, has taken a hand in the discussion regarding loafing in cycle racing. Agreeing with Mr. Hillier, that judgment must help muscles between men of equal calibre, he refuses to go to the extremities of Furnivall and one or two others, and says: "But, on the other hand, waiting races, as we have seen them in England, are a disgrace to the sport, and detrimental to its best interests. We don't for one moment wish to urge that a man should put down his head, and cut out the pace from start to finish at his best speed; but we do think that in long races no man should let his judgment so far get the better of his sportsmanlike feeling as to crawl round at a funereal pace for mile after mile. Each man should make a point of taking some of the pacemaking, cutting it out hot or otherwise, according to his judgment, but never allowing it to sink to a mere dawdle. It is the example of one or two cracks, who persistently refuse to make pace, and who will almost get down and walk rather than do so, which has made 'waiting' so fashionable in first-class scratch events."

THE ease of propulsion of a safety depends greatly on the gearing. It is a mistaken idea altogether that high gears insure speed. On fairly level roads with good surface this may be so, but on rough hilly roads the labor is increased and the speed even less. For a long time we had our safety geared to 58, and through mud, up hill or against wind, suffered severely in consequence. A short time ago we had the gear changed to 54, and the difference was marvellous. With much less labor we are now enabled to maintain a higher average rate of speed. Similarly, we have our tandem geared to 52, and never had a road machine of any type on which we were able to get up better pace with less labor. — *Irish Cyclist.*

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

THE BULLETIN.

EDITOR BULLETIN: — I notice in this week's issue of the BULLETIN a hint to the effect that the present manner of its publication may be changed. I sincerely hope that such an idea may not prevail. To my mind, the surest way to keep wheelmen interested in the League is by the frequent issue of the League paper, and I believe a change to a semi-monthly or monthly edition would be a sad mistake. There can be no questioning the fact that with four fifths of all wheelmen the cycle is a "hobby." Now note the peculiarities of a man with a "hobby." Let it be the wheel. You meet him socially, and mention dancing, skating, his family, and even his business, without awakening more than a polite interest; but speak the word "bicycle," and instantly his eyes brighten, and you have him interested to the deepest extent. He will chat with you for any length, enjoy himself and entertain you. Now, I believe the more frequently this interest is excited, and the affairs of the wheel placed before our members, the stronger will be the hold of the League. (Long life to it!) Put this question to yourself, and to those whom you may meet, and see if they do not take kindly to the same view.

WM. ALLEN BUTLER.

We agree with our correspondent fully, and can assure him that no change will be made, if it is possible to avoid it. The question reduces itself to dollars and cents. To print and circulate the BULLETIN costs a great deal of money, and under the present condition of things, this money must come very largely from advertisers. The dealers do not hesitate to pay, during the business season, the large sum we are obliged to charge for advertising; but when the snow is on the ground, and there is no riding, they do not readily pay for full-page advertisements and they have heretofore done so only because they believe the League a worthy institution, and deserving their support. It costs about $200 to print a twelve-page paper, in addition to what is paid to correspondents and in salaries, and any one can easily approximate how many pages of advertisements at $20 a page it will take to pay the expenses. Our rates will be higher the coming year, and if we find advertisers who will pay them, the BULLETIN can run along; but it these rates exclude advertisers from the paper during the winter season, the money must come from elsewhere, and any suggestion to increase dues meets with opposition.

THE ALABAMA CASE.

EDITOR BULLETIN: — As one of the very few members of the L. A. W. in Alabama, I most earnestly appeal to you, and through you to the other officers of the League, to do all in your power to aid the wheelmen of Mobile to assert their rights, and maintain them. No one knows better than I what the wheelmen of this section have to put up with from the narrow-minded prejudice and frequently the gross ignorance and boorishness of some of its people. If you want to find the genuine blue-blooded "road hog," come to Alabama. The idea of a man who is so foolish as to ride one of "them things on two wheels," having any rights on the highway, is to him perfectly preposterous. He can't see it. And the only way to make him see it, is to bring him up before a court of justice. The League takes cognizance of cases like this nearer home, and I hope it will show, by its action in this matter, that, unlike Mr. Foraker, of Ohio, it "knows no North, no South." A member of the L. A. W. has as much claim to its protection in California as he has in Massachusetts, and as much in Alabama as in California.

L. D. A., 3,922.

BIRMINGHAM, ALA., Jan. 3, 1888.

THE PIONEER WHEELMAN OF WARREN.

EDITOR BULLETIN: — I seem to be "catching it" all around this last week, and finally am "picked up" on such a small affair as pioneer wheeling in the quiet town of Warren. Any one chancing to have read those two articles last week, would think I was writing simply to misstate. I claimed that Mr. F. Montrose Brown was the pioneer wheelman of Warren, and I can prove it. I don't remember the wheel that No. 8,178 writes about; but I do not doubt that he had it, as he states. I never knew of many of the boys having a "try" at it, so judge it was sent away soon after construction.

In 1868, the Messrs. Seymour were running a grist mill near Kelly's Bridge, and in the second story was quite a large room unoccupied. Being young men, and in for fun, the idea occurred that something might be made whereby they could ride in this room, and kill time on rainy days and evenings. Where the idea came from I cannot say; but my impression is that a hall over the Union Depot, in Providence, was used for such a purpose, the old-fashioned velocipede being the favorite mount. Not wishing to expend the amount required to purchase wheels like those at Providence, the Seymour Brothers called to their aid "Mont" Brown and Walter Davis (now dead). "Mont" said he could beat those in Providence, and men of today, who were then boys, say he did it. For ease of running and comfort in the saddle they preferred the home-made wheel. Davis shaped the woodwork, and "Mont" the iron, and after it was completed "*Mont*" *rode it*, and that is why I call him the pioneer wheelman of Warren. Later, he made others, and it was quite a treat to ride round that old loft. This all occurred before my day, although I had the pleasure of owning the third "real bicycle" ever owned in Warren, No. 8,178 being the first owner, and Mr. M. W. Turner the second.

Now, I hope 8,178 will not try to rob Mr. Brown of his title, on the plea that it was not a "bike," but a velocipede that he made, because Lallement made the same general style of machine, and the bicycle of to-day is only an improvement.

Lallement holds his title undisputed, except by men of other nationality who claim to have constructed a similar wheel before his came out. In finishing this article, I want to speak of the results arising from the early riding days in that old mill. Three of the Seymour brothers are still riding, two on the "bike," and one on a "trike." Mr. Clarence Seymour has one, and Mr. Joseph Seymour has two sons that are riders, and while Mr. James Seymour does not ride, he is ably represented by two sons that push the pedal. Mr. Joseph Seymour also has a daughter that handles the tricycle very easily, so the old saying comes to mind, "What 's bred in the bone," etc. By the way, if I am not mistaken, when "Mont" built and rode his first wheel, No. 8,178 was living in Minnesota.

6-7368.

GOOD WORK and low prices do not always go together. However, we have a contract that enables us to furnish both for some time to come. Cards, printed with name and address, with or without L. A. W. Badge, plain or crazy edge bevel, 25 for 35c., 50 for 50c. Gold bevel or superfine wedding Bristol, 25 for 45c., 50 for 65c., POSTPAID. Will be pleased to furnish estimates for printing of any kind. Address, CHICAGO MANFG. & PRINTING CO., 71 and 73 Randolph St., Chicago. (Van Sicklen & Thorne, Props.)



The SPRINGFIELD ROADSTER for 1888.

YOST AND McCUNE PATENT.

This is an absolutely safe wheel, which retails for $75, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all-round road riding and hill climbing ever offered the public for the money. Best class of cold-drawn weldless steel tubing in handle bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first class as to its workmanship and material.

The 1888 pattern SPRINGFIELD ROADSTER for $100 has ball bearings all round, and cow-horn handle bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of $25.

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

RETAIL SALESROOM, 147 WASHINGTON STREET, BOSTON.

Branch Offices in all the leading cities.

SPRINGFIELD BICYCLE MFG. CO. - - 9 Cornhill, Boston, Mass.

THE CLUB.

MALDEN. — At the annual meeting of the Malden Bicycle Club, the following officers were elected: President, E. E. Foye; vice-president, F. M. Sherburn; secretary and treasurer, A. N. Foque; assistant treasurer, William Watts; club committee, F. M. Sherburn, W. C. Pilicy, H. W. Sherburne, William Watts. The retiring secretary and treasurer, E. E. Foye, was presented with a handsome silver-headed cane by the club, in appreciation of his services for the past year.

SPRINGFIELD. — The Springfield Bicycle Club has elected the following officers: Secretary, Francis H. Williams; treasurer, Wilbur Burns; directors, W. H. Selvey, D. E. Miller, L. J. Chandler, F. H Nickerson, A. B. Wassung, F. H. W. Williams, and Wilbur Burns; captain, F. A. Eldred; first lieutenant, E. E. Sawtelle; second lieutenant, H. B. Wadsworth; bugler, C. F. Cooper; color bearer, J. D. Law. Dr. H. E. Rice was unanimously elected club surgeon. Entertainment committee, C. O. George, L. J. Chandler, G. H. Lucas, J. E. Haynes and J. W. Drown.

LONG ISLAND WHEELMEN. — The Long Island Wheelmen held their annual meeting at the club house, on Tuesday evening, Jan. 3, and by a harmonious and unanimous vote elected the following board of officers for the ensuing year: President, Joseph D. Huggins; vice-president, Frederick J. Warburton; treasurer, Michael Furst; assistant treasurer, Louis F. Ballard: recording secretary, Carl C. Alden; corresponding secretary, Edward A. Caner; trustees, William W. Share, William H. Hoble: captain, Charles H. Luscomb; first lieutenant, George G. Teller; second lieutenant, Louis H. Wise; lieutenant of tricycles, Walter N. Walker; first color-bearer, Henry F. Donaldson; second color-bearer, Albert H. Harris; first bugler, T. M. Lamberson; second bugler, Fred. B. Monell; surgeon, Frank P. Hudnut, M. D.

HYDE PARK. — At the semi-annual meeting of the Hyde Park Ramblers for the election of officers the following members were elected: President, J. E. Walter; secretary-treasurer, J. P. Boyden; captain, F. G. Hall; first lieutenant, A. H. Morse; second lieutenant, Robert E. Grant; color-bearer, E. E. Galloupe.

DETROIT. — The Star Bicycle Club had its annual election of officers Jan. 4, and chose the following for the ensuing year: President, F. C. Blodgett; secretary-treasurer, R. F. Medbury; captain, W. E. Metzger; first lieutenant, N. G. Huff; second lieutenant, Chas. G. Blodgett; standard-bearer, W. H. Bradish; club committee, the president, secretary-treasurer, ex-officio, and Leon Coquard and W. E. Metzger.

NEWPORT (Ky). — Newport Bicycle Club. Officers for 1888: President, Chas. A. Van Duzen; secretary-treasurer, L. L. Buchanan; captain, Geo. Van Duzen; lieutenant, E. K. Lowe. The club kept open house in their handsome new quarters, Monday, Jan. 2, and entertained a large number of wheelmen.

SAN FRANCISCO. — At their last meeting the Bay City Wheelmen, of San Francisco, elected the following officers to serve for the six months commencing Jan. 1: President, Emil Fahrbach; vice-president, J. R. Hopkins; secretary, Harry C. Cummins; treasurer, C. A. Elliot; captain, Porter A. Libby; first lieutenant, Sanford Plummer; second lieutenant, Clarence A. Howard; color-bearer, J. E. Bauer; buglers, Lyman Cole and C. C. Moore.

THE Star Club, of Detroit, Mich., appreciates its president. At its last meeting, President Blodgett was presented with a handsome watch charm, the workmanship of M. S. Smith & Co. It is of heavy gold, in diamond shape, with raised edges richly chased. On its face is raised a miniature Star bicycle of solid gold, exquisitely executed. The relief bears a monogram of the letters "F. C B." Each letter is worked in a different alloy, copper, platinum and silver being used. Within the charm, and exposed by touching a spring, is a perfect coil-spring of gold that is a pretty conceit. Tradition has it that whenever Mr. Blodgett rides with an extra spring at hand, the coil of his machine never gets out of working order. He is now provided with the magic spring that insures against wreck and mishap.

REGARDING the proposition to form a Pacific Coast Association, the San Francisco *Chronicle* says: "It is a question, however, whether the movement can be made to go. It hardly seems probable there are a sufficient number of wheelmen on the Pacific Coast to support an independent association. Then the work of organization would call for a vast deal of labor, which in the nature of things could not be remunerated, and working for glory soon becomes tiresome. Only those who went through it can form any appreciation of the work and attention to details that were required to establish the present League in California. Those who bore the heat and burden of the day have no desire for any more work of this kind, and if they did, however displeased they may be at present, would hesitate, when put to the test, to strike a blow at what represents to them the result of two years of patient, loving care and enthusiasm, for, however disguised, a Pacific Coast organization cannot fail to injure the League of American Wheelmen in California."

ENAMELINE, wearing qualities equal to any; lustre, finest in the world. Process, patented. For bicycles, sewing machines, hardware, furniture, glass, willow ware, etc. By express, four-ounce, 20c.; eight-ounce, 38c. By mail, sample, 10c.; four-ounce, 35c.; eight-ounce, 55c.; brush, 10c. extra. CHICAGO MANFG. & PRINTING CO., 71 and 73 Randolph St., Chicago, Ill.

LEAGUE MEMBERSHIP.

	1886.	1887.	Reps.
Alabama	17	7	..
Arizona	....	2	..
Arkansas	11	12	..
California	210	344	6
Colorado	50	46	..
Connecticut	584	642	12
Dakota	8	20	..
Delaware	27	37	..
District of Columbia	72	101	2
Florida	10	12	..
Georgia	28	29	..
Idaho	20	3	..
Illinois	491	635	12
Indiana	207	235	4
Iowa	112	150	3
Kansas	76	180	3
Kentucky	87	98	1
Louisiana	66	71	1
Maine	101	129	2
Maryland	220	289	5
Massachusetts	1,444	1,328	26
Michigan	226	278	5
Minnesota	108	108	2
Mississippi	4	3	..
Missouri	258	368	7
Montana	3	5	..
Nebraska	70	115	2
New Hampshire	144	134	2
New Jersey	944	865	17
New Mexico	....	2	..
New York	1,747	2,317	46
North Carolina	12	10	..
Ohio	847	940	18
Oregon	3	2	..
Pennsylvania	1,488	1,730	34
Rhode Island	148	179	3
South Carolina	1	2	..
Tennessee	80	85	1
Texas	14	23	..
Utah	13	14	..
Vermont	103	92	1
Virginia	58	86	1
West Virginia	51	56	1
Wisconsin	37	88	1
Wyoming	49	42	..
FOREIGN.			
Austria	....	5	..
Bermuda	1	1	..
Canada	7	9	..
England	2	4	..
France	....	1	..
Germany	1	....	..
Nova Scotia	4	4	..
Switzerland	....	1	..
Total	10,264	11,939	218

L. A. W. FINANCIAL STATEMENT, Jan. 1, 1888.

Cash on hand	$604 30	
Accounts receivable (good)	1,530 73	
Accounts receivable (doubtful)	515 56	
		$2,650 59
Accounts payable to Divisions	$1,284 10	
Accounts payable for printing	1,074 40	
Accounts payable on card cases	188 40	
Accounts payable for correspondence	65 75	
		$2,612 65
		$37.94

LETTERS intended for the reorganization committee should be addressed to Chas. H. Luscomb, Esq., 280 Broadway, New York.

OFFICIAL ANNOUNCEMENTS.

ILLINOIS HOTEL.

THE Ætna House, Danville, is hereby appointed L. A. W. hotel for that point. L. A. W. rate, $1.50 per day; meals, forty cents.

N. H. VAN SICKLEN, *C. C.*

CHICAGO, Jan. 6, 1888.

MINNESOTA REPRESENTATIVE.

I HEREBY appoint Mr. L. B. Graves, of Minneapolis, as the second representative for our State Division.

S. F. HEATH, *C. C.*

MINNEAPOLIS, MINN., Jan. 7, 1888.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 121 — Total 38.

BOSTON, Jan. 13, 1888.

DELAWARE DIVISION — 1.

Unattached.
17294 Chamberlaine, A. M., Middletown.

GEORGIA — 3.

Brunswick Wheelmen.
17295 Brown, F. McC., Brunswick
17296 Cunningham, F. E., "
Unattached.
17297 Beatty, H. B., Macon.

INDIANA DIVISION — 1.

Unattached.
17323 Shank, W. A., Union City.

IOWA DIVISION — 1.

Unattached.
17321 Betts, Roy C., care *Tribune*, Muscatine.

MARYLAND DIVISION — 3.

Cycling Ramblers.
17298 Shower, Jno. A., Westminister.
Unattached.
17299 Cone, Sydney M., 1607 Eutaw Pl., Baltimore.
17300 Kelso, Geo. R., 1205 Linden Ave., "

MASSACHUSETTS DIVISION — 2.

Columbia Bi. Club.
17301 Whiting, George, No. Attleboro.
Unattached.
17322 Anderson, Gustaf, 44 Central St., Worcester.

MICHIGAN DIVISION — 1.

Unattached.
17302 Slussar, L. E., Mancelona.

MINNESOTA DIVISION — 2.

Unattached.
17303 Prickett, E. K., 1610 First Ave., Minneapolis.
17304 Wicht, Charles, 800 Central Ave., "

MISSISSIPPI — 1.

Natchez Cyclists.
17305 Clarke, Geo. G., Greenville.

NEW YORK DIVISION — 14.

Albany Wheelmen.
17306 Merrihew, George, Slingerlands.
17307 Shields, Frank A., 83 Hamilton St., Albany.
Manhattan Bi. Club.
17308 Fry, Chas. P., 280 Broadway, room 217, New York.
17309 Kaufman, Leo, 502 Broadway, "
17310 Newton, D. C., 25 Union Sq., "
17311 Putney, W. H., 109 Bank St., "
17312 Roys, Geo. A., 345 Broadway, "
Nassau Wheelmen.
17327 Mellor, Jno. H., 248 9th St., So. Brooklyn.
New York Bi. Club.
17313 Haight, T. S., 58 Horatio St., New York.
Unattached.
17324 Arnold, Carrie M., 41 Rowley St., Rochester.
17325 Arnold, Mary C., 41 Rowley St., "
17326 Forbes, Geo. M., 16 Tracy St., "
17314 Garland, A. E., 34 Niagara St., Buffalo.
17328 Williams, Fred B., 244 E. 86th St., New York.

OHIO DIVISION — 5.

Canton Bi. Club.
17315 Stauffer, Ira M., Box 202, Canton.
Unattached.
17329 Ballard, L. W., Alliance.
17316 Braggs, Andrew J., 261 Superior St., Cleveland.
17317 Dyer, W. S., 296 Findlay St., Cincinnati.
17318 Hunt, L. D., 31 Spruce St., Columbus.

RHODE ISLAND DIVISION — 1.

Unattached.
17319 Harrington, Clifford A., City Hall, Providence.

TEXAS DIVISION — 2.

Unattached.
17330 Hughes, Ed. V., Sherman.
17331 Truslow, W. B., "

VIRGINIA DIVISION — 1.

Unattached.
17320 Jefferson, H. M., No. Danville.

RENEWALS.

BOSTON, Monday, Jan. 9, 1888.

LIST 6.

THE following renewals are received to date: —

California,	21.	Nebraska,	2.
Colorado,	2.	New Hampshire,	10.
Connecticut,	15.	New Jersey,	38.
Delaware,	2.	New York,	171.
District of Columbia,	4.	Ohio,	46.
Florida,	4.	Pennsylvania,	80.
Georgia,	2.	Rhode Island,	8.
Illinois,	69.	South Carolina,	1.
Indiana,	4.	Tennessee,	4.
Iowa,	16	Texas,	1.
Kansas,	9.	Vermont,	10.
Kentucky,	2.	Virginia,	2.
Maine,	3.	West Virginia,	2.
Maryland,	13.	Wisconsin,	3.
Massachusetts,	57.		
Michigan,	6.	Canada,	1.
Minnesota,	5.	England,	1.
Missouri,	12.		
Total,			626.

LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888: —

New York Bicycle Club, New York City.
Richland Ramblers, Mansfield, O.
Grand Rapids Bicycle Club, Grand Rapids, Mich.
Olathe Wheelmen, Olathe, Kan.
San Francisco Bicycle Club, San Francisco, Cal.
Detroit Bicycle Club, Detroit, Mich.

FOR SALE, EXCHANGE, ETC.

ADVERTISEMENTS will be inserted in this column as follows: Fifty cents for four lines, first insertion; twenty-five cents for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

BARGAINS. — 45 and 48 inch Stars; will be sold cheap; 1887 pattern. CHAS. SCHWALBACH, Prospect Park Plaza, Brooklyn, N. Y.

FOR SALE. — Columbia Tandem tricycle, in perfect order, good as new; also, one Rudge Crescent tricycle; will be sold cheap to prompt buyer. W. H. DEGRAAF, 47 and 49 W. 14th St., New York City.

WANTED. — Expert or other good wheel, enamelled or nickelled, late pattern, 48 inch or 50-inch, ball bearing, in good order; will pay cash. Address BICYCLE, P. O. Box 2434, New York City.

TO PURCHASE. — Good second-hand single tricycle, late pattern, reasonable for cash; wanted at once. FRED'K. S. VAN HORN, No. 54 Warren St., New York City.

SMALL WHEEL CHEAP. — 42 or 44-inch, any good make; give full particulars. W. H. GEARY, No. 37 Reade St., New York City.

WANTED. — A second-hand Rudge or Victor bicyclette, former preferred, 1887 pattern, in good order, and low priced. E. BRYANT, 847 Prospect Place, Brooklyn.

BICYCLES, SECOND-HAND. — If you wish your wheel sold quickly, at a small commission; or if you wish a choice from the biggest list of big bargains in America, send to MANHATTAN WHEEL EXCHANGE, 49 Cortland St., N. Y.

RENEWAL BLANK.

Please fill out the blank below, and send it with $1.00 enclosed, and your number, to

ABBOT BASSETT,

Box 5267,

Boston, Mass.

DO NOT FORGET TO SEND OLD NUMBER.

If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

No. .....

Name, ...

P. O. Address, ...

City and State, ...

Club, ...

Enclosed find
$1 for renewal.
.25 " holder.
.25 " marking.

When we are compelled to use racing wheels to make records we **SHALL SAY SO,** but so far our ordinary road machines seem to be **SPEEDIER,** and to run more easily than the fra ı and specially light built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran

350½ MILES IN 24 HOURS

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's indoor world record, which was made on the same track.

Then Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion), of

323 MILES IN 24 HOURS.

Not to be forgotten is the 20 miles within the hour, on the Ordinary Champion, by the same rider, and on the public highway. Add to this Dingley's track record of

100 MILES IN 5h., 38m., 44⅕s.

still with the Ordinary American Light Champion. Thus, gentlemen, the "American Cycles," though road machines, hold every important road and long-distance record, and it is only fair to give some credit to the

G. & J. BALL BEARINGS.

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CHICAGO, ILL.

Largest Manufacturers of Cycles and Sundries in America.

THE L. A. W. BULLETIN.

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED WEEKLY:

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, JANUARY 20, 1888. | VOL. VI. No. 3. WHOLE NUMBER, 134.

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FOR 1888.

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The Rudge Agency (recently relinquished by Messrs. Stoddard, Lovering & Co.) will be continued at the same place, 152 Congress Street, Boston, Mass., by **H. M. SABEN**, who has been actively connected with the agency during the past two years. The 1888 Rudge Catalogue is now in press.

1888 NEW MAIL!

LOOK OUT FOR IT. READ THIS CAREFULLY.

No Higher Grade. No more successful wheel ever appeared in the market than the **NEW MAIL LIGHT ROADSTER** brought out by us last year, of American Manufacture. All Parts Steel Forgings and Strictly Interchangeable. **THE ONLY WHEEL** having the Great Improvements of TRIGWELL BALL-BEARING HEAD, which we control. Proved an absolute success by actual road use of past two and one half years. Perfection Strengthened Backbone and Forks and Thickened Base Rim. Never, since we have been in the bicycle business, have we received so many flattering testimonials from all parts of the country as of our last year's NEW MAIL, and as they are the opinions of well-known and many of them hard riders, Stronger Evidence of the Merit of a Wheel Cannot be Offered. ☞ Since some dealers have made exertions to decry the Ball Head as of no advantage whatever, we are forced to refer to the fact, emphatically, that the true MERIT of the Trigwell Patent may be clearly understood. We wish to impress these facts: that

We control the Trigwell and others CANNOT USE IT. That the Trigwell is the Only Ball Head confining the balls. That we were the FIRST to adopt the Ball Head, and hence have had the most experience with it, and we DECLARE the Trigwell, which we have used two and one half years, A MAGNIFICENT SUCCESS. Simple for repair, in case of accident, and more durable than the cone. The best proof of this success is our declaration that for the coming year WE DO NOT ALTER THE HEAD in a SINGLE DETAIL. Every part has been DEAD RIGHT and no change required. ☞ Don't book your order for a new mount till sending for Descriptive Catalogue of NEW MAIL, out February 1st. Send your name NOW. Good Agents wanted in every town. Our former agents requested to write us AT ONCE if wishing to continue, and book their orders for early deliveries.

WM. READ & SONS, 107 WASHINGTON ST., BOSTON.



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THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. PUBLISHED WEEKLY. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,
SECRETARY-EDITOR,
For the League of American Wheelmen,
AT THE L. A. W. OFFICE,
22 SCHOOL STREET, BOSTON, MASS.
P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

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CLUBS OF FIVE - - - - - - $4.00 "

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith.

Members should be careful to notify the EDITOR promptly of any change in their residence, giving their old as well as new address. Great care is taken with the mailing list. All changes received after Tuesday night can not be attended to until the following week, as at that time the list goes to printer for revision. Members who write for back numbers will have them forwarded on Friday, our regular mailing day.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W.," see special page in Advertising Department.

HAVE you renewed yet? Don't put it off till the last moment. Up to last Saturday we had over thirty-one hundred names on the roll, and Monday morning brought us a very heavy mail. This looks encouraging, for it surpasses, by many hundreds, the record of last year.

FROM the letters we have received, we are persuaded that any effort to make the BULLETIN other than a weekly will not meet with popular favor. The paper has been cried down a great deal, but it seems to have lost little favor with the rank and file.

WE get an occasional suggestion from a member, who says: "The League should let racing alone." The writer cares little for competition between riders, doubtless, but he forgets that there are many that do. We believe it to be one of the duties of the L. A. W. to keep the sport respectable, and no feature will more quickly bring the wheel into disrepute, if let alone, than the business of racing. The League makes rules for racing, but it does not hold race meetings, nor does it spend much money in racing interests. No member suffers for what the League does in this respect.

NEW YORK leads the way in nearly every good work. And now a Roads Improvement Association is proposed, and it will be carried out in a practtal business way; and this always leads to success.

FROM A FEMININE POINT OF VIEW.

NOTE the appearance of the Surprise tricycle, manufactured by the Pope Manufacturing Co. Shall we not take this as an indication that the feminine element is appreciated, and that its wants are recognized and supplied? I long ago came to the conclusion that the handle-bar steering is not the best for ladies, since it is open to many serious objections, and I have more than once given utterance to my ideas. I will not undertake to say that these utterances are responsible for the new machines that have come out, for I prefer to believe that experience has read the same lesson to others that I have imbibed.

THE two machines that I refer to — the Surprise tricycle of the Pope Manufacturing Co. and the Quadricycle of the Sterling Cycle Co.— have each several points to commend themselves to the ladies. The front is open, and therefore the mount and dismount are easily accomplished; this in marked contrast with the awkward mount of the handle-bar-steered machine.

I HAVE never met with an accident on my wheel, and have no experience to draw from, but when an accident does come, whether it be an overset or a collision, I prefer to be on one of these open-front machines, rather than hemmed in by the bar of the ordinary formed tricycle. Both machines I have referred to have the open front, while they are without the objections I have always had to a two-track machine, which gives one an open front at the expense of unsteady running.

ONE more point: I believe most thoroughly that a lady should sit erect while riding. Though I have been able to do better work on the bar-steerer than I could on the side-handle steerer, I have never taken kindly to the bent-over position one has to assume, nor am I convinced that the fact that the bar-steerer weighs some twenty pounds less than my old mount had nothing to do with the results obtained.

THE Boston papers have recently been discussing the benefits of athletic training, and the ideas of leading men in each sport have been obtained and published, and to these have been added the opinions of medical men and others. It is to be expected that each man believes the sport he is interested in to be the very best for the physical development of the body, else it is hardly to be supposed that he would have followed it up. Very many say a good word for cycling, and the only word that is said to its detriment comes from those who think the best results in physical training cannot come from a sport where the shoulders are not thrown back and the chest expanded.

IT is not my purpose to controvert what these writers say, nor to evidence the beneficial results of cycling. Suffice it to say, that, upon either of the machines which I am speaking of, one can enjoy the wheel free from the objections which these critics have urged against the sport. If there are other wheels in the market that meet the want of ladies so well as these do I shall be glad to know it. Many will claim that they sit erect on a bar-steerer, and they will place themselves upright in demonstration of this; but see them on the road in an unguarded moment, and notice if the back is perpendicular.

I HAVE an interesting letter from one of the North Shore party. Maggie and Jennie were the youngest of the party, and decidedly the smallest, but nobody waited for them, and they asked for no consideration on account of youth or size. Here is Maggie's letter:

DEAR DAISIE: — Since I wrote to you last year in regard to the distance I covered in wheeling, perhaps unless I let you know this year you will think that I have lost interest in cycling. It seems to me now as though I never could be anything but enthusiastic about the wheel. This is my second year, and though I have not ridden as many miles as I hoped at the beginning of the season, still every mile has been one of pleasure. I might state one exception, such as the day when three of us returned from Gloucester, riding from Magnolia to our home in the pouring rain. I never shall forget that trip, for we had to push hard, as the roads were very muddy, consequently, in my estimation, horrible. We (my sister and I) have ridden our tandem almost exclusively this season, as we like it better; not because it is any easier to ride than our single, but we can go together, and both can enjoy the trips instead of one. We have ridden about nine hundred miles in all, counting what I have ridden on the single, the latter being very little over fifty miles. Though I had a cyclometer, I cannot tell you the exact number of miles, as it could not be depended upon, and also gave out several times. We do not have a great deal of time for riding: I do not get home at night until seven o'clock, so we only have the evenings and Sundays. We make the best use of these, however, and always enjoy what time we have. This year we have not had half the rides in the direction of Malden, of which we used to think so much. The new line of horse-car tracks put an end to that. It has brought the Newburyport road into more favor though (with tricyclists any way), and, really, in the summer time, I think that there is no prettier road anywhere near here than that turnpike. We shall always remember the "Ladies' North Shore Trip of '87." It does not seem as though there could be much improvement on that tour; and as for me, I am only waiting until '88 brings one more to be added to the list.

We watch for the BULLETIN every week, as we think the letters from the different ladies in your column "From a Feminine Point of View" very interesting. So I hope that there will be plenty more forthcoming. Yours truly,

MAGGIE KIRKWOOD.

MAPLEWOOD, MASS., Jan. 10, 1888.

A LADY rider said to me the other day: "I have quite often felt inclined to ride into Boston on my wheel and do a little shopping, but, alas, I can't ride in the business streets, and I have nowhere to store my wheel up-town, and so I have had to give up the idea." I know very well that the dealers are very polite to the ladies, and I do not doubt that any one of them would allow my friend to leave her wheel at his place; but a lady does not always like to thus put herself under obligations to a stranger, and it would be much better for all concerned were a stable established, a fee for stabling fixed, and an announcement made in the papers. I do not know that it would pay any dealer to go to the expense and trouble to set up a tricycle stable, but I do know that gentlemen pay from ten to twenty dollars a year in club dues who have no object in joining the club save to get the advantages of a wheel room, and I think it fair to suppose that very many who cannot afford to pay large club dues would patronize a stable. Then it must be remembered that ladies are not eligible to club membership.

DAISIE.

THE Massachusetts Division has appointed a special committee to provide entertainment for the delegation that will go to New York to attend the winter meeting of the L. A. W. These trips to New York are very much enjoyed by those who are in the delegations, and now it is proposed to add jollity to the jollity that is sure to come.

QUAKERTOWN QUILLINGS.

On Monday evening, Jan. 9, the delegates from the six principal clubs of Philadelphia met at the handsome quarters of the Philadelphia Club to consider the preliminary steps for an organization of "the Associated Cycling Clubs of Philadelphia." The home committee of the Philadelphia Club had already arranged a proposed line of action for the new organization, which was duly submitted, and so well arranged was it that, although well talked over, so little fault could be found with it that the changes suggested by the delegates present amounted to practically nothing. The proposed association of the clubs is intended to be a kind of congress or council of the clubs, with power to act promptly when the necessity for prompt action arises without referring to the clubs for instructions. It is purely local in its intentions, and it has ample scope, and any amount of work blocked out for it. If carried out upon the lines proposed it cannot fail of support, as it is unquestionably the best thing of the kind, so far, started in this country. The delegates meet again on the 18th inst., to furthur consider the provisions of the proposed by-laws.

On Tuesday evening, 10th inst., the Tioga Club gave its annual dinner, at Guy's Hotel, Philadelphia, in connection with, or rather after, the regular monthly meeting. Quite a goodly representation surrounded the table, and the fleshpots appeared and disappeared at an alarming rate — for the Boniface. Prizes for the year's riding were presented as follows: —

For the greatest number of miles during 1887, to Richard Dallett, 2,502 miles. The club silver cup and gold medal.

For the greatest number of rides of over three miles each, to I. Van Deusen, Jr., gold medal.

For the longest ride in one day, to C. S. Liesen, 103 miles, a gold medal. Dallet had ridden 102 miles, but Liesen went him "one better."

These records are only remarkable for the fact that no Sunday riding is allowed to count in the make-up of said records.

At the after-dinner speeches Mr. John F. Simons, the oldest charter member, responded to "The History of the Club." Mr. J. Howe Adams depicted in glowing terms the future of the club and well earned his title of the "club prophet"; others gave well-considered talks, and the delegates to the new proposed association endeavored between them to give an idea of the scope of the new union. After a long and pleasant evening's entertainment the club adjourned.

The Gormully & Jeffery agency in this city will be hereafter located with Mr. Kirk Brown, who now handles the Quadrant and New Rapid wheels. The Victor agency stays with Tryon & Co., and of course the Hart Cycle Co. will do their usual best with the Columbia, of the wonderful improvements in which for this year we hear many tales. PHACTO.

The total mileage of the Elizabeth (N. J.) Wheelmen for 1887 was 22,597 miles. The individual records ranged from sixty-nine miles to 3,495. Those who rode more than a thousand miles were, Gilbert, 1,106; Finck, 1,107; L. B. Bonnett, 1,162; Decker, 1,200; Caldwell, 1,336; Bowman, 1,467; Chandler, 1,637; and D. B. Bonnett, 3,495. The latter gentleman thus won the long-distance medal. Gilbert made the largest monthly record, covering 459½ miles in July. He also is added to the list of century riders, having ridden one hundred and two miles inside twenty-four hours on the 21st of July. Eight members reported rides of fifty miles or over in the day. Ex-Captain Martin made the highest average per ride, — 22.6 miles, — but, having failed to cover a thousand miles in the year, the medal was given to L. B. Bonnett, whose average was 17.8.

THE OWL.

There has always, to wheelmen, existed a well-known connection between cycling and astronomy, and the recumbent headerite has, by means of cycling, been shown in one fleeting moment more stars of more original varieties than all the astronomers of the world have labored in vain for years to discover; but it remained for Mr. James Lick to bring astronomical observation and cycling into yet more direct practical combination, this gentleman having erected upon the summit of Mt. Hamilton, in California, the largest equatorial telescope in the world. The contract for the framework, etc., of this enormous celestial searcher, weighing nearly 200 tons, was given to a California firm, and in building same it was soon discovered that the enormous weight of the instrument would make it practically useless, since it would be almost impossible to move same rapidly and easily enough for practical purposes. While much worriment was thus being undergone, a young engineer in the employment of the company stepped foward and offered to remedy the difficulty that had proved too much for his superiors. He proposed to equip the different wheels upon which the monster revolved with ball bearings, such as he had already so satisfactorily tested upon many a bicycle rider. In an instant the difficulty was overcome, and to-day the immense mass of metal revolves upon its ball bearings, and one pound pressure thus easily moves 1,000 pounds of metal, so that an ordinary man finds no trouble in the handling of the two-hundred-ton telescope; and science thus takes another lesson from the progressive page of cycling.

Edwin Oliver, now a resident of the wild and woolly West, and well known as Gormully & Jeffery's right bower, and the president of the Lincoln Cycle Club, of Chicago, has gladdened the hearts of his many friends in New York by paying them a flying visit last week. He is as breezy a specimen of the Windy City as one could well expect to see, and, to us residents of the effete East, proves a shining example of that class of young men who go West to grow up with the weeds, and return here overflowing with the immensity of the land he has lived in. There is but one Edwin Oliver, and, unfortunately for us, Chicago owns him.

It has often been remarked that there is nothing in the world so much patented as a bicycle, and no matter what improvement or alteration one may desire to patent on it, he is at once met by the claims of about a dozen others, who have already patented the same thing twenty years ago. A case in point happened a few days since that is worth relating. A long-haired inventor made application for a patent on an entirely new kind of bicycle, and was refused upon the same old grounds, that the invention was not a new one. The bicycle was a mammoth affair, and was intended to be sustained and propelled by a smaller wheel ridden inside of it, described as a "wheel within a wheel." The examiner, who, by the by, was a Sunday-school superintendent, refused it, on the grounds that the machine had been described in Ezekial i. 16, as follows: "The appearance of the wheels and their work was as it were a wheel in the middle of a wheel . . . and the wheels were lifted up over against them, for the spirit of the living creature was in the wheels." There was no going back on this record, and the inventor is now devoting his genius to perfecting a "life-preserving coffin, to be used in doubtful cases of actual death." Speaking of new-fangled wheels reminds me that their failure, as a rule, results from the inventor failing to invent the riders to use them.

Good advice is said to be worth more than money, but some way, when the rider has given the manufacturer any amount of good advice about how to build wheels to meet the requirements of the riders, he finds that the manufacturer still insists on the money in payment of his bill, utterly ignoring the more valuable advice as a method of payment.

They had quite an argument the other evening in one of our city bicycle clubs on the admission of lady members, and finally, by solid vote of the married members, the motion was defeated. The argument used by one of the objectors was, "What does a woman need with a club, any way; has n't she already got the rolling-pin and the broom?" The bachelor members didn't understand the remark, but it seemed to have great effect upon the married ones.

Most wheel papers these days are like some kinds of trees, — many leaves but mighty little fruit.

W. C. Herring writes me from abroad, that in a recent tour through Ireland he found he could do no night riding in one of the counties in Ireland, because he could not keep his lamp lighted. Somehow he forgot to mention which county this was, and I, like a fool, spent five cents postage on a letter to him, asking the name of the county, and I got back just this one word, "Wick-low." Thinks he 's mighty smart, I suppose.

Many a young man gets his bicycle entirely upon his pa-value.

G. M. Nisbett, of the New York Bicycle Club, induced sixty-five wheelmen to join the L. A. W. last year, a record that he may well feel proud of.

Somebody, over the title of "Bi," in a recent number of the *Wheel*, devotes about a page of that paper to telling how he went to sleep somewhere around St. Paul's graveyard, the other night, and by the honorable method of watching through a keyhole was enabled to give almost everybody and everything in cycling a hauling over. Of course it is not expected that any one would notice any remarks on the part of any one who secured his information in so "Peeping Tom" a style, so I won't take the trouble to refute some criticisms he made there of THE OWL.

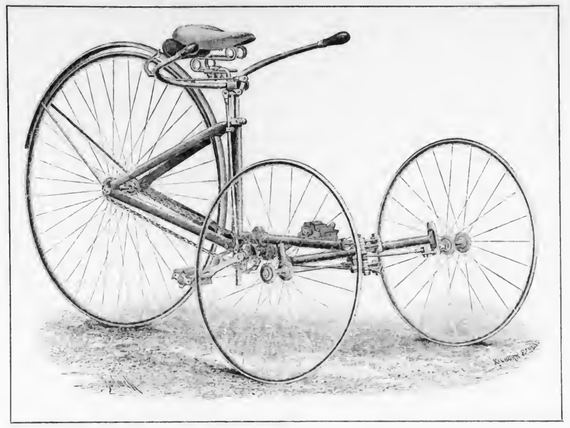
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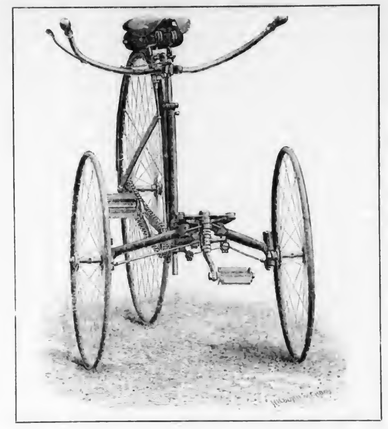
(Held in the new house of the Pa. Bi. Club.)

M. — "You 're welcome, comrade, come inside,
Don't stand there in the cold;
You 've had a jolly winter's ride?
Gad! old chap, you 're *mighty* bold
To brave this chilling wintry blast
That whistles o'er the pike;
I guess you hustled somewhat fast
That good old battered bike?"

Carlo. — "My dear old chum, it does me proud
To see your hearty welcome ways.
Let 's go in there and 'blow a cloud'
Before that genial hickory blaze,
And chat the while the smoke floats higher, —
Floats in coils of matchless grace;
Perhaps down somewhere in that fire
Gleams a well-loved roguish face."

M. — "Ha-ha! Carlo! youth 's returning;
Thought I that her face *half* came
Where that stubborn knot is burning;
But, surely, *no!* 'T is not *the* same.
Now, comrade, put romance in fetters,
Let your optic ponder o'er
That *street-car* sign, that our betters
Want NO SMOKING ON THIS FLOOR."





THE SURPRISE COLUMBIA TRICYCLE.

Manufactured by the Pope Manufacturing Company, Boston, Mass.

The Pope Manufacturing Company presents an entirely new form of tricycle for the coming season, and puts it on the market at a price very much lower than the standard machine, though it is as carefully made and the material is none the less worthy. The cut gives one a good idea of the form and details of the machine, and the brief which we publish below will supply all that is lacking to a comprehension of the wheel. The open front will commend itself to the ladies. The folding arrangement allows the wheel to be compressed to a width over all of twenty-nine inches, and this will enable the owner to take it through an ordinary doorway. The running track may be varied in width from thirty-four inches to thirty inches. The saddle, handle, and pedals are adjustable. The form of the machine renders a balance gear unnecessary, and thus one complication of the ordinary double driver is done away with.

Brief. — 32-inch driving wheel, 26-inch front steering wheels. Endless moulded rubber tires, 1 inch to driver, ¾ inch to steerers. Crescent felloes. 44 and 24 direct spokes. No. 11¼ wi e, with both ends enlarged. Copeland folding frame of seamless tubular steel. Tubular driving-wheel forks. Wallace dwarf steering-heads. Adjustable handle-bar steering. Hollow curved handle bars, adjustable for height. Vulcanite handles. Adjustable plunger brake. Adjustable crank-and-chain driving gear. Wallace sprocket-wheels. Ewart forged steel, detachable link chain. Detachable Knous cranks. Columbia "double-grip" rubber ball pedals. Columbia adjustable ball-bearings all around. Adjustable L seat-rod. Harrington cradle-spring. Knous adjustable saddle. Dust shield. Width over all, open, 39 inches; folded, 29 inches. Gear, 48¼. Weight all on, 73 pounds. Finish, enamel, and nickel tips. Price, with ball pedals, $150; with parallel pedals, $145.

There was fierce competition on Saturday amongst the frequenters of the Anchor to secure the honor, if it may be so considered, of being the first signer in the visitors' book of 1888. Eight men, we hear, waited "on the bridge at midnight," and as the last stroke of the witching hour died away sprinted for the "old house." The finish may be considered a dead-heat, but the first three names down are — Henry Cornivell (1), W. Kennedy (2), J. S. Reekie (3), all of the Polytechnic C. C. — *Cyclist.*

ST. LOUIS.

Ned Oliver, of Chicago, was in the city last week. I did n't get a chance to see him, but I hear he talked as enthusiastically as ever of the company he represented. I expected he would have some light to shed on Whittaker's relation to Stone's challenge, but he did n't seem to shed it if he had it.

Having heard that Frank Mehlig, the well-known rider, had been imprisoned and fined on the De Soto road late last fall, I wrote him to ascertain the facts. He is now living in De Soto, and it took some days for my letter to reach him. I received his answer the other day, and was surprised to find that such an outrage had been committed almost within sound of St. Louis, and on a road famous among cyclers the world over. Unless something is done about it, I shall be very much surprised. Mehlig says: "I started from St. Louis Nov. 23, for a ride to De Soto, to close my riding season. I had a very tough time of it, too, as the road was very bad, worse than I ever saw it, there was new macadam on it. I had to walk about half the way, and when I reached the Corker, just at the bottom and around the bluff, came a mule with part of a buggy attached to him, and in the buggy sat two men. Well, when the mule got sight of my bike, you might imagine what happened. The mule got frightened, and ran down the embankment of the bluff, upset the buggy and threw the men out. Well, as I was too tired to run fast, and the road was bad, I stood still and awaited the result. We three waited until a wagon came along, when they put my wheel in it and took myself and machine to Hillsboro, where I was locked up until the next morning, when I telegraphed to De Soto for my brother-in-law to come out and pay my fine, which was five dollars, for the damage done to the buggy. My brother-in-law came, paid the fine, and I was released, and oh, how glad I was! as it was the first time I was ever locked up, and I hope it will be the last. I don't care about making a complaint to the L. A. W. this time, as everything is settled now."

That is all very well, Mr. Mehlig, you may not wish to complain, but there are a number of wheelmen who would like to know under what antiquated law you were fined. I have ridden through Hillsboro, I have scared horses and mules on that road, and I should like to know whether I am liable for damages caused by a fool of a horse. Others who have ridden that road, or expect to, have a peculiar interest in the case, as have all who ride anywhere. If damages are thus assessable at Hillsboro, why not at Ballwin or Manchester? We want to know about this case, and we are going to find out. Of course the fine is paid, and the matter is out of court, but an investigation by the Division officials would not do any harm.

Several startling reports affecting local wheelmen have been going the rounds. One to the effect that Harry Gordon was dying of an abscess in the neck, in Denver, and the other that Alex. Nicholson had been killed in a Western town. The former turns out to have been a great exaggeration, while the latter has not been either confirmed or disproved.

"Cupid" Baker, who skipped the city some months ago, dropped in on the boys rather suddenly the other day. He is the wheelman who made the St. Louis-Boston ride two years ago. He got to flying too high some time ago, and one day had to keep right on flying.

At the last meeting of the Missouri Bicycle Club Bert Taylor was appointed librarian. This is the first step probably towards a regular club library. So far, he has no powers beyond those given him by the house committee, but in time, doubtless, he will have a wider scope; and Taylor has for many months deplored the want of any system in the handling of the club periodicals, and it is no doubt a tribute to his persistence that he is chosen to bring order out of chaos. Jack Watson having left the house committee, Billy Barron was put in his place. The house committee as it now stands is Frank Pratt, chairman, with Chauvenet and Barron.

The Missouris' last entertainment, on Thursday evening, was like each one of its predecessors par excellence, from whatever standpoint considered. There were the usual literary exercises, lasting an hour or so, and then came the presentation of the challenge road cup to E. A. Smith for making the best record during the season of 1887. A. T. Stevens, who had held it for a year past, had the honor of making the speech of presentation, and did so in an address that was loaded with sorrow and regret. He said it made his heart heavy to part with the trophy, and all the scenes which he had gone through to win it came back to him with unusual clearness as his hold on it grew slighter and slighter. He said the vividness with which the past came back alone could tell of the sadness that pressed upon his arterial system, and made his heart feel like a sugar-cured ham. Again, in his ears sounded

the dull thud of the header, again he heard the gleeful growl of the Cheltenham bull-pup, and again his feet grew weary climbing old Solomon's grade. "I cannot go any further," he concluded, as a big tear thrust aside an eyelid, and promenaded down his soft and tender cheek. "No, no, I cannot sing the old songs," he gasped, as he handed over the cup to his successor, who made a neat speech in response.

GEORGE TIVY, of the Cycle Club, as usual, the past two years captured the first new-year signature in the Ballwin register. To do it this time he left the city alone, at midnight of the 31st, with the mercury at zero, and the Manchester road a succession of frozen ruts, which would have been bad enough to ride even in daylight. He made the distance in a little less than four hours. He was followed in a few minutes by Wolzendorf, the Star rider, who found it a pretty tough task keeping his little wheel out of the ruts. He says he has all the new-year register glory to last him a while. Tivy, by the way, has his features reproduced in a long article in the Sunday *Post-Dispatch*, giving the last season's road records, in which Tivy leads, having 5,400 miles to his credit.

A. T. STEVENS, as the mileage committee, all by himself, presented at the Missouri Club's meeting last Tuesday the club's riding record for the season of 1887, from April 1 to Dec. 1.

Only fifty-eight of the ninety-six active members kept account of their mileage. These fifty-eight made a total of over 45,000 miles. There were ten, however, who rode nearly half of this great distance. The ten, with their mileage, were as follows: E. A. Smith, 4,003 miles; W. M. Brewster, 3,671; Alex. Lewis, 2,531; C. C. Hildebrand, 2,401; E. C. Klipstein, 2,255; Bert Taylor, 1,650; W. P. Grath, 1,557; E. B. Kidson, 1,450; A. W. Douglass, 1,308; Robert Holm, 1,228. The total of these ten was 22,054 miles, and the average per day was nine miles.

E. A. SMITH, who thus gets the club medal for 1887, and the trophy until it is wrested from him, is connected with the Missouri Safe Deposit Company. He is one of the new riders, having joined the Missouris less than a year ago, and having begun riding in earnest not much before. Although a little short of the 1886 record of Stevens, 4,178¼, Smith's biggest month was ahead of another thirty-days' ride. He covered 1,130 in September against 1,058 made by Stevens in one of the months of 1885. Smith's total by months was as follows: April, 325; May, 350; June, 370; July, 453; August, 562; September, 1,130; October, 483; November, 330. His longest single-day ride was 94 miles, made mostly over the Creve Cœur and the Manchester roads. The presentation of the prizes of the year will be made at the club entertainment next Thursday, the 12th. I understand that A. T. Stevens, the present and modest holder of the medal, is required by the rules of war to make the presentation.

OMEN.

ST. LOUIS, Jan. 8.

NO VICTOR TEAM FOR 1888.

To the Cycling Public: — We beg to announce that we have "retired from the path," and shall hereafter leave to the amateur all the glory that is to be won in that arena. We now feel that the state of things which has existed in this connection has been and can be productive of no benefit to any of the parties concerned, and our present action is the result of this conviction. We have proved our ability to make wheels capable of being ridden as fast as the fastest. Ours were the first American wheels to hold world records, and we have at times during the past three years held more world records than any other one make.

As regards "records" made outside of competition, they are a standing jest among wheelmen, and are accounted more wind than record. It is evident that the riding public believes that attempts are being made to impose on it, in the matter of "records" made only on paper. It has been said that there are riders who require only to know what is desired, and straightway there is forthcoming a "record" built to order, regardless of conditions or possibilities.

In the great Clarksville race, where was fought the greatest wheel battle ever seen in this or any other land, the Victor was found at the front, taking both first and second places. Such contests alone are of value in deciding the merits of different wheels. We propose hereafter to spend our coin in making machines, not in paying riders to show them. We are the first to take this stand, and expect to be the last to recede from the position so taken.

Very truly yours,
OVERMAN WHEEL CO.
A. H. OVERMAN, *President*.

ARIEL WHEEL CLUB, POUGHKEEPSIE, N. Y.

AFTER five years of active interest in wheeling, the Ariel Wheel Club, of Poughkeepsie, N. Y., has resolved itself out of existence. The club, which was organized in 1882, has had considerable influence among the wheeling fraternity of Dutchess County, and is known to many wheelmen of the country. The club-rooms were the headquarters of the visitors and delegates at the annual meet of the American Division of the C. T. C., which was held in Poughkeepsie in 1884, and became the place of rendezvous and recuperation for many of the members of the "Big Four" tour of 1885. In fact, the latch-string has always been on the outside of the club-room doors for visiting wheelmen.

To create an interest in wheeling in the community was the sole purpose of the organization, and the club, which ranked sixth or seventh on the list of L. A. W. clubs in the State of New York, dissolves now because of the fact that many of its members have given up riding or have sold their wheels, which seemed to be likely to lessen the interest of the club in the sport. It is the purpose of the riding members to continue their membership in the League, and, as individuals, their efforts in behalf of good roads and equal rights will not be abated.

DENVER.

THE Christmas cycling carnival of the Denver Ramblers, held at the Mammoth Rink, Dec. 26 to 31, was a grand success. H. V. Croll and R. Gerwing made the prettiest race ever exhibited in Denver. H. G. Kennedy is rapidly coming to the front as a fancy rider, and will soon hold the State championship. The drill squad went through some difficult and entertaining movements. As a result of the carnival, several committees are at work furnishing decorations for the club rooms. Several Ramblers now have cyclometers which register in the neighborhood of fifty miles since the 1st of January. Kid Gordon will be out again next week, after a six weeks' attack of erysipelas.

RETLAW.

BUFFALO.

A HAPPY New Year to the L. A. W. and BULLETIN, and may its course be ever prosperous! Bicycling news is very scarce just now, but your "humble" has been able to gather a few "spokes" to show you we're not dead yet. In your issue of the 6th inst., I see Buffalo is chosen as the place of meeting. I hope they will act upon the suggestion of "a well-known member of the League" in regard to increasing the membership dues and allowing a discount to clubs that qualify as League clubs. As it stands now, the League offers no inducement to clubs to join.

THE Ramblers gave their second annual assembly Dec. 14, which was fairly successful, being handicapped by counter attractions, although a very enjoyable time was had. Niagara Falls wheelmen were present, and I'm afraid left their hearts behind them. There is another assembly slated for about the middle of next month, to which we extend an invitation to one and all L. A. W. members to be present.

THESE cold evenings you will always find the club-rooms far from quiet, with a group of riders here and there discussing the "famous" rides taken the past season, and what they intend to do the next. The election of officers took place at the regular meeting, Jan. 7, and we are now prepared to "outdo or be outdone," which, I am sure, will not be the latter.

THE Buffalo Club's new house is rapidly nearing completion, and all the apartments will be in readiness in a few days to receive its members. The club extends a kind invitation to the L. A. W. committee to hold their meeting in the new club-house. The formal opening will take place about that time, and no efforts will be spared to make t e occasion one to be remembered and keep up the social standing and prosp rity of the club. The club has a total mileage of sixty thousand miles for 1887, which, in addition to the Ramblers' twenty-eight thousand miles, is a splendid record for the Buffalo wheelmen.

MR. DUCKER is to have a large tournament here this year, and, I hear, is engaging some of the "big" riders to attend. I hope he will be successful in his undertaking. If any man can make it a "go," Ducker is that man. I'm sure our wheelmen will do all in their power to aid him. He has my best wishes for success.

BISON.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

THE WRONG BRUTE.

EDITOR BULLETIN: — In your issue of Jan. 6 I note a very curious method of subduing the road-hog.

"Omen" relates that Percy Stone recently used his skates with telling effect on a specimen of the aforementioned class of humanity, by striking his horse a blow between the eyes, staggering him, and making him go plunging down the street as if the fiends were after him (which in one instance at least might have been the case). I admit, Mr. Editor, that the striking of the road-hog between the eyes might have been excusable, but I fail to see how such treatment of the road-hog's horse, if it became general among wheelmen, would bring about the results desired. I fear that if all cyclists endeavored to conquer one beast by brutally maltreating another they would themselves soon degenerate into the worst class of road-hog. "ANTI-HOG."

WESTERN AMENITIES.

EDITOR BULLETIN: — I have seen in BULLETIN of Jan. 6, 1888, an item from St. Louis, speaking of the contest between St. Louis and Chicago cyclers at Quincy, Ill., and placing Sanders in rather a glaring light, as if he had pushed Bowbeer hard or hustled him. But he did not. An ordinary, inoffensive individual by the name of Myers, from the little burg of Peoria, Ill., did Sanders up in every heat. In fact this village by the lake will have Chicago's scalp before St. Louis gets it, if it depends on such men as Sanders. Now St. Louis has already laid claim to Stone's having carried off the best medal for hill climbing. But the aforesaid Myers has a medal worth perhaps three times as much, and one of the finest ever offered for such a contest, given for the amateur record at the same time and place, in spite of Stone's boast that "it was a cold day when the professionals get left, and that he would carry home the best medal." We like to hear men boast: it shows spirit; but when St. Louis wants to put Sanders after a scalp, just drop him off at Peoria, Ill. We have a track, good roads, a hill or two, and a beardless youth who will hustle him a round or so.

P. O. RIA.

PEORIA, ILL., Jan. 9, 1888.

The Faculty of Harvard prohibited the baseball nine from playing with professional nines for the same reasons that are urged for the present amateur law, and it is generally confessed that the style of playing has deteriorated, without the honorableness (if I may say so) at all being improved, and very likely this rule will be changed soon.

KAY BEE.

THAT B. C. W. RECORD.

EDITOR BULLETIN: — I desire to make a few corrections to the article by No. 67,368 in the BULLETIN of Jan. 6. I see in this article the writer admits that my record up to July 4 was 1,459 miles. Thanks, 459 miles more than I got credit for in your article in the Providence *Journal*.

Now my total record for the month of May, as received week by week, and posted by the committee, was 950 miles, or an average of about thirty miles per day for the entire month, which included several rainy days.

During this month, in company with Mr. Turner, I made a single day's record of 131 1-2 miles. Nothing is said of these facts by the writer, but what appears to stick in his crop is that I should have been able to cover 515 miles in twenty-one days during the following July.

"Several members of my club are willing to swear to it." So they are, and so am I, but what I defy the writer to prove is that these miles were made in four days, as repeatedly stated by him.

And as for "hearing my club-mates talk," I have had the pleasure of hearing several of them talk on this subject, and can only say that I am perfectly safe in leaving my reputation in this matter in the hands of the boys. No. 8,179.

[This correspondence must must now cease. ED.]

REORGANIZATION.

EDITOR BULLETIN: — The time for the meeting of the board for the revision of the constitution is rapidly approaching, and various suggestions have been ventilated in print, but it is a noticeable fact that the principal agitators of League reform have been rather backward in coming to the front and portraying their ideas. Although not quite as prominent a member of the L. A. W. as a good many to whom I refer, I beg to set forth my own ideas in regard to our national organization. The L. A. W. has had prosperous and somewhat unprosperous years since its foundation, and in the future I should hope to see greater interest taken in the association by our largest clubs, and "put their shoulders to the wheel" in obtaining recruits to the L. A. W. ranks. For a country like ours a membership of about 12,000 is, to say the least, small, and can only be increased by the wheelmen taking more interest in the League's welfare and prosperity. The national body should be governed by representatives from the divisions, as at present, and the sole objects of this body of representatives should be the contesting in law of all cases pertaining to cycling throughout the country, and the issuing of a *monthly* organ in place of a weekly, thereby decreasing one expense.

The wheeling interests do not want a periodical devoted to such matters as the contemporaries now write about which are foreign from cycling, and also clippings from previous issues of other papers, but they want an organ devoted to matters that are instructive to cyclers, and topics that are of general interest among wheelmen.

Secondly, the divisions should retain three quarters of the annual dues received from the members, and not let same lie idle in a treasury, or bank it up to accumulate, but spend it judiciously in the placing of sign-posts for tourists and other necessities for the good of wheelmen. Increase the annual dues to $2.00, and, with a total membership in the League of, say, 12,000, divided one quarter to the national body, would be $6,000 per year for the contesting of law cases, and the issuing of a monthly organ, which should, with proper management, pay for itself by the advertisements, as a monthly periodical generally brings in higher prices advertising than a weekly.

In increasing the dues to $2.00, it would not be considered as exorbitant when it is to be used only for the wheelmen interest as above. Lastly, the racing interests should not be governed by the League, which should have no jurisdiction over same; the distinction between amateur and professional should be obliterated, and also the word *amateur*, in the L. A. W. Constitution and By-Laws, leaving the requisites for admission to our ranks, viz., that the applicant be proposed and seconded by two active members. Then racing would take a boom, and we would see not only more competitors in the races but more spectators, and more successful race meets.

Road races would gradually become extinct, as a small club could then make a race meet a success, as they would have enough well-contested races to draw a large attendance; and surely road racing can never be profitable, and it is rapidly declining.

ZANY.

NEW YORK, Jan. 16.

ANOTHER CYCLE ROAD.

EDITOR BULLETIN: — Encouraged by the success of Binghamton, N. Y., wheelmen in building a path to Union, the Holyoke Bicycle Club, at its last meeting, elected a committee of three to raise the money and build a path to Northampton, Mass., nine and a half miles, and a subscription list has been started for this purpose.

All the agitation for better roads the last few years has produced so little effect that many wheelmen are concluding that they must put their hands into their own pockets, if they are to get decent roads.

It is singular with what apathy the farmers and horsemen look upon this subject of roads.

5,253.

HOLYOKE, MASS., Jan. 16, 1888.

THE following statement, taken from the *Sporting Life*, should not go unchallenged by those it implicates. For the good name of the sport, we hesitate to believe these statements till further light is thrown upon the transaction: "The Whittaker McCurdy five-mile bicycle race for $2,500, and which was to have taken place at the Washington Rink, Minneapolis, last Monday night, was prevented, owing to the bursting of steam-pipes. The race was ordered for the next evening, but did not occur, owing to objections from both men. The whole week was consumed in wrangling. In the mean time the stakes had been increased to $4,000 a side and $9,000 in wagers on the outside had been posted by the admirers of each on the result. McCurdy, however, finally refused to race at the time set by Referee Carlisle, and the latter declared Whittaker the winner, and Friday morning paid Whittaker's backer, W. A. Tanner, $16,400, the full amount placed in his hands.

"'I could see no other way out of the matter than to turn the money over to Tanner,' said Mr. Wood. Those fellows brought McCurdy on here from Boston with the purpose of doing up Minneapolis men, and they bought up Whittaker to 'throw' the race, because they knew that he could beat McCurdy. Whittaker had an agreement in his pocket, signed by McCurdy's backer, in which they promised to give him $2,500 to 'throw' the race. They then began to fear that the other side had bought him up, and their scheme was then to prevent the race."

WHEELS FOR 1888.

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THEY speak of the dangers of cycling; what sport is there that has not dangers? In foot-ball you are liable to get your bones broken or your shins barked; in cricket to get your head cracked with the ball, and other petty injuries; and I think it will be found the same with every sport under the sun. Danger, — *it is the danger in our sports that makes us the bold and fearless Englishmen that we are.* — *English Exchange.*

A CORRESPONDENT from New York State writes: "I wish you would publish an article in the BULLETIN in regard to tourists stopping at L. A. W. hotels. There were several through here last year, who were League men, who stopped at all the other hotels but the L. A. W. one, and it 's pretty hard work to get a reduction at a certain hotel, and then have men go to some other."

MR. J. J. BOLT, of Portsmouth, England, has recently patented an improved mud-guard, which affords more efficient protection than those now in use, and is not liable to be bent or broken by catching in obstacles on the road. It is made longer than the ordinary mud-guard, and jointed at the lower end, to allow of its passing over stones or other obstacles, a spring attachment compelling it to return to its ordinary position when the obstacle is passed. It is simple and cheap, and the additional weight is but trifling.

"IN travelling through the country I have had, of course, a great many amusing experiences. In the Ozark Mountains, in Southern Missouri, the inhabitants had never seen a bicycle, and insisted that we were the advance agents of a circus. It was also in this district that I got into the only actual row in which I was ever engaged. Two countrymen with a load of wood refused to allow us to pass them, and one of them struck Gould with his whip. This was too much for the endurance of even Quaker City riders, and when we proceeded on our way, one of the citizens of the 'Muddy River State' was feet up in a ditch and the other one had entirely vanished. As a rule, touring wheelmen receive uniformly hospitable treatment, and it is only in back districts like the one mentioned that riders experience difficulty with drivers. At one house in a small town in Kentucky, where we stopped to inquire about meals, the proprietor appeared with a shotgun and significantly pointed to a sign on the gate-post: 'No bums fed hear.'"— *W. T. Fleming, of Philadelphia, to an interviewer.*

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Knee Breeches only $4 a Pair.

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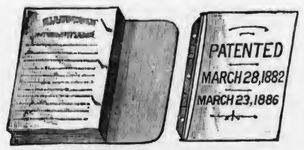


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CYCLETS.

THE League

WILL reorganize,

WILL turn over a new leaf,

AND start with a new lease of life.

THE organization has outgrown its present rules,

AND new ones must be framed in order that work may be done more effectually.

THE new leaf will not be turned till later in the year, and not before every step is well considered.

BOXING is a favorite divertisement with the London clubs.

IT is stated that Kluge will ride a Columbia racer in future races.

THE Denver Ramblers have elected a club poet on the regular list of officers.

A. B. BARKMAN, of Spalding & Bro., was in town last week, looking up trade interests.

GORMULLY & JEFFERY MFG. CO. will have a New York house, and Edwin Oliver will manage it.

THE League will be invited to go to Baltimore, and the date is suggested for about June 15.

THE wheel reported missing from the rooms of the Calumet Club of Brooklyn has been recovered.

IT is said that W. S. Atwell, with Wm. Read & Son, has prepared a new liquid enamel that will commend itself.

L. B. GAYLOR writes that the Eagle bicycle will be on the market the coming season, and that it will be pushed for all it is worth.

THE Jamaica Cycle Club, of Jamaica Plain, Mass., will give its second entertainment and dance, Thursday evening, Feb. 2, at Eliot Hall.

THE cyclists Howell, Woodside, and Terront defeated the cowboys in the six-days' race at Birmingham by a score of 804 miles to 795 miles.

WOODSIDE has respectfully declined the purse which was being raised for him in honor of his plucky riding against the cowboys in London.

NEW YORK wheelmen mourn the loss of Dr. Wm. H. Austin, who has been a wheelman for many years, and who has many friends in the Brooklyn clubs.

LAST Tuesday was the anniversary of the New York meeting. It was a very stormy occasion. Let us hope that its like will not occur again.

THE Royal Fire Insurance Company, of New York, sends us a very neat calendar for 1888 — one of the large-figure affairs, that business men like so well.

Outing has again changed hands. The new management will be shortly announced, and there is good promise that it will come back to the fold as a wheelman's paper.

THE Long Island Wheelmen bowled out the Harlem Wheelmen on the smooth and slippery alley, Jan. 6, to the tune of 1,601 to 1,524. A return game was down for last evening.

HARRY ETHERINGTON will back Mr. Kaufmann as the best of all trick riders, and Senator Morgan will furnish one or two men to meet him. The contest will take place in London.

THE Buffalo Bicycle Club heads the list of clubs thus far in point of numbers. They have sent in eighty-seven names. The New York Club is number two, with seventy-one names.

THE Hudson County Wheelmen (N. Y.) will give a thousand-mile medal to each member who rides one thousand miles, beginning Jan. 1, 1888, and an extra bar for each successive thousand miles.

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17369 Sherwood, W. F., 1918 So. 11th St., Philadelphia.

Unattached.

17370 Bair, Edw. W., Hanover.
17371 Ewing, W. Brown, M. D., Dixmont.
17372 Graham, Geo. G., "
17398 Hayes, Wm. V., Box 414, Lewisburgh.
17373 Lott, W. E., Clifford.

RHODE ISLAND DIVISION — 2.

Crescent Bi Club.

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WHEELS FOR 1888.

Our Catalogue of Bicycles for the season of '88 is now ready to be mailed to those interested.

ALL GRADES. ALL SIZES. ALL PRICES.

Those contemplating a purchase will do well to examine what we have to offer.

AGENTS especially should carefully study our line before contracting for their season's supply.

ST. NICHOLAS MFG. CO., FACTORY AND OFFICE, **784 to 794 Madison Street - - - Chicago, Ill.**

THEY speak of the dangers of cycling; what sport is there that has not dangers? In foot-ball you are liable to get your bones broken or your shins barked; in cricket to get your head cracked with the ball, and other petty injuries; and I think it will be found the same with every sport under the sun. Danger, — *it is the danger in our sports that makes us the bold and fearless Englishmen that we are.* — *English Exchange.*

A CORRESPONDENT from New York State writes: "I wish you would publish an article in the BULLETIN in regard to tourists stopping at L. A. W. hotels. There were several through here last year, who were League men, who stopped at all the other hotels but the L. A. W. one, and it 's pretty hard work to get a reduction at a certain hotel, and then have men go to some other."

MR. J. J. BOLT, of Portsmouth, England, has recently patented an improved mud-guard, which affords more efficient protection than those now in use, and is not liable to be bent or broken by catching in obstacles on the road. It is made longer than the ordinary mud-guard, and jointed at the lower end, to allow of its passing over stones or other obstacles, a spring attachment compelling it to return to its ordinary position when the obstacle is passed. It is simple and cheap, and the additional weight is but trifling.

"IN travelling through the country I have had, of course, a great many amusing experiences. In the Ozark Mountains, in Southern Missouri, the inhabitants had never seen a bicycle, and insisted that we were the advance agents of a circus. It was also in this district that I got into the only actual row in which I was ever engaged. Two countrymen with a load of wood refused to allow us to pass them, and one of them struck Gould with his whip. This was too much for the endurance of even Quaker City riders, and when we proceeded on our way, one of the citizens of the 'Muddy River State' was feet up in a ditch and the other one had entirely vanished. As a rule, touring wheelmen receive uniformly hospitable treatment, and it is only in back districts like the one mentioned that riders experience difficulty with drivers. At one house in a small town in Kentucky, where we stopped to inquire about meals, the proprietor appeared with a shotgun and significantly pointed to a sign on the gate-post: 'No bums fed hear.'" — *W. T. Fleming, of Philadelphia, to an interviewer.*

HINTS FOR PROSPECTIVE CYCLING TOURISTS IN ENGLAND.— Particulars of tour at very moderate cost,— things they most want to know, twenty-five cents, of **STAMSON, Stamford, Conn.**

Have You Renewed?
IF NOT, COME RIGHT ALONG.

Mention this paper, and we will include good linen tape-measure.

THE FAMOUS PLYMOUTH ROCK **$3** PANTS.

DO YOU WEAR **PANTS**

Every pair custom-made by Plymouth Rock Pants Co., 18 Summer Street, Boston, Mass.

Send **6 cts.** for SAMPLES and MEASURE BLANKS.

L. A. W. BADGES.

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle St., Portland, Me.

Patented. Prices, $3.50, $5.00, $7.00, and $8.00, according to finish. **Diamond Badges** $15, to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 312 West 58th St.; in Philadelphia by the Hart Cycle Co., 812 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co; and in San Francisco by Osborn & Alexander.

BETTER THAN EVER.

PUNNETT'S

JERSEY CLOTH GARMENTS.

Knee Breeches only $4 a Pair.

CLUB UNIFORMS A SPECIALTY.

Be sure and write for Samples and Measure Blanks.

PUNNETT,

Merchant Tailor and Athletic Outfitter,

ROCHESTER, N. Y.

TICKET HOLDERS,

Made of the best calfskin, waterproof, and convenient, twenty-five cents each. On sale at GEO. R. BIDWELL'S, 313 W. 58th St., New York.

STEEL BALL OF BEST CAST-STEEL, FOR ANTI-FRICTION BEARINGS, HARDENED, GROUND AND BURNISHED.

3-16" to 3" diam. Samples and prices on application.

SIMONDS ROLLING-MACHINE CO., Fitchburg, Mass.



L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1 00.

Ira Perego

128 and 130 Fulton Street, and 87 Nashua Street,

NEW YORK.

Send 2-cent stamp for our new 52-page illustrated catalogue

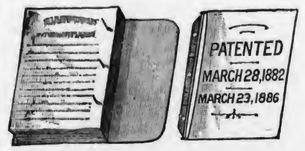


RIDERS, NOW IS THE TIME You need a Home Trainer to keep yourself in condition. Don't store your Cycle away to rust and do you no good, but get the EUREKA HOME TRAINER AND BICYCLE STAND, and you and your machine will winter in good condition. For Sale by Cycle Manufacturers and Agents generally. **Price, $7.50.**

Patents applied for. M. A. WOODBURY, Manufacturer, Bradford, Pa.

Bind "The Bulletin" Yourself.

A Binder keeps the covers clean, keeps the file complete, and keeps back numbers where they can be easily referred to.



The beauty of the UNIVERSAL BINDER is that its back varies in width according to the thickness of the matter between the covers, so that, whether the binder contains one BULLETIN or any number, it looks almost exactly like an ordinary bound volume, and the magazine can be opened with perfect ease. The Binder does not hurt them for stitching later on, and some or all of them can be removed at will.

This magazine is an odd size, and the UNIVERSAL is made to order to fit, with "THE BULLETIN" handsomely stamped on the cover. It will be sent to any address for One Dollar.

Address, ABBOT BASSETT, Box 5267. Boston, Mass.



SECOND-HAND GUNS AND REVOLVERS

TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio,** for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

CYCLETS.

THE League
WILL reorganize,
WILL turn over a new leaf,
AND start with a new lease of life.

THE organization has outgrown its present rules,
AND new ones must be framed in order that work may be done more effectually.

THE new leaf will not be turned till later in the year, and not before every step is well considered.

BOXING is a favorite divertisement with the London clubs.

IT is stated that Kluge will ride a Columbia racer in future races.

THE Denver Ramblers have elected a club poet on the regular list of officers.

A. B. BARKMAN, of Spalding & Bro., was in town last week, looking up trade interests.

GORMULLY & JEFFERY MFG. Co. will have a New York house, and Edwin Oliver will manage it.

THE League will be invited to go to Baltimore, and the date is suggested for about June 15.

THE wheel reported missing from the rooms of the Calumet Club of Brooklyn has been recovered.

IT is said that W. S. Atwell, with Wm. Read & Son, has prepared a new liquid enamel that will commend itself.

L. B. GAYLOR writes that the Eagle bicycle will be on the market the coming season, and that it will be pushed for all it is worth.

THE Jamaica Cycle Club, of Jamaica Plain, Mass., will give its second entertainment and dance, Thursday evening, Feb. 2, at Eliot Hall.

THE cyclists Howell, Woodside, and Terront defeated the cowboys in the six-days' race at Birmingham by a score of 804 miles to 795 miles.

WOODSIDE has respectfully declined the purse which was being raised for him in honor of his plucky riding against the cowboys in London.

NEW YORK wheelmen mourn the loss of Dr. Wm. H. Austin, who has been a wheelman for many years, and who has many friends in the Brooklyn clubs.

LAST Tuesday was the anniversary of the New York meeting. It was a very stormy occasion. Let us hope that its like will not occur again.

THE Royal Fire Insurance Company, of New York, sends us a very neat calendar for 1888 — one of the large-figure affairs, that business men like so well.

Outing has again changed hands. The new management will be shortly announced, and there is good promise that it will come back to the fold as a wheelman's paper.

THE Long Island Wheelmen bowled out the Harlem Wheelmen on the smooth and slippery alley, Jan. 6, to the tune of 1,601 to 1,524. A return game was down for last evening.

HARRY ETHERINGTON will back Mr. Kaufmann as the best of all trick riders, and Senator Morgan will furnish one or two men to meet him. The contest will take place in London.

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YOST AND McCUNE PATENT.

This is an absolutely safe wheel, which retails for **$75**, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all-round road riding and hill climbing ever offered the public for the money. Best class of cold-drawn weldless steel tubing in handle bars, backbone, and side forks. Other parts of the best steel drop forgings. In every way first class as to its workmanship and material.

The 1888 pattern ***SPRINGFIELD ROADSTER*** for **$100** has ball bearings all round, and cow-horn handle bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of **$25.**

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

RETAIL SALESROOM, 147 WASHINGTON ST., BOSTON.

BRANCH OFFICES IN ALL THE LEADING CITIES.

SPRINGFIELD BICYCLE MFG. CO. - - 9 Cornhill, Boston, Mass.

wheelmen, and will pay an annual assessment fee of ten dollars. They will have the full use of the club-house, except for the storage of wheels, but will not have the right to vote or hold office. The club has already begun to receive applications on this list. A light supper is served by the steward after each monthly meeting, and has proved a great success. A series of musical entertainments will be inaugurated very soon, under the charge of a special committee.

A PARIS correspondent telegraphs: "The [illegible] on rails was made at [illegible] — *News*.

SEVERAL articles crowded out this week. Renewals are never crowded out. Have you renewed?

THE CLUB.

PORTSMOUTH, N. H.—Officers of the Rockingham Bicycle Club: President, C. A. Hazlett; secretary and treasurer, W. C. Walton; captain, G. E. Philbrick; 1st lieutenant, F. H. Ward; 2d lieutenant, C. W. Gray; bugler, W. W. McIntire; color-bearer, H. P. Montgomery.

WESTFIELD, N. J.—The Union County Wheelmen will continue its membership in the L. A. W. Monday, Jan. 9, the following officers were elected: President, Dr. Fred A. Kinch, Jr.; secretary, Frank E. Reese; treasurer, Chas. D. Reese; captain, Arthur N. Pierson; 1st lieutenant, John A. Brunner; 2d lieutenant, A. Farrington; color-bearer, Chas. D. Reese; bugler, John L. Hatfield.

ELIZABETH, N. J.—The annual meeting of the Elizabeth Wheelmen was held Thursday evening, Jan. 12. The following officers were elected: President, George C. Pennell; vice-president, Walter Chandler; secretary, A. N. Lukens; trustees, Aug. S. Crane, D. B Bonnett, W. N. Edelsten, E. A. Faulks and A. G. Jenkins; captain, Samuel J. Berry, Jr.; 1st lieutenant, L. B. Bonnett; 2d lieutenant, F. C. Gilbert; sergeant, A. C. Jenkins; color-bearer, W. N. Caldwell; bugler, A. N. Lukens; surgeon, D M. Miller, M. D.; legal counsel, C. A. Swift;

The question as to whether the E. W. should remain an L. A. W. club was decided in the affirmative by an almost unanimous vote. The club boasts the largest lady membership of any club in the country.

JAMAICA PLAIN.—Officers of the Jamaica Cycle Club elected Jan. 31: President, Charles A. Underwood; vice-president, William A. Mosman; secretary and treasurer, Frank P. Walker; captain, Edward C. Chase; first lieutenant, George F. Riley; second lieutenant, Joseph G. Sherman; bugler, William D. Eldridge.

DENVER.—The semi-annual election of officers of the Ramblers occurred on the evening of Jan. 5, resulting in the election of the "Non Scorchers" ticket as follows: President, J. F. Allers; captain, Robert Gerwing; secretary, W. E. Perkins; treasurer, W. L. Van Horn: first lieutenant, A. A. Morris; bugler, A. T. Hoevet; color-bearer, H. G. Kennedy; club poet and editor, W. E. Perkins.

CHICAGO, ILL.—Officers of the Chicago Bicycle Club for 1888: President, W. C. Thorne; vice-president, L. W. Conkling; captain, F. A. Ingalls; secretary and treasurer, Richard E. Schmidt; lieutenants, R. G. Surbridge, Jno. Valentine and J. K. White; quartermaster, C. B. Hills; librarian, B. B. Ayers. At the last meeting it was resolved: That the club announce itself a stanch supporter of the League, that it was gratified with the League's work, and that the club will do all in its power to further the interests of the League.

FRANKFORD, PHILA., PENN.—At a regular meeting of the Frankford Bicycle Club, held on Dec. 29, 1887, the following officers were elected for 1888: President, Richard Crankshaw; vice-president, William Denn; treasurer, Charles Denn; secretary, George Hare; captain, James Dyson; lieutenant, Walter G. Denn.

KANKAKEE, ILL.—The wheelmen of Kankakee have organized themselves as a club, under the name of "Kankakee Ramblers," having a membership of about twelve at the present date, and abundant indications for doubling the number before the season fairly commences.

The following are the officers for the ensuing year: President, George F. Crawford; vice-president, W. S. Halsey; secretary-treasurer, A. L. Hatch; captain, C. F. Dickey; first lieutenant, Fred. Durfee.

BROOKLYN.—President Joseph D. Huggins, of the Long Island Wheelmen, has made the following appointments for the ensuing year: House Committee, Mr. William S. Hawxhurst, chairman; Messrs. E. B. Hutchinson, Frank P. Share, William M. Whitney, H. F. Donaldson, Joseph Mathers, Jr., Ira M. Clapp, and C. L. Healy. Membership Committee, Mr. Henry H. Bell, Jr., chairman; Messrs E. W. Starr, J. N. Richards, E. S. Mailler, and A. W. Caswell. A ladies' reception will be held on the 30th inst., the first ever given by the Long Island Wheelmen, but, it is to be hoped, not the last. It is to be a very swell affair. Other social entertainments will be given weekly, it is expected, and the interest of the members is at its height.

FOR SALE, EXCHANGE, ETC.

ADVERTISEMENTS will be inserted in this column as follows: Fifty cents for four lines, first insertion; twenty-five cents for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FOR SALE.—53-inch Rudge Light Roadster, enamelled, new in 1886, bearings good as new, tires good, spade handles and Lillibridge saddle; cost $144; wheel in first-class condition; cash price, $110. Address J. R. WILSON, Clarksville, Tenn.

FOR EXCHANGE, BILLIARD TABLE, BRUNSWICK-BALKE MAKE, standard size, quick cushions, handsome; cost $266 cash; suitable for club-room or private house; will exchange for a Safety bicycle; in good order. For particulars, address W. C. MUNRO, Box 583, Cincinnati, O.

FOR SALE.—Columbia Tandem tricycle, in perfect order, good as new; also, one Rudge Crescent tricycle; will be sold cheap to prompt buyer. W. H. DEGRAAF, 47 and 49 W. 14th St., New York City.

WANTED.—Expert or other good wheel, enamelled or nickelled, late pattern, 48 inch or 50-inch, ball bearing, in good order; will pay cash. Address BICYCLE, P. O. Box 2434, New York City.

TO PURCHASE.—Good second-hand single tricycle, late pattern, reasonable for cash; wanted at once. FRED'K. S. VAN HORN, No. 54 Warren St., New York City.

SMALL WHEEL CHEAP.—42 or 44-inch, any good make; give full particulars. W. H. GEARY, No. 37 Reade St., New York City.

BICYCLES, SECOND-HAND.—If you wish your wheel sold quickly, at a small commission; or if you wish a choice from the biggest list of big bargains in America, send to MANHATTAN WHEEL EXCHANGE, 49 Cortland St., N. Y.

TICKET HOLDERS,

Made of the best calfskin, waterproof, and convenient, twenty-five cents each. On sale at GEO. R. BIDWELL'S, 313 W. 58th St., New York.

OFFICIAL ANNOUNCEMENTS.

MISSOURI APPOINTMENT.

MR. J. B. JENNINGS has been appointed Consul at Moberly, Mo.

W. M. BREWSTER, *C. C.*

ST. LOUIS, MO., Jan. 10, 1888.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:—

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 122—Total 67.

BOSTON, Jan. 20, 1888.

CALIFORNIA DIVISION.—3.

San Francisco Bi. Club.
17332 Childs, Rufus H., San Francisco.
17333 Day, Wm. H., 204 Sansome St., "
Unattached.
17384 Noble Burr, 36 New Montgomery St., "

COLORADO DIVISION—2.

Unattached.
17385 Wehncke, George, Box 257 Trinidad.
17334 Wilson, Alex., 1029 No. Corona St., Colorado Springs.

CONNECTICUT DIVISION—2.

Middletown Wheel Club.
17377 Hale, B. J., Middletown.
17378 Platt, W. C., "

ILLINOIS DIVISION—5.

Chicago Bi. Club.
17386 Chapin, C. E., 108 Madison St, Chicago.
17387 Langworthy, S. F., 1347 Wabash Ave., "
17388 Rueping, Robert, 523 Opera House Block, "
Unattached.
17335 Anderson, G. A. T., Marseilles.
17336 Derby, F. G., "

INDIANA DIVISION—1.

Unattached.
17337 Darrow, Ben. L., Indianapolis.

IOWA DIVISION—1.

Unattached.
17338 Raymond, J. S., Hampton.

KANSAS DIVISION—2.

Olathe Wheelmen.
17339 Keefer, W. C., Olathe.
Unattached.
17340 Davies, M. R., Bala.

MAINE DIVISION—2.

Unattached.
17379 Coburn, Edward L., M. C. R. R., Belfast.
17341 Neal, Fred H., Fairfield.

MARYLAND DIVISION—2.

Centaur Cycle Club.
17389 Civish, Jos. W., 235 So. Broadway, Baltimore.
Unattached.
17342 Harrison, Hugh, Ellicott City.

MASSACHUSETTS DIVISION—2.

Unattached.
17343 Burt, Fred B., Box 722, Fall River.
17380 Macomber, H. I., 12 Mercer St., So. Boston.

MICHIGAN DIVISION—10.

Detroit Bi. Club.
17344 Bush, W. K., 401 Cass Ave., Detroit.
17345 Jackson, H., 220 Wood Ave., "
17346 Powers, Sumner, care R. G. Dun & Co., "
17347 Smith, C. H., 43 Liberty St., Ann Arbor.
Grand Rapids Bi. Club.
17348 Denny, F. E., 4 Monroe St., Grand Rapids.
17349 Hain, R. B., 2 Pearl St., "
17350 Miller, D. A., 121 Lagrave St., "
Tecumseh Bi. Club.
17351 Comfort, W. E., Raisin.
Unattached.
17352 Dutcher, A. E., St. John's.
17353 Young, W. E., Richmond.

MISSOURI DIVISION—2.

Ruralist Bi. Club.
17381 Hall, Chas. G., 120 N. 5th St., St. Joseph.
United Wheelmen.
17354 Kelly, Thomas L., 615 Locust St., Kansas City.

NEW JERSEY DIVISION—4.

Roselle Ramblers.
17355 Bogert, Geo. H., Roselle.
17356 Howe, Jno. I., Jr., "
Trenton Bi. Club.
17390 Sutterly, Job R., 213 Cummings Ave., Trenton.
17391 Thompson, Wm. M., 738 Centre St., "

NEW YORK DIVISION—10.

Brooklyn Bi. Club.
17382 Joost, Chris. Jr., 161 Hart St., Brooklyn.
Buffalo Bi. Club.
17357 Allen, W. W., Jr., 183 Hodge Ave., New York.
17358 Hinkley, Geo. E., 98 W. Huron St., "
17359 Lee, Geo. W., 165 North St., "
17360 Shoemaker, H. J. S., 303 15th St., "
Riverside Wheelmen.
17361 Moore, Jehiel W., 220 W. 105th St., "
17362 Macon, Robert F., 443 W. 113th St., "
Unattached.
17392 Griffin, Herman, 69 Wall St., "
17364 Patchin, Burt. C., 1552 9th Ave., "
17363 Hall, James E., Westfield.

OHIO DIVISION—11.

Cincinnati Bi. Club.
17393 Oskamp, A., Hartwell.
17394 Seinsemer, H. A., 321 West 8th St., Cincinnati.
17395 Trumbauer, J. E., 211 Race St., "
17396 Webster, E. R., 60 W. 2d St., "
Toledo Cycling Club.
17397 Jackson, M., Merrill & Jackson, Summit St., Toledo.
Unattached.
17365 Boone, Dr. D. W., Bellaire.
17366 Ludwig, Wm., "
17367 Smith, C. A., "
17375 Marceau, Theo. P., 148 W. 4th St., Cincinnati.
17376 Hey, Lucy B., 551 W. 9th St., "
17368 Krapp, Edw. A., No. Hampton.

PENNSYLVANIA DIVISION—6.

South End Wheelmen.
17369 Sherwood, W. F., 1918 So. 11th St., Philadelphia.
Unattached.
17370 Bair, Edw. W., Hanover.
17371 Ewing, W. Brown, M. D., Dixmont.
17372 Graham, Geo. G., "
17398 Hayes, Wm. V., Box 414, Lewisburgh.
17373 Lott, W. E., Clifford.

RHODE ISLAND DIVISION—2.

Crescent Bi. Club.
17374 Lakey, Chas. T., Georgiaville.
Pawtucket Wheelmen.
17383 Lee, Herbert G., Pawtucket.

RENEWALS.

BOSTON, Monday, Jan. 16, 1888.

LIST 7.

THE following renewals are received to date:—

Alabama,	3.	New Hampshire,	3.
Arkansas,	5.	New Jersey,	31.
California,	26.	New York,	150.
Connecticut,	31.	Ohio,	25.
Dakota,	1.	Pennsylvania,	50.
District of Columbia,	2.	Rhode Island,	5.
Illinois,	22.	Tennessee,	6.
Indiana,	3.	Texas,	2.
Iowa,	1.	Utah,	1.
Kansas,	12.	Vermont,	12.
Kentucky,	2.	Virginia,	7.
Maine,	1.	West Virginia,	2.
Maryland,	3.	Wisconsin,	1.
Massachusetts,	45.		
Michigan,	48.	Canada,	2.
Minnesota,	1.	Switzerland,	1.
Missouri,	15.		
Total,			519.

LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888:—

Outing Club, San Francisco, Cal.
Vermont Wheel Club, Brattleboro, Vt.
Buffalo Bicycle Club, Buffalo, N. Y.
Chicago Bicycle Club, Chicago, Ill.
Cincinnati Bicycle Club, Cincinnati, O.
Toledo Cycling Club, Toledo, O.
Frankfor , Bicycle Club, Frankford, Philadelphia, Pa.
Owl Bicycle Club, Bordentown, N. J.
Union County Wheelmen, Westfield, N. J.
Rockingham Bicycle Club, Portsmouth, N. H.
Elizabeth Wheelmen, Elizabeth, N. J.
Genesee Bicycle Club, Rochester, N. Y.

RENEWAL BLANK.

Please fill out the blank below, and send it with $1.00 enclosed, and your number, to

ABBOT BASSETT,
Box 5267,
Boston, Mass.

DO NOT FORGET TO SEND OLD NUMBER.

If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

No. . . .

Name, . . .

P. O. Address, . . .

City and State, . . .

Club, . . .

Enclosed find
$1 for renewal.
.25 " holder.
.25 " marking.

When we are compelled to use racing wheels to make records we **SHALL SAY SO,** but so far our ordinary road machines seem to be **SPEEDIER,** and to run more easiiy than the frail and specially light built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran

350½ MILES IN 24 HOURS

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's indoor world record, which was made on the same track.

Then Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion), of

323 MILES IN 24 HOURS.

Not to be forgotten is the 20 miles within the hour, on the Ordinary Champion, by the same rider, and on the public highway. Add to this Dingley's track record of

100 MILES IN 5h., 38m., 44⅕s.

still with the Ordinary American Light Champion. Thus, gentlemen, the "American Cycles," though road machines, hold every important road and long-distance record, and it is only fair to give some credit to the

G. & J. BALL BEARINGS.

Catalog cheerfully mailed on application.

GORMULLY & JEFFERY MFG. CO.

CHICAGO, ILL.

Largest Manufacturers of Cycles and Sundries in America.

THE L. A. W. BULLETIN.

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PUBLISHED WEEKLY.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, JANUARY 27, 1888. | VOL. VI. No. 4. WHOLE NUMBER, 135.

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THE COLUMBIA CATALOGUE

FOR 1888.

NOW READY. Free by mail upon application.

POPE MFG. CO. Principal Offices, 79 Franklin Street, BOSTON. Branch Houses, 12 Warren Street, NEW YORK. 291 Wabash Avenue, CHICAGO.

THE RUDGE AGENCY.

The Rudge Agency (recently relinquished by Messrs. Stoddard, Lovering & Co.) will be continued at the same place, 152 Congress Street, Boston, Mass., by **H. M. SABEN,** who has been actively connected with the agency during the past two years. The 1888 Rudge Catalogue is now in press.

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mittee at work arranging for an extended summer tour by the club through Vermont and Canada. It is intended to start from Cambridge, Aug. 12, pass through Fitchburg, Mass., Keene, N. H., Rutland, Burlington, St.

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MR. DUCKER dislikes very much to have the free paper urged as an inducement to join the League. And so do we. We generally leave that to the last. We do not believe that there is very much force in great numerical strength, and we would rather see a membership of five thousand active workers, each of whom would be willing to pay two dollars a year, than ten thousand one-dollar men, half of whom were hangers-on to the organization, getting the benefit of the work of others and doing none themselves.

WE do not altogether like the idea of reorganizing the League at Baltimore. We have nothing to urge against Baltimore, more than that the hospitality of the Baltimorean will be so attractive that wheelmen will be in no condition of mind for business. It is always so. Members go to the annual meet for a good time, and business matters are always hurried over. More work is done at the New York spring meeting than at any other meeting during the year. Why? Because members go to that city for business, and for business alone. It is very true that the committee's plan will be discussed and acted upon at the New York meeting, but that meeting can do no more than recommend changes to the Baltimore meeting, and it may be that all the good work of January will be overthrown by hasty action in June.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

HOBBIES.

EDITOR BULLETIN: — I take exception to the remark of Mr. Wm. Allen Butler, in last week's issue, *l. c.*: "There can be no questioning the fact that with four fifths of all wheelmen the cycle is a hobby." This is exactly the view that the road-hog takes of us, and the view is certainly not the correct one. As far as my observation goes, I have not found one out of thirty who ride merely as a hobby. It may be that four fifths take it up as a hobby, but the general physical benefits derived from it soon disabuse them of that idea, and it becomes a pleasing necessity, not a pleasant diversion, or hobby. I must say that it would be a serious hobby from a Pittsburgh point of view, as the few roads we have are exceedingly hilly and the surface is generally undergoing an operation know as "repairing the road."

No. 12,078.

SHALL THE LEAGUE CONTINUE TO ISSUE THE BULLETIN?

EDITOR BULLETIN: — "To be or not to be?" seems to be the question as to issuing the BULLETIN. Any thinking man who has the best interest of the wheelmen and the League at heart would at once say, "No"; the selfish man who cares only for gain would say, "Yes"; while on the whole it certainly seems to me that it is one of the most detrimental things to the League that it has to contend with. In the first place, the League is not a publication house, or it ought not to be, as it has plenty of other business to attend to. The Masons or Odd Fellows don't need a paper, and surely they are as large as the League, and if we had no paper the daily and weekly press would gladly publish official notices free, which would bring the League's doings to a large number of wheelmen who do not know anything of what we are doing and tend to increase our numbers, at the same time create public interest. About the first thing that is said to a wheelman asking the question, "What has the League done?" the answer that he will invariably get is, that it furnishes a good paper every week free, and great stress is laid on the fact. When we get down to this it is a deplorable state of things indeed. If with all our boasted membership half of them join just to get the paper and would begrudge the paltry sum of two cents a week in the interest of wheeling, then the sooner we are rid of them the better. What we want is wheelmen who are willing to join the League for the good it has done and with the faith that they will do better in the future. That and that only should be all that a wheelman should expect. If, on the other hand, we find that our members must and will have the BULLETIN, let it cost the League what it will, then I would suggest that the League establish a publication bureau, and that the price of the BULLETIN be set at the same price as the other weeklies of a like character. Then if a man wanted the paper he would subscribe, just as I do for my *World* and *Wheel*. We might, on consideration of his being a League member, send him his paper for half price, or say for fifty cents additional. Should the League adopt that plan it would decrease the printing bills over one half, and even more, and the subscriptions would put the paper on a paying basis, and test the wheelmen as to whether they want the BULLETIN or not, and also show how much or many of the members are willing to go down into their pockets for the welfare of the League. It would be, too, far better that the League be composed of five thousand wheelmen who are active and alive to the interest of wheeling and the betterment of the roads in the United States, than that we

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MR. DUCKER would have the League do away with the BULLETIN or charge an extra fee for it. We do not altogether agree with what Mr. Ducker says, but there is something of truth in his communication which can formulate itself as follows: The wheelman who asks, What can I get in return for the dollar I pay to the League? is not so desirable a member as he who sends his dollar with the remark: This much for the good of the cause.

MR. DUCKER dislikes very much to have the free paper urged as an inducement to join the League. And so do we. We generally leave that to the last. We do not believe that there is very much force in great numerical strength, and we would rather see a membership of five thousand active workers, each of whom would be willing to pay two dollars a year, than ten thousand one-dollar men, half of whom were hangers-on to the organization, getting the benefit of the work of others and doing none themselves.

WE do not altogether like the idea of reorganizing the League at Baltimore. We have nothing to urge against Baltimore, more than that the hospitality of the Baltimorean will be so attractive that wheelmen will be in no condition of mind for business. It is always so. Members go to the annual meet for a good time, and business matters are always hurried over. More work is done at the New York spring meeting than at any other meeting during the year. Why? Because members go to that city for business, and for business alone. It is very true that the committee's plan will be discussed and acted upon at the New York meeting, but that meeting can do no more than recommend changes to the Baltimore meeting, and it may be that all the good work of January will be overthrown by hasty action in June.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

HOBBIES.

EDITOR BULLETIN: — I take exception to the remark of Mr. Wm. Allen Butler, in last week's issue, *i. e.*: "There can be no questioning the fact that with four fifths of all wheelmen the cycle is a hobby." This is exactly the view that the road-hog takes of us, and the view is certainly not the correct one. As far as my observation goes, I have not found one out of thirty who ride merely as a hobby. It may be that four fifths take it up as a hobby, but the general physical benefits derived from it soon disabuse them of that idea, and it becomes a pleasing necessity, not a pleasant diversion, or hobby. I must say that it would be a serious hobby from a Pittsburgh point of view, as the few roads we have are exceedingly hilly and the surface is generally undergoing an operation know as "repairing the road."

No. 12,078.

SHALL THE LEAGUE CONTINUE TO ISSUE THE BULLETIN?

EDITOR BULLETIN: — "To be or not to be?" seems to be the question as to issuing the BULLETIN. Any thinking man who has the best interest of the wheelmen and the League at heart would at once say, "No"; the selfish man who cares only for gain would say, "Yes"; while on the whole it certainly seems to me that it is one of the most detrimental things to the League that it has to contend with. In the first place, the League is not a publication house, or it ought not to be, as it has plenty of other business to attend to. The Masons or Odd Fellows don't need a paper, and surely they are as large as the League, and if we had no paper the daily and weekly press would gladly publish official notices free, which would bring the League's doings to a large number of wheelmen who do not know anything of what we are doing and tend to increase our numbers, at the same time create public interest. About the first thing that is said to a wheelman asking the question, "What has the League done?" the answer that he will invariably get is, that it funishes a good paper every week free, and great stress is laid on the fact. When we get down to this it is a deplorable state of things indeed. If with all our boasted membership half of them join just to get the paper and would begrudge the paltry sum of two cents a week in the interest of wheeling, then the sooner we are rid of them the better. What we want is wheelmen who are willing to join the League for the good it has done and with the faith that they will do better in the future. That and that only should be all that a wheelman should expect. If, on the other hand, we find that our members must and will have the BULLETIN, let it cost the League what it will, then I would suggest that the League establish a publication bureau, and that the price of the BULLETIN be set at the same price as the other weeklies of a like character. Then if a man wanted the paper he would subscribe, just as I do for my *World* and *Wheel*. We might, on consideration of his being a League member, send him his paper for half price, or say for fifty cents additional. Should the League adopt that plan it would decrease the printing bills over one half, and even more, and the subscriptions would put the paper on a paying basis, and test the wheelmen as to whether they want the BULLETIN or not, and also show how much or many of the members are willing to go down into their pockets for the welfare of the League. It would be, too, far better that the League be composed of five thousand wheelmen who are active and alive to the interest of wheeling and the betterment of the roads in the United States, than that we

have forty thousand wheelmen who have only joined the League that they might get the BULLETIN free or at a less rate than the other legitimate papers cost. Of what earthly use, pray, would the other thirty-five thousand men be worth to any organization? We have had too much of this free-paper business; and pray, Mr. Editor, the next time the question is asked, What has the League done? don't, please don't, trot out that old chestnut, "that it furnishes a good paper weekly, free" [We never do, Mr. Ducker. — ED.], but kindly refer them to our past deeds, and ask them to up their little dollars, and have faith that the past is a guarantee of the future, and when there is some money in the treasury to spare they will de able to see for themselves that the League of American Wheelmen is an organization devoted to the interest of the wheelmen in the United States, the improvements of the roads, and all that tends to increase the happiness and enjoyment of the best sport and recreation in the world. Such an organization will the League aim to be, with your support. HENRY E. DUCKER.

BUFFALO, N. Y., Jan. 16, 1888.

REORGANIZATION AGAIN.

EDITOR BULLETIN: — I have a theory that the prosperity of the League depends upon the amount of practical work it does, and I would define practical work to be (1), enforcement of wheelmen's rights, and (2), improvement of the roads. The former work has been undertaken with a very fair degree of success, — the latter is a new field.

As long as "reorganization" of the League is necessary, so long is it apparent that the League has not found its true sphere of usefulness, or even the best means of operating in that in which it already moves. The League having been formed first, and the State divisions afterwards, it has been too much like a centralized republic (France, for instance), in which the forces of government radiate from the centre, and where the tendency is to largely rely upon that centre, to the destruction of local self-government.

Now, the principle of local self-government is the great principle for which the Anglo-Saxon race has always fought, and is the one upon which the American Revolution hinged, and is at the very foundation of our government. What we need to do is to put it into full operation in the League, and, while maintaining the general organization as absolutely essential for many purposes, make the State divisions feel that the successful development and extension of cycling interests depends upon them. The chairman of the Reoganization Committee will undoubtedly give reasonable attention to this view, for I have learned from debate with him that he adheres to the theory of State "rights," though not, I presume, to that of State "sovereignty."

Another point connected with this is the duration of terms of office. As it stands now, chief consuls are obliged to spend half the season in getting into working order, and that half is the most valuable part of the year. I before suggested that the annual election be held earlier, and I still think that it ought to be held early enough to make it possible to announce the result not later than April 1; but I now suggest that officers be elected for two years. It would then be possible for them to mature and carry out plans. As it is now, by the time they have their work and system organized, the season is so nearly over that little is done.

Still another point is to secure the election of men who are mature enough and deeply enough interested to really do work. Far too many persons who have only been popular, and ambitious to appear prominent in wheel circles, have been in office. They have usually done absolutely nothing. Most important, of course, is the chief consul. Without having in that office a man who has time, energy, judgment, and initiative, a division might almost cease to exist.

I have noticed that renewals come in pretty much according to the amount of practical work done last year by the divisions. I have figured the percentage of last year's members who have renewed in the larger divisions in the first seven weeks. The figures speak for themselves: In New York, .336 per cent; California, .328; Maryland, .319; Michigan, .302; Illinois, .292; Massachusetts, .274; Missouri, .141; Pennsylvania, .229; Ohio, .193; New Jersey, .18.

5,678.

BARKIS IS WILLIN'.

EDITOR BULLETIN: — Barkis is willin', willin' to pay two dollars a year and see some work done by the League. Will the "Reorgs." put that in their pipes and smoke it? Tax us a dollar a head, and let the man who pays that amount get the hotel and social privileges. Let him pay fifty cents extra and get the BULLETIN once a month, or pay one dollar extra and get the paper once a week. We can't get something for nothing. We are paying fifty cents to the National organization, and we expect them to give us a paper every week, do all the clerical work of a large organization, keep the accounts, fight all our legal battles, etc. etc., and then we kick like steers, and say the League does nothing. Barkis is disgusted. Why, gentlemen, there is n't a cycling editor in America that can have sponge cake on his table, and they get a dollar for a paper alone. These papers seem to be organized for no other purpose than to kick at the League. They would like to see us drop the BULLETIN, oh yes! They would like to have it made a monthly, oh yes! And then when it was made a monthly they would say, "Give the cause a lift by sending us a dollar for our paper." One of these papers said the other day that the National organization ought to have no more money than will pay the Secretary's salary and for one assistant. How about the office rent? Is the editor to live in the street? Does n't that editor know that, for economy's sake, the office is in the top story of a big building now, and that everybody who climbs up to it spends more than a dollar's worth of wind? Then what will the Secretary do for postage stamps and stationery? And if he is to get nothing but salaries, what does he want an assistant for? Why don't these editors put their subscriptions down to twenty cents? That's all the BULLETIN cost us last year, so the editor tells me. Many say we have a smaller paper this year than last. So we have. I believe it to be a better paper, though I admit the smaller. But we have a smaller deficit, smaller by four thousand dollars. If the editor had used four thousand more, don't you believe he could have given us a larger and better paper than we had last year? I do. But, pshaw! What 's the use of talking? We can't get a turkey dinner for ten cents. If we plank down ten cents we must eat hash. Barkis is willin' to pay five dollars a year to the League, but, for the sake of harmony, he will make the sum two dollars, and say that we ought to pay no less. BARKIS.

ALABAMA.

EDITOR BULLETIN: — I am very glad to see that you, as an officer of the L. A. W., have promised help to the Alabama wheelmen in the Mobile case. Our country roads down here are, as a rule, so poor that bicycling makes very little headway in this region. There are not so many wheelmen in this city as there were two years ago, and, being so weak numerically, it is hard for us to gain any influence through the local press, so that, what with bad roads, a disposition on the part of the average driver not to concede that we have any rights, having the ubiquitous "road-hog" to contend with, and there being so few of us, our "lot is not a happy one." Naturally we turn to the League for help, and a great deal can be accomplished here before very long, if we do get their assistance. Allow me, sir, to congratulate you on the firm stand you have taken in this matter; and if nothing is accomplished it will not be from any lack of interest on your part.

POLLYWOG.

BIRMINGHAM, ALA., Jan. 17, 1888.

FROM A FEMININE POINT OF VIEW.

I HAVE received several letters of late in which I am asked to advise the writer what tandem to buy, or which is the best single tricycle. It is impossible for me to give advice of this kind, since there are so many things to be considered, and the opinions of people are so widely divergent. It is safe to say that every tandem and every single has a champion who will defend it as the best. Our good friend Weston would, in response to a letter of this kind, say, "Don't ride a tandem, get a sociable." He would be indorsed by many riders who advocate the side-by-side wheel; but where he found one indorser, he would be combated by twenty tandemons, and my friend the Duke of Wellington would regard the Westonic position as an evidence of lunacy.

IF I should recommend a three-wheel tandem it is just possible that it might be taken by a gentleman weighing a hundred pounds more than his wife, and then it would be impossible for them to ride it. A hundred things or more must be considered.

ONE writer says, "We can't tell anything by the catalogues, for each proclaims its machine the best." So might we say that we can't depend upon the advice of riders, for every rider thinks his mount the best, as every woman thinks she has the very best sewing machine in the market.

THERE is only one advice that I can give to those who ask me to tell them the best machine. Get a catalogue from each maker, read carefully the specifications of each, and make up your mind as best you can by weighing and sifting the evidence. It is safe to say that any one of the leading makers will supply you with a good machine. Each machine has some peculiarity, or some device which commends it to riders, but if you are a novice it is impossible that you should know the advantages or disadvantages of these different characteristics, and you will surely grow to like your chosen wheel.

[redacted]

and yet we have very many ladies who accomplish it. Think of it, there are but 275 days in the year, after and including April 1, and from these must be taken the thirty-one days of December, when it is hardly possible to ride. Then we must consider the hot season, when it is hard to conquer the lassitude incident to the heated term. Take out all these repellent days and seasons, and we get figures that demand an average ride of five miles each day, be it rainy, or be it a day of sunshine. Can we believe that those who ride in carriages do better than this?

OUR friend from Stockport, N. Y., whom we are always glad to hear from, has a word to say this week.

DEAR DAISIE: — For the benefit of the cause I enclose my "record of riding" for 1887, tabulated by my husband. The first of July I took cold, through carelessness, which brought on chills and fever. This unfortunately interfered with my riding during July and August, though in the end I dispensed with doctors and medicine, and cured myself with my tricycle. My total record is not only greater than in 1886, but my daily rides have been much longer, more enjoyable, and have taken me over a greater extent of country. On October 20, my husband and I took one of the most enjoyable trips we have ever taken during my four years of riding. We started 7 A. M., and rode along the Hudson River to Poughkeepsie (46½ miles), stopping at Red Hook an hour for dinner, and arriving at the Morgan House before 5 P. M. We had the wind against us all of the way, and the road was rather sandy, in places, until we reached Rhinebeck. From there on it was very nice and the scenery was grand. Fifty miles were finished around town, the rain driving us indoors. We had a good supper, and afterward were kindly shown through the club houses by two members of the "Ariel Wheel Club." The next morning we returned home by boat in a rain-storm. My last ride of the year was seven miles, on December 17, a heavy snow-storm closing the wheeling season, and giving us good sleighing instead. Wishing you a "Happy New Year" and many pleasant rides during the season to com ,

MRS. J. R., L. A. W. 4,386.

MRS. J. R.'S RECORD FOR 1887.

MONTHS.	DAYS.	MILES	REMARKS.
January.....	1	3	
February....	1	2	
March.....	1	2	
April.....	11	55	
May.....	19	107	
June.....	22	140	
July.....	6	21	Sick and away from home.
August.....	6	42	" " " "
September..	26	306	Rode 50 miles straight-away.
October....	28	253	Rode 50 miles to Poughkeepsie in ten hours, including stops.
November..	20	125	
December...	11	50	
TOTALS.	152	1,108	

Machine used, a two-track 48-inch "Columbia," weighing 83 pounds, and geared level. It was bought August, 1885, and has run 2,750 miles, over all kinds of roads, at a cost of one saddle spring and two guard straps.

THE winter is now nearly passed, and we eagerly look forward to the riding season of 1888. The editor tells me that the ladies are renewing in large numbers. This is as it should be.

DAISIE.

THE Cambridgeport Cycle Club has a committee at work arranging for an extended summer tour by the club through Vermont and Canada. It is intended to start from Cambridge, Aug. 12, pass through Fitchburg, Mass., Keene, N. H., Rutland, Burlington, St. Albans, Vt., and Phillipsburg to Montreal, Canada. Here the wheels will be left, and a tour of Canada made by train. Returning to Montreal the members of the club will take their wheels again and return to Cambridge. The trip will take about three weeks.

IT is astonishing what one man can do. Harvard College has a lively club once in a while, and when it does you may depend upon it that some active fellow has joined the college, and is shaking up the dry bones. See if K. B. does n't shake them up out there this year, and make the Harvard Club one to be heard from.

DALLAS, Tex., welcomes tramps. It has made them build fifteen miles of turnpike roads and grade many miles of public roads, and therefore the town is disposed to receive the tramps very cordially and extend them a shovel in one hand and a pick in the other. — *Houston Herald.*

QUAKERTOWN QUILLINGS.

PHILADELPHIA is to have a new cycling track. Whilst the other clubs have been talking, the *Tioga* has been quietly working, and as a result the Tioga Athletic Club, many members of which are also members of the Tioga Cycling Club, will build a bicycle track on their new grounds, at Bellevue, this coming spring. It will be four laps to the mile, cinder and gravel, with a good underlying drainage and well banked corners. Dr. E. H. Van Deusen, president of the Tioga Cycle Club, has been one of the prime movers in this very commendable plan, and he certainly deserves the thanks of the wheelmen of this city therefor.

THE final meeting of the committee from the Philadelphia clubs decided to recommend that the association be called the "Associated Cycling Clubs of Philadelphia." The constitution and by-laws as drafted by the committee will be submitted to the clubs for their approval at the February meeting, and the delegates to represent them will be elected at the same time. The first meeting of the board of delegates will be held on the third Tuesday in March, when the officers to serve for the ensuing year will be elected. The clubs included are the Pennsylvania, Century, Philadelphia, Tioga, South End, and Germantown. None but Philadelphia clubs will be admitted to membership. The objects of the association are stated by the proposed constitution to be as follows: To encourage friendly relations between the wheeling clubs of Philadelphia, and to facilitate united action in matters affecting their interest; to promote cycling interests in general and local interests in particular; to defend the rights of wheelmen and to promote inter-club runs, race meets, and other cycling events. The association will be composed entirely of clubs, each club in Philadelphia to be represented by two members of a board of delegates, who will have complete charge of affairs. This move by the cycling organizations of the city ought to be backed up by all city wheelmen, for in united action in the matter of agitating for good roads, etc., lies the only chance for any effect being produced on the municipal authorities.

DIRECTLY on the heels of this local combination of the wheelmen for their greatest good the following petition comes from citizens who are tired of having to jolt themselves apart over the rough paving of North Broad Street: "The residents of the Twenty-second, Twenty-fifth, and Twenty-third wards, and citizens residing on the north dependent upon Broad Street as an entrance to the central and southern portions of the city, and who daily suffer from the outrageous condition of said street, it being, as all well know, in a most deplorable condition, and not only dangerous to drive over but discreditable to the city, and realizing, as we do, that a proper pavement placed upon it by the city would not only add to the comfort of all compelled to use the street but would so increase the value of property that the immediate returns from taxation would more than compensate the city for any outlay she might be required to make, we, therefore, ask that you meet and invite the councilmen representing the Twenty-second, Twenty-fifth, and Twenty-third wards to take such action as shall secure this improvement, and also that a permanent committee be organized to further not only this but many other needed improvements in this section of the city"; to all of which the wheelmen may return a most hearty Amen. Any indorsement or assistance to this movement to be sent to E. J. Mathews, 216 South 4th Street, Philadelphia.

THE Germantown Cycling Club has these new officers: President, Frank Read; vice-president, Dr. C. B. Knerr; secretary-treasurer, H. Taylor Rogers; captain, George F. Craven; club committee, first three officers and Frank S. Harris and Edward Paramore; house committee, Westcott Norman, Charles R. Harley, and Charles Paramore.

DURING 1887, 24,572 bicycles entered Fairmount Park, so the statistics says.

IN order to promote road riding among its members, the Century Club has offered the following prizes, to be competed for during the season of 1888: 1. A gold medal valued at $15 to the one riding the greatest number of miles during the year. 2. A gold medal valued at $10 to the one riding the next greatest. 3. A gold medal valued at $5 to the third best. 4. A gold medal valued at $10 to the one riding the greatest number of miles in one day (twenty-four hours). 5. A gold medal valued at $10 to the one riding the greatest number of days in the year, no such days to be counted unless at least ten miles shall have been ridden Miles ridden are to be reported by reliable cyclometer or computed from table of distances posted in club-room. Reports of riding done each month are to be made to the captain, and to be handed in from the 1st to the 5th of the following month, and to be on slips prepared for the purpose, and to state number of miles ridden each day and where ridden. In the absence of the captain, members are requested to send in their reports to M. J. Bailey, first lieutentant.

THE Pennsylvania Bicycle Club has already started to pay off the mortgage bonds on its new club-house.

I WONDER why it is that the Quaker boys put such a big head on their associations. We had an A. A. C. once. It was a long name to mouth. And now the new association has taken on a long name. It will be abbreviated, mark my word! Who 'll give us the best short for it?

IF I can find a cycling paper that has n't had that picture of Harry Corey in it I 'm going to frame it.

WE hear a good deal about a hill-climbing contest between Greenwood and Wells. Don't use too much ink on it, Mr. Editor, for there 'll be no contest, see if there will. PHACTO.

MESSRS. SINGER & CO. have put a new "safety" on the market, or rather a modified form of their standard pattern. It has 30-inch driver and 26-in. steerer. It scales 41 lbs., has tangent wheels, ball socket head, straight saddle pillar, and square rubber pedals.

THIS is the way they do it in America: When they find an individual making himself obnoxious to cyclists, in the local press or otherwise, they elect him an honorary member of a local club, and then unanimously expel him. This is distinctly original and good. — *Wheeling.*

THE *World* and *Wheelman* still keep up the cry that the League crushed out the A. C. U. This is rank nonsense. The A. C. U. did n't have stamina enough to live. The League gave it a chance to succeed by letting it severely alone. Did the A. C. U. expect the League to help it along? Moreover, all the large tournaments held by A. C. U. clubs had League men for officials. The A. C. U. was no child of the League, and it had no claim to be coddled.

A CORRESPONDENT writes: "Do wheelmen put anything on their tires when they ride on ice? Else how do they keep their wheels from slipping? I tried it, and I did n't even succeed in mounting. Maybe our ice is slicker than it is farther north." Riding a bicycle on smooth ice is risky business. One cannot possibly save himself from a fall in case of a side slip. Massachusetts men often ride on ice with a tricycle, and enjoy it, but they seldom go upon the slippery surface with a bicycle after one attempt. We have seen one or two ice tires, but such things are not in great demand.

WOULD the *World* have the League take up the case of every man who is assaulted by a burly negro on the highway? The law gives a man redress in cases of this kind, and we don't see why the League should be asked to fight his battle in the courts. If we are attacked by a highway robber it matters not to the court whether we are riding a cycle or not. The man will go to jail if he is caught, and if we shoot him in self-defence the law will justify us. It is perfectly proper that the League should fight test cases in the courts, but we should not be called upon to do detective work, nor to bring criminals to justice. One of our members was nearly killed the other day by a woman who offered him what appeared to be a glass of wine, and which proved to be vitriol which she threw in his face. Shall the League help him to prosecute? He was not riding a cycle, it is true, but in criminal cases the cycle is not considered.

THE Roxbury Bicycle Club gave a very enjoyable party at Orienta Hall, on Wednesday of last week. President Emery was chairman of the Reception Committee, and received the guests, while Capt. J. S. Lowell had charge of the floor. Vice-President Hayes, President Robinson of the Rovers Club, Editor Fourdrinier and Editor Howard, Captain Gorton and Lieutenant Swift, of North Attleboro, were among the guests. Buffum's orchestra furnished the music, and there were twenty dances on the order. A collation was served at 11.30, and dancing was kept up till two o'clock.

THE Philadelphia association of clubs should receive the support of every club in the city. It means business. Organized for local purposes, it can do the cause much good, and be an aid to the League rather than a rival. We wish a long life to the association, and we note that it is managed by men who have the power to give it a brilliant record.

THE *Scientific American* should have a funny page for its cycle articles. The last is an "improved tricycle." It has the general appearance of a rocking-chair on wheels, will weigh about a ton, and is as complicated as a steam-engine. Wonder if the *Sci.* thinks the machine good for anything?

VOLASPODEL is the enigmatical title of a new department of that enterprising sheet, *The Office*, of New York. It appears that the word means "one who corresponds with the whole world," and that the department is devoted to the new language "Volupük." The November number contains an interesting account of the history and peculiarities of the international language from advance sheets of Sprague's "Hand-book of Volapük." In the December number a series of easy lessons are begun having special reference to commercial correspondence.

SEE here! this thing has got to stop somewhere. English papers have been discussing whether the top of a wheel goes faster than the bottom, and now the *Sewing Machine News* puts forth another nut to crack. Here is the nut and a solution: If a cyclist (bicycle or tricycle) goes out for say a twenty-mile spin, will all parts of machine travel the same distance? No; certain parts of the *moving* — or revolving (?) — portions travel — through space — considerably further: the rim goes, perhaps, twenty-five or more miles.

DON'T cyclists have cake when they get married? We have been noticing the marriages of cyclists for years and we haven't got a piece of cake yet. When we were a country editor every marriage in the village was good for a piece of cake to us, and we never would have lived through it if we did n't have a cast-iron stomach. This is n't a bid for cake. The situation is one that calls for investigation. How is it that cyclists who take the cake in everything else never take it when they get married?

UNDER the rules of the new Philadelphia association a member of any club belonging to the association will receive its aid in any dispute or lawsuit relating to cycling in which he may become engaged. In case of such dispute or lawsuit arising, each club of less than fifty members will be assessed a sum not exceeding a sum which is yet to be decided upon, while any club of over fifty members will be assessed a sum not exceeding double that amount, for use in defraying the expenses arising therefrom. This looks like business. It takes money to go to law, and you can't get a great deal of law for a very little money.

THE C. T. C. has become incorporated, and under the law some definite amount had to be stated as to the liability of each member, in case of the winding-up of the concern. This sum was put down at ten shillings, and now the papers that have been crying down the C. T. C. set this personal liability up as a bugaboo to restrain members from reuniting with the club. The possibility of the members being called upon to meet this liability is remote in the extreme. It is one of those matters of form required by law, and is of very little importance. And yet it is a text for the disgruntled ones to preach from. The C. T. C. is a grand institution, and well worthy the support of every English cyclist. Like the L. A. W., it has been unable to suit all parties, and "kickers" rise up all around it. But—and here it is like the L. A. W. again — it goes right along, doing its good work and increasing its membership rolls.

THE Calumet Cycling Club, of Brooklyn, has recently had an unfortunate experience. They admitted a man to membership who proved to be a thief, for he stole two bicycles from the club-house and hid them in the cellar of a friend. The wheels were recovered, the man and his friend arrested and held by the Court under bonds of three thousand dollars.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$2.00,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club** name **in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by:—

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public, or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recogoizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, ruler, and ice skating.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$2.00*** *for initiation fee and dues in the League of American Wheelmen to Dec. 31, 1888. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *P. O. Address,*

City and State, ...

REFERENCES: .....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

HILLS TO CLIMB.

MR. ROGERS, of St. Louis, and Mr. Wells, of Philadelphia, are having a little tilt at each other in their respective papers anent the hill-climbing powers of the aforesaid Wells and a young man named Greenwood. Mr. Rogers concludes his last little editorial by making the following offers: —

"We believe that Hal Greenwood is a better man on a hill than John A. Wells. To back up our belief we will bet Mr. Wells one thousand dollars that Greenwood can climb Corey Hill more times on a bicycle without a dismount than Wells can; or, that Greenwood can climb Corey Hill oftener in a given time than Wells can. The loser shall pay the expenses of both parties. If either of these offers is accepted, the *American Wheelman* will put up a $250 cup for the hill-climbing championship of the world, to go to the winner of this contest, and to be held by him subject to challenge."

"Mr. Wells may pick a team of three Philadelphia men (we are perfectly willing to increase the number if he desires), and we will pick a team of three St. Louis men, these teams to race from St. Louis to De Soto and return, under the usual rules governing such contests. To obviate the unfairness mentioned above, we will bet him one thousand dollars to five hundred dollars that the St. Louis team will win. Furthermore, if the offer is accepted, we will pay the expenses of the Philadelphia team, win or lose.

SPRINGFIELD, ILLINOIS.

CYCLING "struck" this place in the year 1886, I think, and probably half a dozen wheels were used that year. 1887 saw a boom, and by the close of the year there were at least fifty wheelmen in the city, and an L. A. W. club formed with fifteen charter members. It is named the "Capital City Cycling Club," or, as the members rather irreverently call it, "the four sees." It is confidently expected that there will be at least one hundred wheels used here by the close of the next season, and that the club will be among the best and largest in the State (Peoria to the contrary notwithstanding). All makes and sizes of wheels are used here; no manufacturer can claim much of an advantage in the number of his make over the rest. We have New Mails, Victors, Columbias, Gormully & Jefferys, Stars, Springfield Roadsters, Singer Safeties, etc., and the sizes run from forty-six inches to sixty.

Springfield is unexceptionably well located for cycling. It has nearly thirty miles of cedar-block pavement. Then there is Clear Lake Park seven miles to the east, and the city of Decatur thirty-two miles farther on. The city of Jacksonville is thirty-five miles west; while there are numberless smaller towns and villages in the near vicinity. There is a plan on foot here to form a "Plaza" for all the athletic associations in the city, with a bicycle track around the outer edge. The roads outside of the city to the north are hilly enough to please the most ardent of hill climbers, while those to the east, west, and south are level.

Springfield will prove to be a good bicycle centre, and the wheelmen will be glad to see any one who may chance to visit them, and will do all in their power to make the visit pleasant and agreeable. 4 Cs.

THE *World* man ought to go around a little more and get acquainted. Only a little while ago it wanted to know, "Who is this Dr. Cooley of the Racing Board?" Not to know Dr. Cooley argues one's self unknown. Now it wants to know who the "peppery, cantankerous laddie" is that writes cycling news for the *Spectator*. You 'll find out, Brother *World*, after he has Page your paragraph a little attention.

BUFFALO.

IN my last letter I forgot to give the readers of the BULLETIN the names of the Ramblers' officers for the ensuing year. They are as follows: President, Jno. S. Kellner; vice-president, F. A. Barnes; treasurer, A. F. Reiman; corresponding secretary, L. H. Rathmann; financial secretary, C. Wanemacker; captain, Jno. Hanenstien; first lieutenant, Ed. W. Dietzer; second lieutenant, W. O. Graham; bugler, L. Schugens.

Just cast your eye over that list of names and then say we will not hold our own the coming season. Our star rider for the past season was Ed. Dietzer, who covered almost four thousand miles.

MR. DUCKER paid a visit to the Rambler rooms last evening (Jan. 18), and put a proposition before the club to take hold of the tournament he has in view for next season, which will most likely be accepted. He claims he has engaged a German, Irish, and perhaps an English team to take part. He intends taking a regular tour with them, visiting all the principal cities of these United States. The making of a special track for bicycle racing was discussed. Buffalo may expect a boom in wheeling the coming season. Mr. Ducker has an application in his possession, and may be a Rambler before many moons have elapsed.

GRAND preparations are being made for the opening of the Buffalo club-house, which takes place Jan. 27, making it one of the social events of the season. The programme will consist of a reception and ball, perphaps a banquet to conclude. President Kirkpatrick, of the L. A. W., Chief Consul Dunn, of Ohio, Chief Consul Bidwell, of New York, the Secretary-Editor, and other League officials are expected to be present. Messrs. Barker, Chapin, and Morey have the matter in charge. The members will take possession Jan. 21.

THE Pope Company have again made 'Arry Isham their agent for this city; he is a good one. He intends to establish a repair shop on one of the asphalt streets, which will be greatly appreciated by riders who are so unfortunate as to take a header, causing a twisted pedal (which, by the way, is a very awkward thing to have), or broken spoke, etc. BISON.

BUFFALO, N. Y., Jan. 19, 1888.

NEW ORLEANS.

DISCOURAGING?

Oh, no! on the contrary, League members who take any interest in division affairs, or in the advancing of matters coming within the scope of the L. A. W., have every reason to feel greatly encouraged and stimulated to renewed effort after the large and enthusiastic assemblage which last night gathered in the rooms of the New Orleans Bicycle Club for the quarterly meeting of the State Division. But stop: last night's doings, or non-doings, rather, are such that they should go on record.

The notices calling the meeting read plainly 7.30 P. M., but at that hour not a gas jet in the club-house was lighted, not a member of the N. O. B. C. having yet arrived to open up, and as two non-members impatiently paced the sidewalk sundry exclamations escaped their lips. Patience finally reached the point where it ceased to be a virtue, and a good banging on the door brought the dusky janitor, who, after some lively scurrying around, turns on the light and shows the couple up to the prettily furnished parlor. Minutes fled, but it was not until 7.55 that a shuffling of feet and sound of voices are heard in the hallway, and a grateful "Thank Heaven! some one at last," is involuntarily uttered as six more members file slowly in, notwithstanding which bets of a quarter to a dime are offered that a quorum (twelve members) won't turn up. Five minutes, and no one else appearing, four of those present announce their intention of taking in the theatre, and a few moments later, as the door closes behind them with a slam, the betters upstairs offer ten to one that there 'll be no meeting at all, with no takers. At 8.10 another man—a Ruhlman, by the way — strolled in, and for the next twenty minutes the five weary watchers while away time between admiring the parlor fixtures and in discussing matters of a cycling nature, but at last they too grow tired, and at 8.30 take their departure, disgusted and disheartened.

Seventy-two members, and only *nine* with sufficient interest to attend the first meeting in three months! Ye gods! what a showing! Chief Consul Hodgson was out of town; but where, oh where, was the hard-worked representative who was to have presided, and where the hustling local consul who runs the only regular (!) bicycle column in the South? Where, oh where, was the man who wanted to fire hot shot into the League because of its action on the Mobile case, and where the one who argued that quarterly meetings were desirable as acquaintance-promoting factors? Where, oh where, were the members who are complaining about the BULLETIN, the League and its management? Where, yes where, were all of these? Did you hear the echo answer? Yes, I confess to being something of a kicker on certain League matters, but interest myself enough to attend meetings prepared to enter my protests at the proper time and place and in due form. Egotistical! may be. But, gentlemen of the Louisiana Division, — especially ye who wish and cry for a change, — I submit that proper interest is not exhibited on your part, nor does your kicking take the proper shape. If you would have our efforts avail anything, you should interest yourselves a little more, at least enough to attend to the division's meetings. Once in every three months will surely not weary you; and there should certainly be more than twelve members in attendance. Look at previous meetings! barely a quorum present. Look at last night! not even a quorum. Look at it, and resolve to "do better next time," and to show up in proper force at future meetings.

IT seems rather early, but already queries are heard as to whether Mr. Hodgson will again run for the Chief Consulship; or, if not, who will? It is to be regretted that "Hustler Harry," otherwise Chief Consul Hodgson, will not again accept, but such is his announced decision. He has just been admitted to partnership in his father's business, which, with his typewriter agency, will keep him on the jump, and leave him but little time to devote to outside matters. Hence, his ultimatum. Who then is the coming man? Come with me and I 'll show him to you. Do you see that five-footer over there, with his pleasant face ornamented by a *retroussé* (?) nose, and a somewhat auburn-shaded beard, parted, oh, so carefully in the middle? Well, I 'll wager a dollar to a doughnut that he 's Louisiana's next Chief Consul. His name? Oh! you all know him; but, for convenience' sake, it may be well to say that his name is Charles H. Fenner. A good man for the position, ain't he?

THE projected lantern parade has about fallen through. Lack of interest the cause.

THE Louisiana Cycling Club has quite a respectable mileage record to its credit. With but four members reporting, a total of 5,334 miles has been rolled up during the period extending from Aug. 1 (when the reporting began) to Dec. 31, 1887. The individual records are as follows: Charles M. Fairchild, 2,381; R. G. Betts, 2,063; W. H. Renaud, Jr., 424 (two months only); H. H. Hodgson (trike), 466.

ED. A. JONAS has been elected Secretary-

WHEELS FOR 1888.

Our Catalogue of Bicycles for the season of '88 is now ready to be mailed to those interested.

ALL GRADES. ALL SIZES. ALL PRICES.

Those contemplating a purchase will do well to examine what we have to offer.

AGENTS especially should carefully study our line before contracting for their season's supply.

ST. NICHOLAS MFG. CO., FACTORY AND OFFICE, **784 to 794 Madison Street - - - Chicago, Ill.**

THE Cambridge Cycle Club held its annual ball on Friday evening of last week. Some hundred couples were on the floor and the attendance of spectators was very large. President H. W. Hayes was floor director and Richardson's Orchestra furnished the music. The programme of dances was a pretty souvenir of the occasion, and was tied with the club colors, orange and black.

THE Midland Cycle Company, Bell Street, Wolverhampton, England, have patented a new pattern of safety bicycle, which will be called the "Easthope" safety bicycle. The new machine is built upon a spring frame, and is claimed to possess exceptional ease and durability. It consists entirely of straight pieces, which all run in the direction of the strain, and these are arranged in such a fashion as to permit the absence of any supporting-rods. The makers assert that this new type of safety will never break across the "neck"—a disaster which has frequently occurred to safety bicycles. The machine has been constructed almost entirely with the view to sale in the American market, and the spring frame is consequently supplemented by extra thick rubber tires. The transatlantic roads are so heavy that elaborate precautions are needed to insure easy riding upon them. The makers anticipate an excellent demand from this market. The construction of the machine makes it peculiarly suitable for being sent over to New York in parts, payment of tariff upon machinery being by this means avoided. — *Ironmonger*.

WANTED.

A first-class Bicycle Repairer to work at all kinds of repairing. Must be well recommended. Address

HOWARD A. SMITH & CO.,
Oraton Hall - - - - - - Newark, N. J.



L. A. W. BADGES.

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,
177 Middle St., Portland, Me.

Patented. Prices, $3.50, $5.00, $7.00, and $8.00, according to finish. **Diamond Badges** $15, to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

HINTS FOR PROSPECTIVE CYCLING TOURISTS IN ENGLAND.—Particulars of tour at very moderate cost,—things they most want to know, twenty-five cents, of

STAMSON, Stamford, Conn.

Have You Renewed?
IF NOT, COME RIGHT ALONG.

Mentioning this paper, and we will

Men of all stations, you should know The price of ***Pants*** is very low. Only ***three*** dollars for Custom-made Pants, Fit for the work shop, church or dance.



Vests, $2.25; Coats, $8.00.

By reason of late purchases of large lots of Woollen Cloths, we can surprise you by the *superior quality of Woollen Goods in our* $3 *Pants*. Reference, American Express Co.

BAY STATE PANTS CO., Custom Clothiers,
34 HAWLEY STREET, BOSTON, MASS.

Send 6c. for Samples and Rules for Measuring, send you an Artistic Calendar for 1888.

BETTER THAN EVER.

PUNNETT'S

JERSEY CLOTH GARMENTS.

Knee Breeches only $4 a Pair.

CLUB UNIFORMS A SPECIALTY.

Be sure and write for Samples and Measure Blanks.

PUNNETT,
Merchant Tailor and Athletic Outfitter,
ROCHESTER, N. Y.

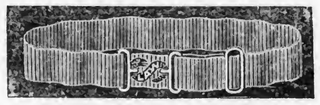
TICKET HOLDERS,

Made of the best calfskin, waterproof, and convenient, twenty-five cents each. On sale at GEO. R. BIDWELL'S, 313 W. 58th St., New York.

STEEL BALL FOR ANTI-FRICTION BEARINGS.
OF BEST CAST-STEEL,
HARDENED, GROUND AND BURNISHED.

3-16" to 3" diam. Samples and prices on application.

SIMONDS ROLLING-MACHINE CO., Fitchburg, Mass.



L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1 00.

Ira Perego

128 and 130 Fulton Street, and 87 Nashua Street,

NEW YORK.

Send 2-cent stamp for our new 52-page illustrated catalogue

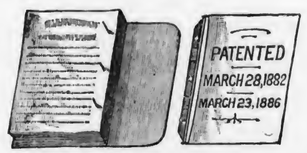


RIDERS, NOW IS THE TIME You need a Home Trainer to keep yourself in condition. Don't store your Cycle away to rust and do you no good, but get the EUREKA HOME TRAINER AND BICYCLE STAND, and you and your machine will winter in good condition. For Sale by Cycle Manufacturers and Agents generally. **Price, $7.50.**

Patents applied for. M. A. WOODBURY, Manufacturer, Bradford, Pa.

Bind "The Bulletin" Yourself.

A Binder keeps the covers clean, keeps the file complete, and keeps back numbers where they can be easily referred to.



The beauty of the UNIVERSAL BINDER is that its back varies in width according to the thickness of the matter between the covers, so that whether the binder contains one BULLETIN or any number, it looks almost exactly like an ordinary bound volume, and the magazine can be opened with perfect ease. The Binder does not hurt them for stitching later on, and some or all of them can be removed at will.

This magazine is an odd size, and the UNIVERSAL is made to order to fit, with "THE BULLETIN" handsomely stamped on the cover. It will be sent to any address for One Dollar.

Address, ABBOT BASSETT, Box 5267, Boston, Mass.



SECOND-HAND GUNS AND REVOLVERS
TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio,** for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

Treasurer of the Cycling Club, *vice* J. P. Phelan.

THE New Orlearns Bicycle Club is now about firmly established in its new quarters. The lockers and wheel racks were put up last week, and, with nicely furnished parlors and meeting rooms, and the street in front just paved with asphalt, the club can now boast as comfortable and convenient quarters as any in the South,—even if there is seldom any one about. The club's billiard table has been removed to make way for a piano, when the "social evening" of each week will be made a trifle more melodious than when the click of the ivories held sway. BI.

NEW ORLEANS, Jan. 10, 1888.

CYCLETS.

BILLY ON ICE.

I HAF me one nice leedle "wheel"
Und ride each summer day,
But ven dot ice und schnow kome 'round
I put him kwick avay.

For vonet I red 'bout vone man Schmit
Vat rode oop on der eis;
He said she vent so schmool along
He dink id pooty nice.

So den I took my leedle wheel
Ond on der froze-oop lake—
I rode oxacla half a mile
Und den I made a brake.

I broke dot ice, I broke my nose,
I broke dot wheel a few;
Mine Got! I velt shust like I broke
Myzelf six times in two.

I want to make shust one more break
Before I shall go dead,
I want to find dot Mr. Schmit
Und broke his krazy head.

So he what vill may ride on ice,
Sutch betzness breaks no law,
But he what tries id once or twice
Vill surely broke his jaw.

Now, still to ride my leedle wheel
Do blease me pooty nice,
But gimency, socrement, sauerkroudt
I'll neffer ride on ice.

VON BILLY SAWYER.

THE Buffalo

PLAN is being outlined

AT that city as you are reading

YOUR BULLETIN of the present week.

THE Reorganization Committee is hearing what the Executive Committee has to say,

AND has called upon the Secretary-Editor for facts, figures, suggestions, etc., regarding League work.

IF Buffalo gives us a new constitution and the big tournament of 1888, may we not look upon that city as the great cycling centre that so many of us have been trying to locate?

DUCKER used to try to claim Springfield as the great cycling centre of the world. Will he claim that honor for Buffalo now? And if he does, shall we set down Henry as the king centre maker?

NOW is the accepted time. Repent and renew

THOMAS STEVENS has joined the Citizens Club, of New York.

RENEW while you are yet young, you will be older next week.

MASSACHUSETTS members are already talking about going to Baltimore by sea.

THE Index for Vol. V. is now ready, and will be sent to members upon application by postal.

THE hop crop is very good this year in wheeling circles. All the clubs are holding them.

IF the League has given much to its members in the past, it will give them more this year.—Baltimore.

THE Baltimore wheelmen have already secured a large bid for the privilege of printing the League programme.

THE Long Island Wheelmen now head the list. One hundred and twenty members renew their memberships.

CHEAP advertising. Think of it! Only fifty cents to tell twenty thousand people that you have a wheel to sell.

CHIEF CONSUL BREWSTER sends copies of the renewal lists received from this office to each one of his representatives.

Missouri wheelmen are to have a road-book this year. The proofs are all read, and the book will soon be ready for delivery.

WE can send out your ticket the day after receiving your money at this time. Next month you may have to wait a week.

D. LORING, JR., of Stamford, Conn., would like to correspond with any member who may have back numbers of the BULLETIN for sale.

THE Waltham Cycle Club have sent a League pin, set with a diamond, to their late president, O. E. Davies, who is now located at Laconia, N. H.

F. P. KNOWLES, of Guilford, Conn., writes that he took a ride on his wheel Jan. 21, in the forenoon, and in the afternoon he took a sleigh ride.

MISSOURI wheelmen are very much excited over certain letters written by one "Hew" for a Western paper. They want to know Hew wrote them.

THE Lynn *Bee* of Jan. 20 has a special article on cycling, giving, among other things, a table of records, a picture of Rowe, and short sketches of cycling celebrities.

HELLO! There's another Darrow brother, and he comes forward as business manager of the *Gazette*. His name is Ben. Now, Ben, jam in the advertisements.

THE Buffalo Club will open its new club-house with a reception and dance in honor of the Reorganization Committee on the evening of Friday, Jan. 27 (this evening).

A. B. RICH will retire from the racing path and lead a young lady to the altar. We hope that in his new life his experience will be no less Rich than it was on the path.

OUR ticket holders are voted a success. We have had applications for them from non-members, who wanted them to carry railroad season tickets in. These holders will last many years.

YEARS ago we saw a step which automatically closed up against the backbone when the weight was taken off it. And now a New York man has invented a step of the same kind.

HOW is a man to know which is the leading cycling periodical? They all claim the place, even those not yet out of leading strings. Should n't we consider, also, where they are leading us?

THE Philadelphia Club has already outgrown its new club-house, and a piece of land has been purchased at the rear of the building upon which will be erected an extension of the wheel-room.

THE Kings County Wheelmen have asked the Calumet Cycling Club to unite with them, and the invitation has by vote been accepted. The Calumets will wind up with a reception on Feb. 1, at Knickerbocker Hall.

THE Springfield Bicycle Manufacturing Company has established headquarters for the West with C. F. Stokes, 293 Wabash Avenue, Chicago. Mr. W. S. Doane, of Boston, will have charge of the cycle department.

A CORRESPONDENT of the *Bicycling News* writes that within the past eight years he has ridden 18,846 miles before breakfast, out of a total mileage of 33,400. He rides without refreshment and suffers no evil consequences.

W. L. VAN HORN, of Denver, has taken a Knapp, or, in other words, he has made Miss Alice M. Knapp to be Mrs. Van Horn. Mr. Van Horn has won many victories in cycling, and now he takes a prize in the game of love.

THE women of England to the number of one million one hundred and thirty-two thousand six hundred and eight have asked the Queen to close all public houses on Sunday. A very good lunch bag may be had at a moderate price.

THE San Francisco Club has voted unanimously to remain with the League. The club also voted to ndorse the iname of C. C. Moore, of Stockton, for Chief Consul of California, feeling confident that he will honor the position.

THE American Rambler is the name of the Gormully & Jeffery safety for 1888. Its lines are, to say the least, peculiar, but it can be built strong and light and will sell for $120. Its weight is forty-four pounds. If you want a safety you had better look this up.

KARL KRON is devoting a month to the compilation of a pamphlet, which is to contain the favorable reviews of about fifty newspapers concerning "Ten Thousand Miles on a Bi." He will distribute five thousand copies of this new pamphlet among the new converts to wheeling.

JULES TERRONT, the French rider, won the one-hundred-miles professional bicycle race at Birmingham, Eng., on Saturday, Dec. 24, in 5.58.40. The other contestants were W. M. Woodside, F. Lees, A. H. Robb, Young, English, and another, of whom Robb finished second.

MR. GEORGE W. STEVENS, manager of the American branch of the Coventry Machinists Company, met with an accident last August and broke a leg. He has been confined to the house ever since, and is not yet able to stand on the injured member. Meantime, "George," superintendent of repairs, has run the establishment. It was not a cycle accident. He jumped from a deadly horse car. The horse car must go.

A GENERAL meeting of the Maryland Division of the League of American Wheelmen was held in Baltimore, Jan. 7, to decide whether or not the National League shall be invited to hold its annual meet in Baltimore next spring. It was decided by a vote of thirty-four to nineteen to invite the League to meet in Baltimore. A call was made for subscriptions to defray the expenses of entertaining the expected visitors. The sum raised, added to what was promised at a former meeting, amounted to $749. A number of the members stated that they would subscribe more if necessary. An effort will be made to raise $2,000 or $3,000, but if that amount cannot be obtained, the entertainment of the visitors will be on a less extensive scale than is now proposed.

ANOTHER meeting of Maryland Division was held Jan. 14, and a committee of fifteen was appointed to take full charge of all the arrangements for the annual meet of the L. A. W., to be held in Baltimore. This committee will go actively to work with the preparations, and it is expected that in the interval between now and June, when it is thought the meet will be held, much work can be accomplished. The principal task will be the collection of subscriptions, and every member of the division will be called upon. It is expected that wheelmen who are not members of the L. A. W. will contribute and participate in the festivities in June.

The SPRINGFIELD ROADSTER for 1888.

YOST AND McCUNE PATENT.



This is an absolutely safe wheel, which retails for **$75**, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all-round road riding and hill climbing ever offered the public for the money. Best class of cold-drawn weldless steel tubing in handle bars, backbone, and side forks. Other parts of the best steel drop forgings. In every way first class as to its workmanship and material.

The 1888 pattern ***SPRINGFIELD ROADSTER*** for **$100** has ball bearings all round, and cow-horn handle bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of **$25.**

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

RETAIL SALESROOM, 147 WASHINGTON ST., BOSTON.

BRANCH OFFICES IN ALL THE LEADING CITIES.

Chicago - - - - C. F. STOKES, 298 Wabash Ave.

SPRINGFIELD BICYCLE MFG. CO. - - 9 Cornhill, Boston, Mass.

THE CLUB.

ROCHESTER, N. Y. — Officers of the Genesee Bicycle Club for 1888: President, Bradly Woodhull; vice-president, Burt A. Pratt; secretary, C. H. Doud; treasurer, F. H. Cross; executive committee, Robert Thompson, A. B. Rapalge, Henry Goetzman; property clerk, B. Van Zant; captain, Martin Shafer. The club stands on a stronger basis both financially and socially than at any period since its organization.

BALTIMORE, MD. — Officers of the Rambler Cycle Club, elected Jan. 14: President, H. A. Barrington; vice-president, Wm. E. Swindell; secretary, Fred H. Hoover; treasurer, Howard Diggs; captain, F. M. Clotworthy; sub-captain, E. B. Jones; junior sub-captain, Wm. C. Burgess.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 123 — Total 56.

BOSTON, Jan. 27, 1888.

CALIFORNIA DIVISION — 1.

Outing Cycling Club.

7399 Taylor, W. M., San Francisco.

COLORADO DIVISION — 2.

Denver Ramblers.

17400 Epeneter, J. C., 22 Blake St., Denver.
17437 Gerwing, Robert, 1420 Larimer St., "

GEORGIA — 1.

Thomasville Bi. Club.

17438 Justice, F. W., Thomasville.

ILLINOIS DIVISION — 3.

Unattached.

17401 Covell, G. B., Forreston.
17439 Gray, Adam, Chillicothe.
17402 Latimer, W. A., Abingdon.

INDIANA DIVISION — 1.

Unattached.

17440 Phillips, Maggie B., 211 Yandes St., Indianapolis.

IOWA DIVISION — 7.

Cedar Falls Wheelmen.

17403 Bryant, Jas. E., Cedar Falls.
17404 Grundy, Alfred, "
17405 Harris, Chas. B., "
17406 Knapp, Will H., "
17407 Nuhn, Wm. C., "
17408 Rall, Will A., "

Unattached.

17409 Jeffrey, T. W., Osceola.

KANSAS DIVISION — 1.

Unattached.

17410 Barker, Geo. W., Girard.

LOUISIANA DIVISION — 1.

Unattached.

17411 Frederic, Jeff, Jr., Pitt and Cadiz Sts., New Orleans.

MARYLAND DIVISION — 1.

Baltimore Cycle Club.

17441 Newman, L.L., Baltimore and Charles Sts., Baltimore.

MASSACHUSETTS DIVISION — 3.

Unattached.

17412 Hutchings, Albert J., 1672 Washington St., Boston.
17413 Noyes, A. S., Whitinsville.
17414 Searles, Henry S., "

MINNESOTA DIVISION — 1.

Unattached.

17415 Youmans, Winston J., 456 Olmstead St., Winona.

NEW HAMPSHIRE DIVISION — 1.

Keene Bi. Club.

17416 King, W. Starr, 130 School St., Keene.

NEW YORK DIVISION — 20.

Albany Bi. Club.

17417 Haller, Jno. M., 240 Washington Ave., Albany.
17418 Paddock, Edw., 3 Green St. "

Genesee Bi. Club.

17419 Montgomery, Wm. J., 13 Savannah St., Rochester.

Harlem Wheelmen.

17442 Glover, Mortimer, 414 E. 116th St., New York.

New York Bi. Club.

17420 Bacot, R. W., 185 W. 74th St., New York
17421 Blackwell, C. G., 204 Prod. Exchange, "

Unattached.

17422 Ayers, Henry, 256 W. 128th St., "
17444 Cobb, Edw., 24 W. 125 St., "
17445 Gott, Clarence P., 79 John St., "
17423 Kemp, W. H., 74 Perry St., "
17424 Dyer, Alice, Mount Vernon.
17425 Miller, Louis P., Corning.
17426 Rothfuss, O. M. "
17427 Way, Willard S., "
17446 Bronson, Chas. Willis, Cherry Valley.
17447 Keller, Christopher, "
17448 Roseboom, Wm. Campbell, "
17428 Burzette, Bela S., E. Aurora.
17429 Haynor, Frank, Livingston.
17443 Balcom, Dr. F. A., Lockport.

OHIO DIVISION — 3

Central Wheelmen.

17430 Beckelhan, Harry H., Cincinnati.

Hicksville Bi. Club.

17454 Bruce, H. H., Hicksville.

Orville Bi. Club.

17449 Campbell, Geo. E., Orville.

PENNSYLVANIA DIVISION — 2.

Brownsville Cycle Club.

17450 Isler, Chas. J., Brownsville.

Echo Bi. Club.

17431 Christian, W. H., Avoca.

RHODE ISLAND DIVISION — 2.

Rhode Island Wheelmen.

17451 Mason, Robert L. P., Box 947, Providence.

Unattached.

17432 Covell, W. H., 43 Farewell St., Newport.

TENNESSEE DIVISION — 3.

Clarksville Cyclers.

17452 Smith, Norman, Clarksville.

Unattached.

17433 Cox, P. E., Franklin.
17434 Lillie, James, "

TEXAS — 1.

Unattached.

17435 Andruss, Luther, Denison.

WEST VIRGINIA DIVISION — 1.

Unattached.

17453 Whitaker, H. C., 2227 Chaplin St., Wheeling.

WISCONSIN DIVISION — 1.

Unattached.

17436 Splitt, William, Wauwatosa.

RENEWALS.

BOSTON, Monday, Jan. 23, 1888.

LIST 8.

THE following renewals are received to date: —

Alabama,	2.	New Hampshire,	1.
Arkansas,	1.	New Jersey,	34.
California,	18.	New York,	227.
Colorado,	4.	Ohio,	93.
Connecticut,	8.	Pennsylvania,	50.
District of Columbia,	1.	Rhode Island,	8.
Georgia,	2.	Texas,	1.
Illinois,	30.	Vermont,	1.
Indiana,	2.	Virginia,	2.
Iowa,	4.	West Virginia,	1.
Kansas,	2.	Wisconsin,	5.
Louisiana,	11.	Wyoming,	2.
Maine,	2.		
Maryland,	6.	Bermuda,	1.
Massachusetts,	46.	Canada,	1.
Michigan,	5.	Nova Scotia,	1.
Missouri,	22.		
Total,			594.

LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888: —

Yonkers Bicycle Club, Yonkers, N. Y.
Long Island Wheelmen, Brooklyn, N. Y.
Rambler Cycle Club, Baltimore, Md.
Bay State Bicycle Club, Worcester, Mass.

All memberships in the League of American Wheelmen expired Jan. 12 and as all members must renew, so must all clubs. Before a club is entered on the list of 1888, the following certificate must be filled by the Secretary: "This certifies that the Blank Club will remain a League club for and during the year 1888. Blank, Blank, Sec."

OFFICIAL ANNOUNCEMENTS.

MARYLAND REPRESENTATIVE.

MR. J. KEMP BARTLETT, JR., is hereby appointed representative, to fill the vacancy caused by the resignation of Mr. C. W. Abbott, which was accepted on Jan. 14.

A. E. MEALY, *C. C.*

BALTIMORE, Jan. 16, 1888.

MISSOURI CONSULS.

THE following Local Consuls have been appointed for this Division, viz.: Edina, Mo., Louis H. Parsons; Hannibal, Mo., A. C. Miller.

W. M. BREWSTER, *C. C.*

ST. LOUIS, MO., Jan. 18, 1888.

WEST VIRGINIA.

I HAVE this day appointed Chas. R. Goetze, of Wheeling, W. Va., to be Secretary-Treasurer; and C. C. Byers, of Parkersburg, W. Va., to be representative of the West Virginia Division of the League of American Wheelmen.

H. P. WILKINSON, *C. C.*

WHEELING, W. Va., Jan. 21, 1888.

MICHIGAN FINANCIAL REPORT.

As the accounts of the Secretary-Treasurer were so unanimously passed, without inspection, at the July meet of the Michigan Division, he wishes to make the statement below of receipts and expenditures of the moneys which have passed through the treasury, so that all the members may see how their money has been used. The items on the books are more in detail; and the Secretary-Treasurer is pleased at any time to show them to any member of the Division, together with the vouchers therefor: —

RECEIPTS.

1886.

Dues, L. A. W., 1885	$68 50
Treasurer L. A. W., old balance	50
Divison, L. A. W., old balance	60 90
Division Secretary, on account	11 00
Dues	50
	$141 40

DISBURSEMENTS.

1886.

Chief Consul's expenses, postage, etc.	$7 85
Secretary-Treasurer, books	65
Printing and blanks	23 30
Sundry expenses	4 43
L. A. W. applications	5 50
Refunded Marvin account	3 00
Balance on hand	96 07
	$141 40

1886-87.

Blance on hand at Meet	$96 07
Dues, 1886	63 50
Meet entrance fees	13 00
Marvin balance	19 05
Two Division lists	1 00
Dues, 1887, part	92 00
Road-books	11 00
Road-books	25
	$296 47

1886-87.

Meet badges	$40 00
Sundries	2 99
Chief Consul's expenses, postage, etc.	16 72
Stenographer	36 37
Division hand books	18 25
Vouchers, etc.	8 07
Road-book, maps	46 00
Balance	128 16
	$296 47

1887.

Balance at Meet	$128 16
Dues balance, 1887	26 44
Road-books	7 25
Advertisements, Meet programme	87 10
Loan from Secretary-Treasurer	75 00
	$323 95

1887.

Meet badges	$6 33
Meet programmes	71 00
Stenographer, Chief Consul's office	7 19
Chief Consul's expenses	5 20
Sundries	60
Road-books, printing	231 10
Balance	2 23
	$323 95

No other liability exists; and as resources, we have one hundred and four road-books; $.88 from the League, since paid; and the plates for the maps, which are good for another addition of the road-book, when it shall become desirable to issue one.

Respectfully submitted,

JUNIUS E. BRAL, *Sec.-Treas.*

TO CONNECTICUT MEMBERS.

THE year of 1887 closed with a list of six hundred and fifty-three names on this Division's books, — certainly a very good showing for a miniature State, — yet we have a splendid field in which to work. This little State contains fully one thousand riders, yet but a little over one half have contributed their mite toward the maintenance of an organization which has nursed their cause from infancy to its present healthy condition. Without an organization of this character, bicycling would still be grappling with difficulties long since overcome, and that it would continue to grapple with but poor success no one can doubt, for nothing less than an organized body such as the L. A. W. could hope to contend with the prejudices and obstacles which have been met, conquered, and buried within the past few years. There is yet considerable to be done before our rights can be fully established and our equality with those using other means of conveyance fully recognized, and, to this end, all should join hands under the flag of the organization which has fathered our cause so successfully in the past, and so joined work to right these wrongs.

Any rider who fails to contribute each year the small sum required to furnish this body a working capital, or neglects to assist in bringing about ends which can only result in more privileges and a fuller enjoyment of cycling to all, hardly deserves the health, recreation, and enjoyment he receives from his wheel.

Let all renew, and to these six hundred and fifty-three names let us endeavor to add at least a majority of the present unattached.

SEMI-ANNUAL REPORT OF SECRETARY-TREASURER.

July 1, 1887:

Dr.

Balance on hand per report BULLETIN, July 15,		$170 64	
Aug. 26.	Cash from Abbot Bassett, dues account	149 50	
			$320 14

1887.

Cr.

July 30.	Stationery and printing for Representative W. T. Williams	$15 75	
Aug. 26.	Electrotypes	50	
Sept. 10.	Slips for use of road-book	2 75	
Dec. 21.	First payment on account of maps for road-book	100 00	
" 24.	Paper and envelopes for use of Secretary-Treasurer	7 75	
" 24.	Sundry expenses of Chief Consul Tracy	5 00	
" 24.	Stationery and printing, furnished by Hartford Printing Company, in February, March, and August, 1886, by order of Chief Consul Huntington (bill never presented before)	16 50	
" 24.	Sundry expenses of C. G. Huntington, on account of road-book	5 00	
Balance deposited with Connecticut River Banking Company, Hartford, Conn.		166 89	
			$320 14

Respectfully submitted,

DAVID J. POST, *Sec.-Treas.*

HARTFORD, CONN., Jan. 1, 1888.

IMPORTANT.

The ***Grand Union Hotel***, opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

ADVERTISEMENTS will be inserted in this column as follows: Fifty cents for four lines, first insertion; twenty-five cents for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FOR SALE. — 58-inch Expert, ball bearings all round, spade handles, Kirkpatrick saddle, Butcher cyclometer; cost $105; will sell for $100 cash. "F," Drawer 202, Holyoke, Mass.

FOR SALE. — Superior amateur photograph outfit, or exchange for Springfield bicycle. Address H. T. CLARK, Wilmington, Del.

FOR SALE. — 48-inch Rudge Light Roadster, excellent condition, nickelled except wheels, ball bearings, Butcher spoke, cyclometer, bundle carrier, and Kirkpatrick saddle. FRANK KNOTHE, 521 Broadway, N. Y.

WANTED — Second-hand 50 or 52-inch crank wheel, good condition, with ball bearings; Columbia or Victor preferred; state make, what year's pattern, size, condition, and lowest cash price. Address E. S. KNIGHT, 414 Olive Street, St. Louis, Mo.

FOR SALE. — Columbia Tandem tricycle, in perfect order, good as new; also, one Rudge Crescent tricycle; will be sold cheap to prompt buyer. W. H. DEGRAAF, 47 and 49 W. 14th St., New York City.

WANTED. — Expert or other good wheel, enamelled or nickelled, late pattern, 48 inch or 50-inch, ball bearing, in good order; will pay cash. Address BICYCLE, P. O. Box 2434, New York City.

TO PURCHASE. — Good second-hand single tricycle, late pattern, reasonable for cash; wanted at once. FRED'K. S. VAN HORN, No. 54 Warren St., New York City.

SMALL WHEEL CHEAP. — 42 or 44-inch, any good make; give full particulars. W. H. GEARY, No. 37 Reade St., New York City.

BICYCLES, SECOND-HAND. — If you wish your wheel sold quickly, at a small commission; or if you wish a choice from the biggest list of big bargains in America, send to MANHATTAN WHEEL EXCHANGE, 49 Cortland St., N. Y.

TICKET HOLDERS,

Made of the best calfskin, waterproof, and convenient, twenty-five cents each. On sale at GEO. R. BIDWELL'S, 313 W. 58th St., New York.

RENEWAL BLANK.

Please fill out the blank below, and send it with $1.00 enclosed, and your number, to

ABBOT BASSETT,

Box 5267,

Boston, Mass.

DO NOT FORGET TO SEND OLD NUMBER.

If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

No. .....

Name, ...

P. O. Address, ...

City and State, ...

Club, ...

Enclosed find
$1 for renewal.
.25 " holder.
.25 " marking.

When we are compelled to use racing wheels to make records we **SHALL SAY SO,** but so far our ordinary road machines seem to be **SPEEDIER,** and to run more easily than the frail and specially light built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison.

Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran

350½ MILES IN 24 HOURS

on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's indoor world record, which was made on the same track.

Then Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount a 40-pound Light Champion), of

323 MILES IN 24 HOURS.

Not to be forgotten is the 20 miles within the hour, on the Ordinary Champion, by the same rider, and on the public highway. Add to this Dingley's track record of

100 MILES IN 5h., 38m., 44⅕s.

still with the Ordinary American Light Champion. Thus, gentlemen, the "American Cycles," though road machines, hold every important road and long-distance record, and it is only fair to give some credit to the

G. & J. BALL BEARINGS.

Catalog cheerfully mailed on application.

GORMULLY & JEFFERY MFG. CO.

CHICAGO, ILL.

Largest Manufacturers of Cycles and Sundries in America.

THE L. A. W. BULLETIN.

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN.

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED WEEKLY.

$1.00 A YEAR. 3 CENTS PER COPY. BOSTON, FEBRUARY 3, 1888. VOL. VI. No. 5. WHOLE NUMBER, 136.

HAVE YOU SEEN THE

NEW LINE

OF COLUMBIA MACHINES FOR 1888?

CATALOGUE FREE.

POPE MFG. CO., BOSTON, NEW YORK, CHICAGO.

THE RUDGE AGENCY.

The Rudge Agency (recently relinquished by Messrs. Stoddard, Lovering & Co.) will be continued at the same place, 152 Congress Street, Boston, Mass., by **H. M. SABEN,** who has been actively connected with the agency during the past two years. The 1888 Rudge Catalogue is now in press.

1888 NEW MAIL!

LOOK OUT FOR IT. READ THIS CAREFULLY.

No Higher Grade. No more successful wheel ever appeared in the market than the NEW MAIL LIGHT ROADSTER brought out by us last year, of American Manufacture. All Parts Steel Forgings and Strictly Interchangeable. **THE ONLY WHEEL** having the Great Improvements of TRIGWELL BALL-BEARING HEAD, which we control. Proved an absolute success by actual road use of past two and one half years. Perfection Strengthened Backbone and Forks and Thickened Base Rim. Never, since we have been in the bicycle business, have we received so many flattering testimonials from all parts of the country as of our last year's NEW MAIL, and as they are the opinions of well-known and many of them hard riders, Stronger Evidence of the Merit of a Wheel Cannot be Offered. ☞ Since some dealers have made exertions to decry the Ball Head as of no advantage whatever, we are forced to refer to the fact, emphatically, that the true MERIT of the Trigwell Patent may be clearly understood. We wish to impress these facts: that

We control the Trigwell and others CANNOT USE IT. That the Trigwell is the Only Ball Head confining the balls. That we were the FIRST to adopt the Ball Head, and hence have had the most experience with it, and we DECLARE the Trigwell, which we have used two and one half years, A MAGNIFICENT SUCCESS. Simple for repair, in case of accident, and more durable than the cone. The best proof of this success is our declaration that for the coming year WE DO NOT ALTER THE HEAD in a SINGLE DETAIL. Every part has been DEAD RIGHT and no change required. ☞ Don't book your order for a new mount till sending for Descriptive Catalogue of NEW MAIL, out February 1st. Send your name NOW. Good Agents wanted in every town. Our former agents requested to write us AT ONCE if wishing to continue, and book their orders for early deliveries.

WM. READ & SONS, 107 WASHINGTON ST., BOSTON.



SINGER CYCLES.

LEADING MOUNTS FOR 1888.

"APOLLO" LIGHT ROADSTER.
"CHALLENGE" ROADSTER.
"SINGER" SAFETY.
"YOUTH'S" SAFETY.
THE "S. S. S." TRICYCLE.
THE "SPECIAL SINGER" TRICYCLE.
THE "S. S. S." TANDEM.
THE "TRAVELLER" TANDEM.

A FEW GOOD AGENTS WANTED.

CATALOGUES NEXT MONTH.

W. B. EVERETT & CO., 6 and 8 Berkeley Street - - - - BOSTON.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,
SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,
22 SCHOOL STREET, BOSTON, MASS.
P. O. BOX 5287.

Entered at the Post-Office as Second-Class Matter.

SINGLE COPIES - - - - - - - 3 CENTS.
SUBSCRIPTION PRICE TO OTHER THAN LEAGUE MEMBERS. $1.00 A YEAR.
CLUBS OF FIVE - - - - - - $4.00 "

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith.

Members should be careful to notify the EDITOR promptly of any change in their residence, giving their old as well as new address. Great care is taken with the mailing list. All changes received after Tuesday night can not be attended to until the following week, as at that time the list goes to printer for revision. Members who write for back numbers will have them forwarded on Friday, our regular mailing day.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W.," see special page in Advertising Department.

THE Reorganization Committee has held its meeting and prepared a scheme for the complete reorganization of the League. Two solid days of work were given to this business, and the committee feels that it has done a good work, and that the membership will be satisfied with what will be presented to them. We are not at liberty to give the details of the plan this week. The chairman will outline it in a communication to the BULLETIN next week. We will, however, say that the States will conduct their own affairs, fix their own dues, and pay a *per capita* tax to the national body. Those who believe that the States do and should do all the work of the League will be satisfied with the new plan. Those who believe that League clubs should have an inducement to remain such will be satisfied with the plan. Those who think the present board of officers too large and unwieldy will be satisfied with the plan. Those who believe the BULLETIN should be issued weekly will be satisfied with the plan. Our creditors, who think that the League should pay its bills promptly, will be satisfied with the plan. Divisions that desire to do large works, and who have heretofore been hampered for want of money, will be satisfied with the plan. Divisions that have no work on hand nor none in prospect, who do not need money, but who do believe in small dues, will be satisfied with the plan. This is a rose-colored view of the situation, mayhap, but just wait and see if the plan does not warrant it.

QUAKERTOWN QUILLINGS.

A CYCLING visitation of locusts has descended upon the city. F. W. Eck, Frank E. Dingley, of Minneapolis, and W. F. Knapp, of Denver, all professional bicyclists, are stopping at the Bingham House. Beginning with Feb. 21, they propose to give a six-days' — twelve hours a day — bicycle race at the Elite Rink, and they will go into practice there. Dingley holds the world's record for twenty-four hours, of three hundred and fifty and a half miles, and the others have long been striving to accomplish some kind of a record performance. Knapp holds the three-mile indoor record, having made that distance in 8.32. In the race at the rink an effort will be made to break the 72-hour record, which is 1,043 miles.

THEY also propose to have an "amateurs' week" of races — prizes for which they will furnish, as well as the track, etc. Methinks the local amateur cracks will be apt to look askance at the team's propositions.

ANOTHER cycling celebrity — of an entirely different breed of cats — has been in town last week, in the person of W. W. Stall, the six-foot-three two-hundred-pound Star driver from Boston. He has been spending much of his time up at Smithville, and great things are promised us for the '88 Star.

THE Hart Cycle Company had an exceedingly close shave in the early part of the week. Little old Philadelphia had a million-dollar fire, the edges of which all but took in the Hart establishment. Quite a number of their wheels were deluged with water, the cellar filled, etc., and about three hundred dollars from the insurance companies will be required to straighten the matter up. When Mr. H. B. Hart received a message telling him that his establishment was threatened with fire, he did not rush off at once to see that the department did its duty, but quietly stayed at home and trusted to Providence and the firemen to look out for his goods.

Two members of the Century Wheelmen indulged themselves in an impromptu club run to Germantown on the evening of the 27th of January. The run was an even twelve miles over snow and ice, and under as beautiful a moonlit sky as a Northern winter only can produce. They enjoyed it hugely, and report the riding good.

THE Century's smoker of last week was the usual success for which anything that progressive club undertakes is a synonyme.

CYCLERS have been out on the ice on the Schuylkill in full force this week and last; tandems, tricycles, and safety bicycles, with an occasional inexperienced or reckless one on the ordinary, vied with the skaters, and, as a rule, left them far behind.

THE University Bicycle Club is inclined to object to its omission from the charter clubs of the new associated cycling clubs of Philadelphia, popularly "the A. C. C." The University Club has always been understood to be a portion of the University Athletic Association, and was so classed at the meeting of the A. C. C. If they have really a distinct organization it is an easy matter for them to apply for admission to the association, and there would be no question as to their admission.

THE *Press* man is a member of the Pennsylvania Club, and he knows; he says: "The Pennsylvania Club is divided into a smoke and an anti-smoke faction. The former demands that a comfortable room in the new house shall be appointed for members who wish to use the weed, while the latter insists that smokers shall confine themselves to the billliard and dressing rooms. Strange to say, the majority of the lady members side with the smokers." When there is so much smoke there must be a little fire, and really the discussion waxeth sufficiently hot to warrant the belief.

THE old and well-known Frankford Club is still alive, and has just elected the following officers for the year: President, Richard Crankshaw; vice-president, William Denn; secretary, Charles Denn; treasurer, George Hare; captain, James Dyson. Next season the Frankfords propose to show Philadelphia cyclers that Dyson, Hare, and one or two others can hold their own against some whose names are more familiar to local cyclers. Time once was when Dyson, Lees, and Mears were names that meant lively pedalling for ambitious opponents.

PHACTO.

BUFFALO.

IN your issue of the 20th inst., Zany "toots his horn" at a great rate. I am glad he does so, for the simple reason that it gives a field for discussion, and also in bringing forth the views and opinions of others on the subject. Some of his points are well taken, and then again on others he is "way off." I will not attempt to "wrestle" with more than one, viz.: He claims the League should have no jurisdiction over racing. Now Zany must be a sensible man (he would never have written the article in question if he was n't), and if he will take everything in consideration he will see it is necessary, for the good of the sport, the L. A. W. should have control of it. If they drop it, I am sure it will go to the "dogs." I may also say, with others, that "any effort to make the BULLETIN other than a weekly will not meet with popular favor. In conclusion, I beg of you, my dear Zany, reconsider your opinion, and try and agree with me. It may come hard at first, but remember the old proverb: 'If at first you don't succeed, try, try again.'"

SPEAKING of road-hogs, a good story came to my notice the other day, which, although being rather old, has a freshness about it which won't wear off. It is as follows: —

Wheelman, coming up behind farmer's wagon, wants to pass. *Wheelman* (politely): "Room on your left, please." *Farmer:* "Go to thunder with yer old hoopskirt! Ye ain't got no right on the road, skeerin' hoss's, no how." *Wheelman* (who knows his rights, sharply): "I 'll ask you just once more to let me pass; if you refuse, I 'll serve you as I served that fellow yesterday." Farmer, not wanting trouble, drives into a ditch to let him pass. *Farmer* (after wheelman is safely by): "Say, what judo to that fellar yesterday?" *Wheelman:* "Ahem! I got down!" Just imagine the feelings of that farmer, and also of the wheelman.

[It is, indeed, very, very ancient, that story. — ED.]

I HAVE received an invitation from the Buffalo Bicycle Club to meet the members of the Reorganization Committee of the L. A. W. and some of the officers of the League at the new club-house. I hope to be present, if only to shake hands with the "big" men.

WE have Thomas Stevens here March 13, under the auspices of the Unity Club of the Unitarian Church. He will lecture on his trip around the world on a wheel. He will see many wheelmen among his audience.

ACCORDING to E. Y. Bogman, M. D., a good cyclist should never overeat; it spoils the pleasure of his ride. The Ramblers, on their trip to Youngstown and back, stopping at Niagara Falls for dinner, did not follow the advice. To speak of the International Hotel dinner to them would surely be committing suicide. They felt like the d-deuce the day after.

THE gymnasium apparatus to be placed in the Buffalo club-house will be a "beauty and a

joy" — as long as it lasts. It will be ready for use in a couple of weeks. There is every reason to think every member will be an "Apollo" on the wheel.

"We have the formal opening of 'our own' new club-house for the ladies Friday, Jan. 27," said a Buffalo club member to me the other day. "MERCURY."

TROY, NEW YORK.

THE event of particular importance to the members of the Troy Bicycle Club is its annual indoor tournament, which will take place Monday evening, Feb. 6. A programme of unusual excellence has been prepared. Capt. William M. Thiessen will command a bicycle drill of a dozen or more experienced riders, which will be an important feature. Professor Zahn will have charge of the acrobatic portion of the programme, as well as the direction of the tug-of-war team of eight, who have been matched with a team from the Albany wheelmen. The music will be furnished by the club orchestra. Fancy bicycle riding, boxing, fencing, club swinging, and various gymnastic exercises will be given. The attendance a year ago was over 1,300. It promises to be as fully successful this year.

The Troy Bicycle Club is one of the largest in the country, now numbering about one hundred and thirty. It has recently come into possession of the entire property upon which its club-house stands, making for it a very desirable permanent home. New acquisitions are being made to its numbers at each club meeting, and its ultimate prosperity is more than assured. The club has recently completely fitted up its gymnasium with new and improved apparatus, and lessons by two competent instructors are given two evenings a week. Cycling in this part of New York State will doubtless boom when the season opens. The Troy Bicycle Club has about eighty riders in its membership, who take every advantage of good riding weather. "12,664."

FROM A FEMININE POINT OF VIEW.

THE merry dance, the joyful sleigh-ride, and the engrossing game of whist now engage the wheelman's attention and make him forget for a time his steed of steel.

I DON'T know that I envy the people who can ride all the year round, unless we look upon the cycle from a utilitarian point of view. I believe our pleasure is keener and that we appreciate the wheel much more when we are forced to lay it aside for a while.

I AM glad to note that Violet Lorne indorses my position in several instances, and I think therefore I may be excused if I quote her words this week: "Daisie," of the L. A.W. BULLETIN, has hit upon the real reason why cycling is not as universally popular with woman as it ought to be, when she declares that it is because they cannot afford the cost of a machine. This, I am quite certain, is the case. Girls living at home are seldom blessed with such allowances as will enable them to spare the price of an expensive tricycle out of the many necessary items of their expenditure. Personally, I know at least a dozen girls, each and all of whom ride whenever they can get a chance, and delight in the exercise, but are quite unable to indulge themselves in a special machine.— *V. L.*

I ALSO know a good many cases — alas! for human nature is but a poor and weak thing at its best! — where fathers of families keep a tricycle for themselves, but rather grudge their daughters taking it out on their own account, and would look upon you as an eligible inmate for Colney Hatch if you were to suggest to them so extraordinary an idea as buying a machine for the use of those unfortunate maidens. Under these circumstances, it is easy to understand why more girls don't ride.— *V. L.*

"DAISIE'S" other reason that it is not a fashionable pastime has a good deal more force on her side of the Atlantic than on ours. Here, where the Princess of Wales and her daughters ride, and women of all classes downwards may be seen a-wheel, there has not been, at least of late years, the fear of losing caste by taking to the tricycle. For my own part, my good fortune has cast my lot in a part of the world where riding is looked on as a peculiarly fashionable amusement, and women who ride are considered to be occupying themselves in a healthful and rational manner.— *V. L.*

THAT big gooseberry of the cycling press, a bicycle for women, has made its appearance again with the silly season. That a bicycle can be invented for women, and that many such inventions have been presented to the uninterested world, no one means to dispute, but as to such a machine being used by any but professional trick riders — the very idea is absurd. No doubt the rider would achieve speed, ease in travelling, and several other good things. There is also no doubt she would accomplish a good many other things less pleasant, and, amongst others, the discovery that her costume does not permit a rapid dismount every time her machine has occasion to pause. — *V. L.*

Is it not a little singular that no lady rider of prominence has come forward to second what the gentlemen have said regarding the lady's bicycle? The gentlemen speak in the most positive terms and insist that the ladies do want a two-wheeler, but I have yet to find a lady rider who regards such a machine as a long-felt want. DAISIE.

CALIFORNIA RACING ASSOCIATION.

IN response to a call, delegates from the various clubs of San Francisco met on Saturday evening, Jan. 14, at the rooms of the Bay City Wheelmen, for the purpose of organizing the California Interclub Road-Racing Association. There were represented the Alameda Scorchers, the Ariel Bicycle Club of Oakland, the Bay City Wheelmen, the Garden City Wheelmen of San José, the Oak Leaf Wheelmen of Stockton, the Outing Cycling Club of this city, and the Pasadena Cycling Club. The San Francisco Bicycle Club was engaged with its annual dinner, but sent word that they were in sympathy with the movement and would join the association. Edwin Mohrig, of the Bay City Wheelmen, was elected president and R. J. Mier, of the Outing Cycling Club, secretary-treasurer. The governing body, it was decided, should be composed of three representatives from each club belonging to the association. It was resolved to hold a series of three races, during the season, of 25, 50, and 100 miles, respectively, a handsome trophy of silver to be finally awarded at the close of the series to the club scoring the greatest number of points.

Each club will be allowed to enter a team of not more than three men, the aggregate of the points scored by the team to count for the club. Points will be counted in an arithmetical progression from one to twenty-four, on the theory that each of the eight clubs will enter three men, giving twenty-four entries in all, the first man in to count twenty-four points for his club, the second twenty-three, and so on down to one for the last man. Should less than eight teams enter in any one of the races, the first man will still count twenty-four and the others in the same order, for the reason that since the trophy is finally to be awarded on the total score made in the three races, the respective positions of the men at the finish should always count the same, even though the entries might be fewer.

It was decided to hold the twenty-five-mile race on Feb. 22, around the San Leandro triangle, and C. A. Biederman, of the Pasadena Cycling Club, P. A. Libby, of the Bay City Wheelmen, and W. A. Rathrauff, of the San Francisco Bicycle Club, were appointed a committee to arrange for the same and contract for the trophy, the idea being to obtain and display the trophy as soon as possible, in order to fire the ambition of the clubs for its possession.

Out-of-town clubs were represented by C. C. Moore, of the Oak Leaf Wheelmen of Stockton, C. A. Biederman, formerly of this city, but now of Southern California, for the Pasadena 'Cycling Club; Al Col, of San José, for the Garden City Wheelmen; P. E. Haslett, for the Alameda Scorchers; and C. J. Kryster, W. R. Maxwell, and J. R. Tisdale for the Ariel Bicycle Club of Oakland.

IN EGYPT.

As Southern Illinois is often designated Egypt, I have thought that might be a good heading for a few lines possibly interesting to the readers of the BULLETIN.

On Saturday, Jan. 14, 1888, it commenced sleeting with a rain mixed, and by Sunday morning the roads were a solid mass of icy sleet, hard, and as level as any boulevard. It was suggested that it might be good wheeling by some of the boys, so accordingly machines were gotten down out of the attic, *vaseline* was wiped off, and everything made ready for a run. Messrs. C. R. Hobbs, Fred Pullen, Ed. Scott, and H. M. Warner answered the call, and at 2.30 that afternoon started out for Irvington, eight and one quarter miles distant. With our ears wrapped up, overshoes on, and warm mittens, we launched out into the three-degree-below-zero air. We rode the distance in thirty-nine minutes, with only one dismount, and that on account of a steep hill with lots of glare ice. Such riding will never again occur, except under the same circumstances; it surpassed any summer-time roads ever known. We often left the road to ride up in some large field, to cut circles, and in some places did not have to use a pedal for a quarter of a mile. Arriving at Irvington, we were met with hot coffee and a splendid lunch. Did we do it justice? I think the hostess can best answer that. After having satisfied the inner man, Who is going to ride back was the question? Every body, of course! We *started;* we did n't finish, though. The wind had risen, and was directly in our faces; the way it whistled through my whiskers made me pull up to the station-house and wait for the train; was soon joined by the rest of the boys, who said, "Let 's quit wheel: our 'rep.' is up"; and we did, arriving back home at 5.30 P. M., after one of the nicest rides of the season; two American Champions, one Victor, and a — yes, a Star. I rode the Star, and did n't have to eat from the mantel the next day either. Trusting I have not been wearisome, and wishing to hear from other North Pole riders, I am,

HARRY M. WARNER,
L. A. W., 15,714.

STREET PAVEMENTS.

IN an article on the past, present, and future of street pavements, Mr. John H. Sargent, of the Civil Engineers Club of Cleveland, Ohio, has this to say about brick pavements: —

I wish to treat of a material for pavement with which we in Cleveland have had little experience. It is so abundant, so accessible, and so cheap withal, that people discard it as but the dust beneath their feet. So it is with many of the most common things in nature: they often turn out to be our greatest blessings. Petroleum and natural gas took many years to demonstrate their capabilities. Clay, the ore of aluminum, when properly manufactured and burned, becomes what may be called an igneous rock, unaffected by the weather, water, or fire itself. It will stand more pressure in the testing machine than the best of granite. It is homogeneous and slightly elastic; it will neither act upon the horses' shoes nor be acted upon by them. I speak now of brick made of fire-clay. They should be burned hard enough to partially vitrify the moulding sand on their surface. In this condition you cannot sharpen your axe upon them, nor wear away their surface by attrition. The tenacity and wearing quality of an ordinary brick is remarkable. The mason, when he has to shape a brick, will not attack a hard-burned one. If he does, watch him, and see how little effect he has upon it with his sharp steel trowel Look at our tall brick buildings, and see what pressure ordinary brick have to sustain. The walls of my own homestead have stood the buffetings of sixty alternating seasons of frost and heat and storm unimpaired. The bricks of the old Roman ruins, shattered by earthquakes, fire, and war, stand out sharp and jagged; these bricks are but one and a half inches thick, but they, the individual bricks, are now as sound and solid as they were two thousand years ago.

It is thought that the fire-clays of our coal measures will produce a better brick for pavements than our common red clays.

I am inclined to think this is so, but the common brick have been used in Charleston, West Virginia, and Bloomington and other towns in Illinois for a dozen years. Some taken up after ten years' wear had been worn down less than a quarter of an inch. Experience only can determine the best clay and best treatment. Last fall a small section of fire-brick was put down in the street railray track at the intersection of Detroit and Pearl Streets, and another at the intersection of Ontario and Michigan. I would invite the members of the club to examine them. I can see no perceptible wear or deterioration Aside from the question of durabilty and economy, they make a very smooth, quiet, and dustless street. There are certain patent schemes for brick pavement, but they are all "no good," and come under the same category with patents on wood pavements. A perfectly formed and consolidated road-bed made by rolling or pounding and covered by a single course of bricks laid edgewise, with the joints filled with hot asphaltum and sharp sand, makes a perfect, continuous floor, on a foundation that cannot escape.

At the same cost, and I have long front to pave, I should much prefer the brick to stone. The cost of a foundation for the one is practically the same as for the other. The brick will have a more perfect bearing than the stone, for the bricks have a full bearing bed all alike, and are of the same depth, while the stones are of unequal depths, and the lower end more or less wedge shaped. The bricks will fit far closer together, and hence will require much less asphaltum filling, and, having a smoother surface, will shed off the water more perfectly.

WRITTEN FOR MARYLAND, BUT GOOD IN ANY CLIMATE.

THE following is written to the *Wheel* by "Ralph," its Baltimore correspondent: —

I have frequently heard from the dissatisfied portion of our membership, lately, those old and threadbare questions: "What has the Maryland Division of the League done for our wheelmen?" In answer to your question, gentlemen, I will join you in saying in a direct way almost nothing, but must add, in an indirect way a great deal. Whilst there has been as yet very little necessity for legislation here, in regard to our wheelmen's rights on the roads, it is only natural to suppose that this need would have long since shown itself had not the wheelmen of other States asserted their rights and been vastly assisted therein by the League. One of our prominent wheelmen has a good way of putting the advantage of the League. When he meets one of the "kickers" he calmly informs him of the fact: "That if it were not for the League, my friend, you would be riding your wheel in your back yard or on your roof"; and that is just about the size of it. Now as to the Maryland Division, having done nothing, I can hardly agree with you, gentlemen; for such a small Division, she has certainly done a great deal, and if you will but look about you you will certainly see that she has not been idle. That she has not done more there is no one more to blame, "gentlemen kickers," than yourselves. Ask yourselves, What have you done for the Maryland Division, that you should cry so much for returns? Has your dissatisfaction helped to encourage the unattached to join our ranks? No; quite the contrary. Instead of saying nothing of the wrongs which you suppose are being done you now, and getting to work putting your shoulders to the wheel and doing all you can by increasing our Division membership, etc., you cry it down, and surely you do no one more harm than yourselves. Remember, gentlemen, that every member added to your Division adds just that much to our strength. Like the poor and sickly child, that is compelled, through its weakness, to take the jeers and cuffs of every one, but who, through the attention of some benefactor, eventually finds itself grown a strong and hearty man, asserts its rights and gets them, so is your Division. Make a man of it, gentlemen, and then we can expect a man's share of the returns.

CLEVELAND, O.

WE think the record of the "Star Wheel Club" of this city for 1887 will compare well with that of any club of its size in the country, though before reading reports of the various clubs published in the BULLETIN I had no idea that we were entitled to a large slice of the "cake," if not the whole loaf. We have made in the last year twenty-nine club runs, covering a total of 1,303 miles, an average of nearly forty-five miles per run.

The following members have ridden over two thousand miles during the year: H. E. Chubb, 4,749 miles; A. R. Scott, 4,360; Robert Ruck, 4,240; Wm. N. Taylor, 3,775; R. W. Wright, 2,400; Charles Fogelberg, 2,116; a total of 21,640 miles for the first six.

There have been ten century runs, as follows: A. R. Scott, three, 100, 103, 175; Robert Ruck, three, 100, 103, 175; H. E. Chubb, one, 103; V. Mathews, one, 103; W. Collins, one, 100; Wm. N. Taylor, one, 100;

H. E. CHUBB,
JAN. 24, 1888. *Capt.*

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

HOTELS.

EDITOR BULLETIN: — In the BULLETIN of Jan. 20, a correspondent complains that many League men did not stop at the L. A. W. hotel. I think the reason will be found in the fact that the L. A. W. hotel is almost invariably the highest priced hotel in the place, and even with the reduction given to League men, does not meet the purse of the average wheelman. In my own vicinity are Buffalo and Niagara Falls. At the former, the Genesee, at the latter the International are the regular League hotels, both $4.00 per day.

In both places may be found good clean well-appointed hotels at from $2.50 to $3.00 per day. The majority of wheelmen here stop at the Niagara House, at the Falls, where a good substantial dinner can be obtained for fifty cents. If we went to the International (L. A. W. hotel) we should pay $1.00 or $1.25 for dinner, and have a much larger number of entrées and desserts, but should be in no better shape to ride home than after eating the somewhat plainer fare of the Niagara House.

Wheelmen are more truly representative of the middle classes of modern society than any other organization in the country. The extremely poor cannot afford wheels; the extremely rich are too enervated by luxury, and are so freely supplied with horses and other means of diversion, that they do not enter into the sport, as a rule, with the enthusiasm and vim of the ordinary middle-class youth. Such being the case, we should select hotels suited to the purse of the average wheelmen, and not the gilt-edge hotels, where only a few of our more wealthy members can afford to stop.

CHAS. T. RAYMOND,
No. 286. *Capt. Lockport Wheelmen.*

THE Daily *Herald* of Birmingham, Ala., refutes the statement that cyclers are assaulted on the Alabama roads. It says: —

"It may be true that bicycle riders are not allowed to use the shell road, and there may be a good reason for that prohibition. At this distance from the scene of action, and with the meagre information before us, we are not prepared to express an opinion on that feature of the case. But we totally discredit the statement that 'burly negroes' are hired to waylay and beat the cyclers who have the temerity to violate the regulation complained of. We don't believe it, in the first place, because cyclers are usually active and spirited young white men, who don't, as a rule, tamely submit to beatings from burly negroes, and the b. ns., having a lively appreciation of that fact, would require tall wages to undertake it. Then, too, such a proceeding would be entirely contrary to law, and would not be tolerated in a law-abiding community like Alabama's seaport city.

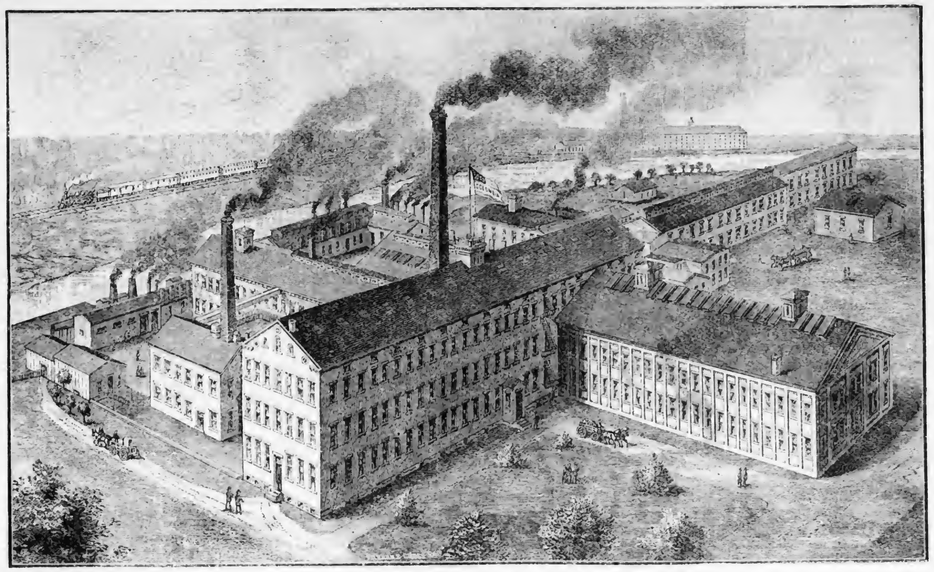
"It strikes us as being one of those absurdly ridiculous assertions concerning the South frequently made by Northern people, and papers who know nothing of this section, and have a queer idea of the state of affairs down this way."

THE Massachusetts Club held its annual dinner at Young's Hotel, on Friday evening of last week. In the absence of the president, W. S. Slocum, Col. A. A. Pope presided. Some thirty or more covers were laid. The post-prandial exercises were especially fine. Col. Pope, A. D. Salkeld, W. M. Farrington, C. D. V. Graves, and others responded to toasts.

Capt. A. D. Peck, Jr., read the riding record of the club. Mr. Charles A. Collins, with 5,-209 miles, headed the list; Peck, with 4,002 miles, was second; Pillsbury's 2,600 miles on a tricycle was received with shouts of "good." Then followed Coverly, with 2,462 miles; Davis, 2,400; Amory, 2,000; Dowden, 1,600. S. R. Eaton, 1,500. Then came Tibbet, with 1,349; Sprague, 1,325; Corey and Williams, 1,200; Slocum, 1,148; Hill, Salkeld, 1,000.

THE records of the following riders dated with the beginning of their riding: Peck, 14,791; Collins, 14,213½; Slocum, 11,603; Davis, 7,614; Farrington, 7,350; Bellows, 6,193; Pillsbury, 5,236; Eaton, 5,150; Coverly, 5,700; Shillaber, 5,000; Col. A. A. Pope, 5,000.

THE members of the Hyde Park Ramblers Rifle Team would like to hear from the Roxbury Bicycle Club Rifle Team, or some other club's rifle team. Address, P. O. Box 219.



THE COLUMBIA BICYCLE FACTORY.

THE Columbia bicycle factory is situated within easy walking distance from the railway station in Hartford, Conn. The buildings have been enlarged until they now cover five acres of floorage. To the bicycle manufacture are devoted twenty-five different rooms, furnished with an expensive plant of special tools and machinery. Perhaps the most interesting of the several departments are the model and experimental rooms, where there are, at this season, about forty men devising, perfecting, and testing new features and machines. These men are all skilled mechanics, who have given time and study to the special manufacture of bicycles and tricycles, and the tests which they give the several parts separately and the completed machine are much more severe than can be given by continual hard riding on road or path, consequently new Columbias when presented to the public are not untried machines.

One of the most recent additions to the factory is the fire-proof storage warehouse, capable of holding a large stock of machines and parts. Those who have visited the leading cycling houses abroad, as well as the Columbia factory, state that this is the largest and best-appointed cycle factory in the world. Any one interested in mechanics, and especially in the manufacture of bicycles and tricycles, can with much profit spend a day at the Columbia factory, and to them a most cordial invitation is extended by the Pope Manufacturing Company. The above picture gives a very correct idea of the external appearance of the buildings.

THE League has heretofore done little for League clubs, and there has been no inducement for them to unite with the organization. The new plan gives these clubs a voice in the management of the League and of the State Divisions. Clubs should consider this before they leave the League and lose their positions, for when they come in again they must go down to the foot of the list.

THE Pope Mfg. Co. will have an exhibit at the Stanley Show.

CYCLETS.

THE plan
Is fully outlined,
AND will soon be presented.

THE committee worked hard by day at Buffalo,

AND, thanks to the Buffalo Club, they played hard far into the night.

RENEW now, and get on to the books early.

THE record of the Star Club of Cleveland is a large one.

THE Thorndike Bicycle Club, of Beverly, is to construct a toboggan slide.

SAMUEL T. CLARK, of Baltimore, has gone to England for points.

THE Clark Cycle Company has succeeded Samuel T. Clark & Co. of Baltimore.

THE Massachusetts Club intends to revive the very popular "ladies' nights" very soon.

THE Reorgs went to Buffalo in the big storm, but they got there only two hours behind time.

FRED T. MERRILL, the Pacific Coast champion, has issued a defi to any or all riders on the coast.

C. HOWARD HUNT, of Camden, N. J., has our thanks for a beautiful gilt thermometer for our desk.

IT is reported that Senator Morgan will wear bigger diamonds than Alvin Joslin when he returns to America.

PRESIDENT KIRKPATRICK has been travelling in the South. He came North to find zero up so high that he could n't reach it.

CALIFORNIA is loyal yet. We have had a host of testimony to prove this. California will be satisfied with the new plan.

AND now the Pope Mfg. Co. says it will not hire men to race. Note that there is a rush for the amateur ranks coincident with this stand taken by makers.

F. F. IVES, of Meriden, has retired from the race track, and is studying dentistry. Now that he has given up racing, he desires to be an amateur.

THE Meriden Wheel Club will promenade, dance, and sup on Wednesday evening, Feb. 8. We have to acknowledge an invitation to be present.

BUFFALO has within its borders very many pretty — nay, handsome — women. Please accept this testimony from one who knows what he is talking about.

THE Owl is off on a vacation. He has so many fish to fry for several weeks that he cannot find time to talk to the BULLETIN readers in his usual Frank way.

PLAINFIELD, N. J., is informed that we have a regular Jersey correspondent, who will be glad to receive notes at any time. Send to "Jer C." 49 Cortland St., New York.

WE enjoyed the hospitality of the Albany Bi Club Sunday night, while we were delayed by the snow blockade, and, finding Editor Fourdrinier in the city, we journeyed home together.

THE League cannot be expected to take up the cause of a member who is having a dispute with a dealer over a commercial transaction. We have many who think this to be a part of the League's duty.

THE Citizens Club of New York will dine to the tune of six dollars a plate. They say it is worth six dollars to hear Sim Ford preside. The feast will be spread on St. Valentine's Eay.

EDITOR FOURDRINIER is not a large man, but in the sleeper from Albany he made a party of after-midnight talkers believe he weighed a ton. It was necessary for him to speak but once to obtain quiet.

THE Brookline Cycle Club had a very successful ball on Wednesday evening of last week. A large company was present and the costumes of the ladies were brilliant. Mrs. R. A. Cobb and Mrs. President Stearns acted as matrons.

MR. DANN, of Buffalo, says that "bicycling is bad for the heart." We think it may be, for wheelmen were ever susceptible to the fascinations of the fair sex, and we know of several that have completely lost their hearts.

KENNEDY-CHILD is getting out a new corkscrew. It undertakes to take the cork out of a bottle in one time and two motions. Some people are in a terrible hurry to get a drink, and these are the victims that Child is after.

AND are the days of summer missed;
The verdant mead, the leafy grove?
Of course not; we can now play whist
And euchre by the club-room stove.

WE have received many letters regarding reorganization. Since the committee has met and formulated its plans we do not care to publish them. Suggestions regarding the frequency of publishing the BULLETIN are also idle just at this time.

MR. DUCKER told us at Buffalo that he held contracts with several foreign racing teams who agree to come over and race next season. He is now at work on track managers, trying to get them to share the expense of bringing these men over.

TOM ECK is in Philadelphia to get things in readiness for the six-days' bicycle tournament at Elite Rink. The tourney will probably start Feb. 22. The entries will be John S. Prince, Dingley, Knapp, Whittaker, Higham, Eck, and Mlle. Armaindo.

THE Smith National Cycle Manufacturing Co., of Washington, D. C., are the latest comers in the manufacturing field. The firm will manufacture the Dart Safety, Vertical Dart, and Dart Tandem bicycle, and besides will do a general cycle trade.

THE Racing Board has refused to reinstate Phil Hammill, of Chicago. They could see no reason why they should reinstate, and *per contra* there were many reasons why Mr. Hammill should be allowed to stay just where he elected to go.

IT is worth a dollar a year to know and be known by the crowd of jolly good fellows in the League. We know of scores of men whose acquaintance we have made through the League, who have each given us value in their friendship with very many dollars.

WHEELMEN will please keep their eyes open and look out for Ned Hill of Worcester, Mass. We have it on good authority that he will astonish us all by his riding the coming season. The hills of Worcester have astonished many a wheelman in their day.

STARKWETHER & SHEPLEY, of Providence, have published a very fine calendar, which, in addition to the dates, has a beautiful steel engraving of the "Volunteer" in the second day's race with the "Thistle." Mr. George C. Newell, of Pawtucket, sends us a copy.

Der Radfahrer for Jan. 1 contains illustrations of a new adjustable crank for cycles, in which a secondary crank carries the pedal and slides over the face of the crank proper in a groove cut thereon, being held in one of several positions by a spring catch. It is the invention of Herr Rödel.

A CORRESPONDENT suggests that League clubs form a sort of protective union against expelled members, and would have expulsion from a League club carry with it expulsion from the League. Personal prejudices often work against a worthy man, who though expelled from one club may be welcome in other clubs.

IT is generally known among wheelmen that the Rudge agency, now owned by the Pope Manufacturing Company, is being conducted under the management of Mr. H. M. Saben. Orders are coming in as usual, and orders are being constantly sent abroad for additional stock, so that the Rudge agents will always be assured of a sufficient supply to fill orders.

CHIEF CONSUL F. A. ELWELL, of the League of American Wheelmen, of Maine, is arranging a bicycle tour through England and Ireland in 1889. He states that probably a party of thirty wheelmen will leave New York in June, 1889, for England. Mr. Elwell, as it is well known, for several years past has managed very successfully extensive bicycle tours in various sections of the country, which have been participated in by many prominent wheelmen in the land.

FRED S. HITCHCOCK, of the Lynn Cycle Club, has secured the position of assistant electrician, at a good salary, to the Panama railroad, and is now located at Panama, across the Isthmus. He intended to sail for home Jan. 5, but the Panama Company got hold of him and offered him inducements to remain, and so he stayed.

T. T. ROE, of Chicago, who backed A. A. McCurdy in the late match with S. G. Whittaker, has entered suit in Minneapolis against J. L. Black, J. S. Wood, and W. A. Tanner, to recover $1,000 deposited by him on the event. McCurdy went with him to Chicago on Jan. 15, on which date Whittaker also started on the road in the interests of the bicycle manufacturing firm he represents.

IT is doubtful if there will be any spring election of consuls and representatives this year. The new plan calls for a change in the date of election, and the easiest way to change from the present system to the new seems to be to dispense with the coming election and allow the officials to hold over till a new election, to be held next summer. It is desirable to get to work under the new order of things as soon as possible.

SOME complaint has been made regarding the ticket issued this year. We selected the best stock, and did not have it thick because the ticket is carried either in a holder or a wallet. There has been some complaint from those who desire to carry the ticket in the pocket. We have gotten out a new and thicker ticket, which we will supply to any one in exchange for the old ticket, *provided they will send a stamp for return postage.* We do not recommend the new ticket for the holder.

THE Rovers' Cycle Club of Charlestown and their lady friends had a very enjoyable sleighride, Tuesday evening, Jan. 24. Two barges conveyed the party to Woodland Park Hotel, Auburndale, where dinner was served, and then dancing was in order, and it was early Wednesday morning before the merry party reached home.

THE Racine Bicycle Club invited us to dance with it Jan. 31. The snow blockade between Boston and the West would have prevented us reaching the hall had we elected to go, and as it was useless to undertake an impossible task, we concluded to sit by the fire and eat apples at home. Nevertheless we are obliged for the invitation.

THE National Topographical Society have been directed to prepare a map of the country surrounding Paris within a radius of 150 kilometres, and to specially mark thereon those roads most suitable for the velocipede. The plan will be drawn to a 1-25,000th scale, and is to indicate the character of the roads from a cyclist's point of view, throughout their entire length, so as to afford the completest information to the rider as to gradients, etc., from one town to another within the radius. It is also to contain sundry particulars respecting the recources of the various localities. This is the first step taken by France towards the utilization and official recognition of the cyclist in time of war.

S. G. WHITTAKER has made the following statement, which may or may not be accepted by his friends. He says: "I will expose everything. The race was a fraud, if ever there was one, as there was not a cent of money put up by my backers. There was $8,000 up, and that belonged to Mr. Rowe. The other gang simply took that money and bet it over again. I had a contract, but it was with Wood and Tanner, to win the race and receive $2,500. Now what I want to say is, that the race has never been run, because I did not ride at all, and, consequently, could not have won the race. Besides, I never got a cent out of it; Tanner, Wood, and the rest of them have all the boodle."

ST. LOUIS.

LAST week I had the unpleasant task of furnishing you with some information regarding Frank Mehlig's statement of imprisonment and fining at Hillsboro on the De Soto road. I am pleased this week to publish the following letter to me from the justice of the peace, which, although a source of satisfaction, because of the pervading tone of respect for wheelmen in it, puts Mehlig in rather a peculiar position. As I quoted Mr. Mehlig's letter *verbatim*, it is but fair to give the other side the same benefit. The Hillsboro letter reads as follows: —

HILLSBORO, Jan. 16.

Dear Sir: — Yours at hand. Will state that no bicyclist, either named Frank Mehlig or anything else, has been arrested, and fined by me. I also made inquiries of the prosecuting attorney whether one had been arrested and fined, either by Squire Williams, of Victoria (a neighboring town), or by any of the De Soto justices, and am told there was not. As I am also in the newspaper business, will state further that no such case has come under my observation, and believe the rumor is wholly without foundation. The reason I did not answer you sooner was because I could not see the prosecuting attorney earlier, he being very busy at present, Circuit Court being in session. Hoping this will be a satisfactory answer to your inquiry, I am yours, F. J. SHEIBLE,
Justice of the Peace.

THE prompt and emphatic manner in which Justice Sheible contradicts Mehlig's statement and the pains he evidently went to to thoroughly sift the matter, are evidences that he feels deeply any such imputation of narrowmindedness as Mehlig's charge would put upon him. It is gratifying to see so complete and righteously indignant an answer. Mehlig is living out of the city, or I would ere this have discovered how he would make his story and the letter agree.

HAL GREENWOOD is not going to let the twelve-time climb of Corey Hill distract attention from John A. Wells. He said this week that he was going to make Wells ride with him, or show him up. He added: "I did n't seek any match with Mr. Wells, but he attacked me openly, doubted my ability, and slurred me in such a way that I cannot let him get away from me. It is n't very long till spring now, and I want to give him a chance to get ready. I believe that Mr. Wells is using my offer to climb Corey Hill twelve times as a means to get out of the contest with me; in other words, I believe Mr. Wells is trying to crawfish, and I don't propose to let him do it without showing the cycling world that he is crawfishing."

HARRY GORDON writes from Denver that he does n't know whether he has been growing older than younger. He is as bald, he says, as a baby or an old man. He lost all his hair during an attack of erysipelas that almost carried him across the Dark River. An abscess formed on his neck, and altogether he thought he would never be riding a wheel again. But now he is up and getting along nicely.

WHEELS FOR 1888.

Our Catalogue of Bicycles for the season of '88 is now ready to be mailed to those interested.

ALL GRADES. ALL SIZES. ALL PRICES.

Those contemplating a purchase will do well to examine what we have to offer.

AGENTS especially should carefully study our line before contracting for their season's supply.

FACTORY AND OFFICE,

ST. NICHOLAS MFG. CO., 784 to 794 Madison Street - - - Chicago, Ill.

ELMER G. WHITNEY, captain of the Boston Bicycle Club, the oldest cycling club in America, and an officer of the Massachusetts Division, was in the city last week. Being a close personal friend of the executive officers of the League, and coming directly from their headquarters, he was able to make certain explanations which in a measure turned his visit into a mission of peace and good-will from the parent body to its wayward sons in California. Much to the regret of those who met him, his stay was cut short by a telegram calling him to New Mexico, where he has extensive interests, and where he will in future spend a portion of each year. — *S. F. Chronicle.*

MR. J. K. STARLEY, of Starley & Sutton, is reported to have perfected a new spring, which bids fair to make a considerable mark in the world, as it introduces an entirely new principle in construction of springs for cycles, and one which at the same time is a very important one, as it takes up vibration in just the direction it is set up by the movement of the machine.

W. B. EVERETT & Co. have taken off their coats and are going to work. The firm proposes to carry a large stock of accessories and to be headquarters for the same. They have already secured the American agency for the following firms: Lamplugh & Brown, the great saddle and bag makers; J. B. Brooks & Co., saddle makers; Jno. E. Salsburg, maker of the Invincible Safety Lamp; Ardill & Co., liquid enamel; and Loudon, the cement maker. Stocks of goods from these makers are now on the way to America.

TICKET HOLDERS,

Made of the best calfskin, waterproof, and convenient, twenty-five cents each. On sale at GEO. R. BIDWELL'S, 313 W. 58th St., New York.

STEEL BALL OF BEST CAST-STEEL, HARDENED, GROUND AND BURNISHED. FOR ANTI-FRICTION BEARINGS.

3-16" to 3" diam. Samples and prices on application.

SIMONDS ROLLING-MACHINE CO., Fitchburg, Mass.

BETTER THAN EVER.

PUNNETT'S

JERSEY CLOTH GARMENTS.

Knee Breeches only $4 a Pair.

CLUB UNIFORMS A SPECIALTY.

Be sure and write for Samples and Measure Blanks.

PUNNETT,

Merchant Tailor and Athletic Outfitter,

ROCHESTER, N. Y.

THE FAMOUS CUSTOM-MADE

PLYMOUTH ROCK $3 PANTS

(Full Suits and Overcoats at proportionate prices.)



For many years **January and February** have been great months with us for orders from **new** customers. People who have bought a fall suit at home and now are determined to send us their **trial order** for **pants** to patch out with until they are ready

DO YOU WEAR **PANTS**

for a spring suit. Then we are pretty sure to have their order for **that spring suit**, as a result of their **surprise and satisfaction** at the excellence of the pants we cut to order for $3.00, because we cut a full suit, custom-made, for only $13.25. Upon receipt of six cents, we mail twenty samples to select from, self-measurement blanks, so accurate that **we** assume all risk of fitting, and, if you mention this paper, a good linen tape-measure. Or, if you cannot wait for samples, and will leave selection to us, tell us about what color you prefer, send **waist, inside leg, and hip measure,** together with $3.00 and thirty-five cents to prepay mail or express, and **we** will take all chance of pleasing, **and guarantee safe delivery.** For **any** cause, we refund money upon return of goods. The American Express Company (**capital $20,000,000**) will cheerfully reply to any one writing to their Boston office about us.

PLYMOUTH ROCK PANTS CO.,

18 Summer Street, Boston, Mass.

WANTED.

A first-class Bicycle Repairer to work at all kinds of repairing. Must be well recommended. Address

HOWARD A. SMITH & CO.,

Oraton Hall - - - - - - Newark, N. J.



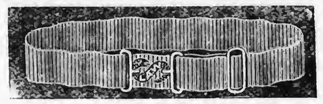
L. A. W. BADGES.

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle St., Portland, Me.

Patented. Prices, $3.50, $5.00, $7.00, and $8.00, according to finish. **Diamond Badges** $15, to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 817 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.



L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1 00.

Ira Perego

128 and 130 Fulton Street, and 87 Nashua Street,

NEW YORK.

Send 2-cent stamp for our new 52-page illustrated catalogue

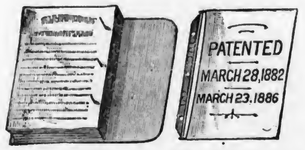


RIDERS, NOW IS THE TIME You need a Home Trainer to keep yourself in condition. Don't store your Cycle away to rust and do you no good, but get the EUREKA HOME TRAINER AND BICYCLE STAND, and you and your machine will winter in good condition. For Sale by Cycle Manufacturers and Agents generally. **Price, $7.50.**

Patents applied for. M. A. WOODBURY, Manufacturer, Bradford, Pa.

Bind "The Bulletin" Yourself.

A Binder keeps the covers clean, keeps the file complete, and keeps back numbers where they can be easily referred to.



The beauty of the UNIVERSAL BINDER is that its back varies in width according to the thickness of the matter between the covers, so that, whether the binder contains one BULLETIN or any number, it looks almost exactly like an ordinary bound volume, and the magazine can be opened with perfect ease. The Binder does not hurt them for stitching later on, and some or all of them can be removed at will.

This magazine is an odd size, and the UNIVERSAL is made to order to fit, with "THE BULLETIN" handsomely stamped on the cover. It will be sent to any address for One Dollar.

Address, ABBOT BASSETT, Box 5267, Boston, Mass.



SECOND-HAND GUNS AND REVOLVERS

TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio,** for largest List of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

THE blizzardy weather the past ten days has spoiled riding, preventing it almost entirely. It is not impossible to ride through snow, but it is to pedal through six inches of sleet that now, six days after falling, is as loose and rolling as when it first fell.

I HAVE n't heard of even the irrepressible Tivy, and when he can't be seen some time during the week driving his wheel you can wager the roads are pretty bad.

THERE is little if any talk in the Missouri Club about the coming annual election, and yet it comes off in March. The present board of officers of the club has A. C. Stewart for president, George Boswell for secretary, and A. P. Dennis for treasurer. I understand that neither Mr. Stewart nor Mr. Dennis wishes to hold again his present position, and indeed it is said that Mr. Stewart will under no circumstances accept the office. Who will succeed him? is a question that has not yet made its appearance on many lips, but somewhere off in the blue distance of probability shines out the smiling face of A. Moore Berry, Esq., the gentleman, some will remember, who made an address at the League meet banquet. He is popular among the members, a pretty steady rider on the tricycle, and a prominent lawyer in the community. What names are mentioned in connection with the other offices have not yet come to my ears. George Boswell has made a good secretary, and established quite a record by the thorough manner in which he handled the excursion attending the meet.

THE muss that Whittaker got into at Minneapolis, Minn., and the bad odor that emanates from the proceeding have caused his friends here considerable regret. Whit used to be a favorite among the boys, and not a suspicion of trickiness ever attached to any of his public riding while he lived in St. Louis. They are sorry that after his excellent performances the past year he should encourage affiliation that would tarnish the finest professional that ever bestrode a wheel. In the mean time, while Whittaker and his pals are trying to find out how much they made, we people down here would like to know why he does not pay any attention to Percy Stone, and whether Tom Eck is sleek enough to slide him out of this match also. Of course it all depends on whether Percy gets back in the League whether he can meet Whit in the spring; but, all the same, the latter ought to say what he intends to do. Whit is expected to visit this city soon, and then we may know. OMEN.

ST. LOUIS, Jan. 20, 1888.

BUFFALO CLUB OPENING.

THE Buffalo Club opened its new club-house on Friday evening of last week, and had for its guests on that occasion President Kirkpatrick, Messrs. Bidwell and Luscomb, of New York, and the secretary. Members of the club and their ladies were received by President Dr. C. S. Butler and Vice-President Volger, and introduced to the guests of the evening, and then came the dance. The gymnasium was used for the saltatorial exercise, and the mazes were trodden to the music of Kuhn's orchestra. The visitors, except Mr. Luscomb, were never calculated to shine in dancing circles, and they devoted themselves to the entertainment of the young ladies who were willing to give up a dance or two for the fun of a flirtation. It was a very pleasant evening for all. Refreshments were served in the billiard-room. The club has a very fine building, which has been illustrated and described in a previous issue. The walls are ornamented with pictures and bric-a-brac, the gift of lady friends, and the rooms are furnished in good taste.

On Saturday evening a general invitation was given to wheelmen of Buffalo and vicinity to visit the club-house, and many availed themselves of the privilege.

TANDEM TYPES.

AT the risk of being considered ungallant, I must take exception to a very misleading (and I trust, thoughtlessly, penned) paragraph by "Daisie," in last week's BULLETIN. It reads: —

"If I should recommend a three-wheel tandem it is just possible that it might be taken by a gentleman weighing a hundred pounds more than his wife, and then it would be impossible for them to ride it. A hundred things or more must be considered."

"Daisie" ignores every type of three-wheeled tandem except the latest, the Cripper pattern, of which the Springfield, Columbia, and Royal Crescent are examples. In this type of tandem, she makes a good point, as any one can testify who has attempted to control its steering with insufficient weight on the front wheel. Still the fact remains that this is not alone the best, but practically the only tandem type worth buying for two ladies to use.

But where is the Humber, the Rotary, and the rear-steering types, in the first and last of which the very reverse of "Daisie's" statement holds true? The disadvantages of the Rotary and rear steerer have rendered these patterns practically obsolete; but the fact that nearly every large English manufacturer is paying royalties to build Humber-type tandems shows that this well-tried machine is holding its own in the popular favor. Lest I be accused of "talking shop," I will quote from Mr. D. B. Bonnett, who is known throughout the country as a long-distance veteran: —

"One of the most enjoyable forms of cycling is the tandem, either for a gentleman and lady or two gentlemen. A few years since the Sociable was introduced, but it did not meet with favor, having many objectionable features, the most prominent being general unwieldiness and slow speed. Later on we have seen the tandem in several forms.

"Until the introduction of the Humber type, tandems failed to realize expectations, particularly as such expectations were based on the performance of the machines on the sand-papered roads of England. Tandems may be divided into two classes: those that carry the riders on the driving wheels, of which class the Humber is the pronounced type; the second as 'frames of iron on three or more wheels propelled mechanically.'

"The several imitations of the Humber have the advantages of carrying the weight of the riders on the driving wheels, entirely nullified by a steering wheel in front, and other makeshifts to avoid the Humber patents. The disadvantages, and in some cases the danger, consequent upon the use of these makeshifts are only apparent when the machine is used on the road.

"Some of the second class have only one driving wheel. They are, alike with the imitations of the Humber, difficult to propel, except on the smoothest roads or in dealers' halls, and, in addition, have a heavy side draft and increased difficulty and danger in steering, etc.

"It is a fact beyond question that all errors in construction and want of true mechanical principles are greatly magnified on the road, and with every increase of difficulty in propulsion, such as hills, poor roads, etc.

"The Humber type differs from all other tandems more particularly in the following points: —

"The weight of the two riders is nearly balanced. Enough weight is thrown on the rear wheel to give steering power. By practice, this adjustment becomes so even that the rear wheel does not carry but a few pounds. The Humber type is steered like a bicycle, and can be run with 'hands off.'

"All power used to propel the Humber type is applied directly to the driving wheels. There is no loss of power, no side draft, no small wheel in front to 'dig in.' The greater the power applied the lighter the rear wheel runs, and more of the weight is carried, where it should be, on the driving wheels.

"Hill climbing on the Humber type is an easy matter. Two ordinarily good riders will climb a hill with greater ease than on the best forms of bicycles.

"As for speed — an easy-running machine must be a speedy one. It is sufficient to say here that on good roads expert riders can maintain a speed of fifteen miles an hour with ease, on the Humber type, and hills of one foot in seven and eight can be ridden."

This gentleman has tried them all, and "knows whereof he speaks," and it is a noteworthy fact, which "Daisie" may put in her pipe, — beg pardon, teacup, and drink, — that he weighs forty pounds *less* than his wife, notwithstanding which they have never had an upset. The excellence of the Humber type, in a nutshell, is this: It combines the steadiness of front-steering with the ease and smoothness of running of a rear-steerer. Personally, I am too averse to hard work to ride anything else, and I have yet to record an accident in six thousand miles' riding of this type. IXION.

CYCLING AND WALKING.

THE following is taken from the *Iron Age* of Jan. 19: —

DEAR SIR: — Referring to your recent quotation from the London *Engineer* relative to the power required for walking or bicycling, I beg to say that the article conflicts with Newton's first law of motion, in that it claims force to be necessary to keep a body moving uniformly, resistance of air and friction being disregarded. Reference to the first calculation will show that it gives the work necessary for lifting one's own weight 308 feet in one minute, and gives the absurd result that in walking 3½ miles per hour a man does more work than a horse is capable of doing. In walking, the only work that can be calculated is given by the second calculation, 0.08 H.-P. This leaves out of consideration friction of joints and resistance of the air, the aggregate of which is probably about the same in cycling.

With a 50-inch wheel bicycle weighing 40 pounds, weight of rider 150 pounds, and a ¾-inch journal, assuming coefficient of friction at 0.05, the force necessary to overcome the friction will be, as stated, 9½ pounds. The work done in one revolution is $\frac{9\frac{1}{2}\times\frac{3}{4}\times 3.141592}{12} = 1.86$ foot pounds. At a speed of 3½ miles per hour the wheel revoles 23.3 times per minute, making the horse-power required $0.00132 = \frac{1.866\times 23.3}{33000}$

According to Coulomb, we may take the coefficient of rolling friction for wheels of soft wood at 0.04. For the rubber tires of a bicycle it would be at least 0.05, radius of wheel 25 inches. The force required at the centre of the wheel is $0.38 = 0.05 \times \frac{190}{25}$ the work is 0.00026 H.-P. $= \frac{0.38\times 23.3}{33000}$ Taking the work done by the rider in lifting foot and lower limb at 25 foot pounds per revolution (15 pounds, twice lifted 10 inches), the horse-power required is $0.01766 = \frac{25\times 23.3}{33000}$ The sum of these three, 0.01924 H.-P., gives the total work, which, compared with the work done in walking, 0.08 H.-P., would lead to the belief that the bicyclist would make about 4⅓ times the speed of a walker on an asphalt or other smooth track.

JOHN BARTHOLOMEW,
Hudson Bridge Works.

HUDSON, N. Y., Dec. 28, 1887.

The SPRINGFIELD ROADSTER for 1888.

YOST AND McCUNE PATENT.



This is an absolutely safe wheel, which retails for **$75**, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all-round road riding and hill climbing ever offered the public for the money. Best class of cold-drawn weldless steel tubing in handle bars, backbone, and side forks. Other parts of the best steel drop forgings. In every way first class as to its workmanship and material.

The 1888 pattern ***SPRINGFIELD ROADSTER*** for **$100** has ball bearings all round, and cow-horn handle bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of **$25.**

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

RETAIL SALESROOM, 147 WASHINGTON ST., BOSTON.

BRANCH OFFICES IN ALL THE LEADING CITIES.

Chicago - - - - C. F. STOKES, 293 Wabash Ave.

SPRINGFIELD BICYCLE MFG. CO. - - 9 Cornhill, Boston, Mass.

THE CLUB.

CLARKSVILLE CYCLERS, Clarksville, Tenn. — At the semi-annual election of officers, the following were elected for the ensuing term: Captain, J. R. Wilson, Jr.; first lieutenant, J. D. Herndon; second lieutenant, N. Smith; bugler, W. Parker; secretary-treasurer, N. Smith. The club has about twenty members, and the report of the former treasurer showed a good balance in the treasury. Committees have been appointed to make the necessary arrangements for the annual concert and banquet, March 23.

BERKSHIRE COUNTY WHEELMEN, Pittsfield, Mass. — The following officers were elected for the ensuing six months: President, E. H. Kennedy; vice-president, J. N. Robbins; secretary, S. England; treasurer, R. A. Dewey; captain, W. N. Sheridan. The club is just entering upon the eighth year of its existence, and now has the largest membership in its history. Wheel interests still predominate, and the organization was never more prosperous than at present.

CAPITAL CITY WHEELMEN, Sacramento, Cal. — Officers elected for ensuing six months: President, John Breuner, Jr.; secretary-treasurer, H. Y. Toll; captain, C. W. Mier. The club has a handsomely furnished suite of rooms in the Masonic Building, and has a membership of twenty-six.

WINONA CYCLISTS CLUB, Winona, Minn. — On Jan. 2, 1888, there was organized a bicycle club in this city, with ten charter members, under the name of the Winona Cyclists Club, with the following officers: President, W. H. Elmer; captain, J. R. Marfield; lieutenant, J. A. Merigold, Jr.; secretary-treasurer, W. D. Chandler. This club provides in its constitution that its members shall be members of the L. A. W., and that the club shall be an L. A. W. club.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 124 — Total 52.

BOSTON, Feb. 3, 1888.

CONNECTICUT DIVISION — 1.

Unattached.

17455 Bolton, Robert A., Box 257, Wallingford.

ILLINOIS DIVISION — 2.

Unattached.

17485 Bradbury, Ernest Clyde, Abingdon.
17486 Withers, Wm. K., Carrolton.

INDIANA DIVISION — 2.

Unattached.

17457 Berkey, Robert L., Salem.
17458 Berkey, Will C., "

KANSAS DIVISION — 1.

Unattached.

17487 Gunn, C. B., Leavenworth.

KENTUCKY DIVISION — 1.

Unattached.

17456 Campbell, Walter, Hopkinsville.

MASSACHUSETTS DIVISION — 5.

Nonantum Cycling Club.

17488 Speare, Lewis R., 3 Central Wharf, Boston.

Unattached.

17489 Barnes, Frank E., 58 Warren St., Chelsea.
17459 Shepard, Jno. W., 3 Yarmouth St., Boston.
17460 Spear, Horace F., Quincy.
17461 Whipple, Moses, 44 Central St., Worcester.

MISSOURI DIVISION — 2.

Marion County Wheelmen.

17490 Foss, W. C., Broadway, Ex. Hannibal.

Unattached.

17491 Hildebrand, Leonard, 908 N. Broadway, St. Louis.

NEW HAMPSHIRE DIVISION — 1.

Exeter Bi. Club.

17492 Walker, Chas. H., Exeter.

NEW JERSEY DIVISION — 1.

Owl Bi. Club.

17493 Macfarland, Wm., Bordentown.

NEW YORK DIVISION — 21.

Elmira Bi. Club.

17494 Beers, J. M., 317 E. Water St., Elmira.
17495 Lantry, Chas. F., 213 Washington St., "
17496 Stanley Rufus, 411 Carroll St., "

Troy Bi. Club.

17462 Allendorph, F. R., 116 Fourth St., Troy.
17463 Babcock, J. A., 39 Grand St., "
17464 Baker, C. L., 10 Hall Building, "
17465 Bolton, S. F., Lansingburgh. "
17466 Horton, M. D., 9 Farmer's Lane, "
17467 Ludlow, H. S., corner 4th and State Sts., "
17468 Mosher, M. R., National State Bank, "
17469 Myers, M. H., 53 Congress St., "
17470 Purcell, J. E., care H. Green, Son & Co., "
17471 Simmons, W. C., 211 Eighth St., "
17472 Snyder, W. A., 225 River St., "
17473 Thomas, E. M., care J. D. Spicer & Co., "
17474 Van Dusen, W., 232 Eighth St., "
17475 Van Keuren, J. F., B'way and River St., "
17476 Wheeler, E. S., 171 River St., "
17477 Wheeler, F. M., 441 River St., "
17478 Wheeler, James, 16 First St., "

Unattached.

17497 Bell, Winslow M., Milton.

OHIO DIVISION — 7.

Springfield Wheelmen.

17479 Cook, Ed. J., 95 E. Pleasant St., Springfield.

Unattached.

17480 Bridge, Herbert S., 685 W. 8th St., Cincinnati.
17481 Bridge, Walter G., Foster's.
17498 Cunningham, Geo. W., Fostoria.
17499 Kiser, Dr. S. A., "
17500 Mergenthaler, O. H., "
17501 Sawtelle, E. L., Wellington.

PENNSYLVANIA DIVISION — 4.

Century Wheelmen.

17502 Thompson, Walter, 949 No. 7th St., Philadelphia.

Unattached.

17503 Buell, Frank O., 2120 Park Ave., "
17483 Knoppel, Chas., 1108 Arch St., "
17484 Knoppel, Wm., 1108 Arch St., "

RHODE ISLAND DIVISION — 3.

Ixion Bi. Club.

17505 Lythgoe, Albert M., 61 Almy St., Providence.

Rhode Island Wheelmen.

17504 Burton, Geo. C., Box 163, "

Unattached.

17482 Vaughan, Frank L., Providence Steam Engine Company, Providence.

WISCONSIN DIVISION — 1.

Racine Bi. Club.

17506 Rogers Rollin, Racine.

RENEWALS.

BOSTON, Monday, Jan. 30, 1888.

List 9.

The following renewals are received to date: —

California,	13.	Missouri,	9.
Connecticut,	28.	New Hampshire,	1.
Dakota,	2.	New Jersey,	11.
Delaware,	1.	New York,	77.
District of Columbia,	2.	Ohio,	22.
Georgia,	2.	Pennsylvania,	32.
Illinois,	14.	Rhode Island,	2.
Indiana,	26.	Tennessee,	5.
Iowa,	2.	Texas,	1.
Kansas,	4.	Utah,	4.
Kentucky,	6.	Virginia,	1.
Maine,	1.	West Virginia,	1.
Maryland,	3.	Wisconsin,	7.
Massachusetts,	34.	Washington Territory,	1.
Michigan,	8.		
Total,			320.

LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888: —

Middletown Wheel Club, Middletown, Conn.
Allegany County Wheelmen, Friendship, N. Y.
Council Bluffs Ramblers, Council Bluffs, Iowa.
Leavenworth County Wheelmen, Leavenworth, Kas.
York County Wheelmen, Biddeford, Me.
Exeter Bicycle Club, Exeter, N. H.
Riverside Wheelmen, New York City.

NEW CLUB.

Winona Cycle Club, Winona, Minn.

All memberships in the League of American Wheelmen expired Jan. 1; and as all members must renew, so must all clubs. Before a club is entered on the list of 1888, the following certificate must be filled by the Secretary: "This certifies that the Blank Club will remain a League club for and during the year 1888. Blank, Blank, Sec."

Puck has a picture of the tragedian on the road, with his grip and other luggage, and on his back is strapped a bicycle. The following conversation is recorded: —

Temporarily Successful Manager. — "What do you want of that 'prop,' Mr. Daggs? You're cast for tragedy parts on this trip."

Mr. Daggs. — "I know it, dear boy, but in case we have to disband in Waukegan, I want to prevent the tragedy from reaching my legs."

DR. H. T. APLEBY, of Buffalo, writes: "In a recent issue of a Buffalo paper, I noticed, in an interview on athletic sports, that Mr. Dann asserts that 'bicycling is bad for the heart.' If he means bicycle racing he should have said so; and I have no rejoinder. Any supreme effort, such as boat racing, bicycle racing, or running, in youth especially, may produce enlargement of the heart. I deny, however, that the bicycle, when used reasonably, has any tendency to produce other than a good healthy heart action. Mr. Dann may be able to prove his assertion, but as an amateur bicyclist of eleven years I doubt it."

OFFICIAL ANNOUNCEMENTS.

WINTER MEETING.

OFFICE OF THE SECRETARY-EDITOR,
No. 22 SCHOOL STREET, ROOM 19.

BOSTON, MASS., Jan 30, 1888.

THE following call has been received from the President, L. A. W., and is herewith promulgated: —

To the Board of Officers, L. A. W.:

GENTLEMEN: Notice is hereby given that the regular winter meeting of the Board of Officers, L. A. W., will be held at the Grand Union Hotel, New York, on Monday, March 5, 1888, promptly at 10 o'clock, A. M.

The special committee on reorganization will present its report. Being a matter of very great importance, I trust every member of the Board will earnestly endeavor to be present during the entire meeting.

T. J. KIRKPATRICK, *Pres. L. A. W.*

BUFFALO, Jan. 28, 1888.

Members who do not attend the above meeting in person may do so by proxy, under the provisions of the by-laws, which are fully set forth on the blank below. Chief Consuls are entitled to vote six proxies in addition to their personal vote, and representatives may vote three proxies in addition to their personal vote. Members giving proxies must write on the blank the name of the person whom they wish to represent them, and they must also write in the name of the alternate. Proxy blanks have been mailed to each and every member of the Board; but to guard against the uncertainties of the mail, we append the regular form of proxy, which may be filled out or copied by those who fail to receive the blank or desire a duplicate.

ABBOT BASSETT, *Sec.-Editor.*

.....188 .

To the President and Members Board of Officers, L. A. W.:

This to certify that I, ..., a member of your body, have empowered ....., also a member of your body, to vote for me on all questions that come before you at your meeting to be held in New York, March 5, 1888, and to represent me at all adjournments of said meeting. In case Mr. ..... cannot discharge this duty, I empower Mr. ..... to act as his alternate.

Signed,

.....

Office in L. A. W.,

[EXTRACT FROM THE BY-LAWS. Art. II., Sect. 4. — At these meetings (of the Board of Officers) any member of the Board may be represented by proxy, provided that the person holding the proxy shall be a member of the Board, and that no person shall be proxy for more than three members, unless he be a Chief Consul, when he may hold proxies for six members. Provided, however, that no officer shall be proxy for another, and vote in his stead, unless he be designated by name in the handwriting of the officer signing the proxy; and further, no officer holding a proxy shall be empowered to transfer the same to any other officer under any circumstances.]

PENNSYLVANIA MEETING.

THERE will be a meeting of the representatives of the Pennsylvania Division of the L. A. W. on Thursday, Feb. 9, at 7 o'clock, P. M., at the office of Frank Read, Esq., *Record* building, Philadelphia, Pa., to take into consideration the matter of dividing the State into districts, and other important business. A full attendance is requested.

GEO. A. JESSUP, *C. C.*

SCRANTON, PA., Jan. 28, 1888.

TO CALIFORNIA MEMBERS.

THE Board of Division Officers have called the annual business meeting of the Division for the evening of Friday, Feb. 24, in Red Men's Building, 320 Post Street, San Francisco.

Any member may hold and vote general proxies to the number of ten (10). Limited proxies to vote aye or nay upon a specific question previously announced may be sent to the Secretary-Treasurer, and shall be cast by him upon the vote as directed (By-Laws: Sect. 3, Art. 2).

To facilitate the work of the Committee on Credentials all proxies must be in the hands of the Secretary-Treasurer by Thursday evening, Feb. 23.

NORVAL A. ROBINSON, *Sec.-Treas.*,
Room 1, S. F. Stock Exchange.

SAN FRANCISCO, Jan. 21, 1888.

TO IOWA DIVISION MEMBERS.

I HAVE changed my address from Iowa Falls to Cedar Rapids, Ia., where I should be pleased to hear from any members.

Let me urge all to renew before it is too late; also so as to be in good standing by the time for the annual election which occurs soon.

J. F. RALL, *Sec.-Treas.*

CEDAR RAPIDS, IA., Jan 27, 1888.

IMPORTANT.

The ***Grand Union Hotel***, opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

ADVERTISEMENTS will be inserted in this column as follows: Fifty cents for four lines, first insertion; twenty-five cents for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

WANTED. — New or nearly new Columbia Tandem, in exchange for 42-inch Facile, run two hunored and fifty miles, cyclometer, etc., and a Collender combination pool table, four by eight, nearly new. Address P. O Box 548, Philadelphia, Pa.

FOR SALE. — 45-inch Star Semi-Racer (not Pony), 1887 pattern, in perfect order, balls to front wheel, frame nickelled, wheels enamelled, spade handles, spade handle to brake, Butcher cyclometer; a handsome machine; cost $130; price $90; suitable for short leg, say 30 to 31-inch; will send on approval to responsible party. S. I. SNYDER, Clearfield, Pa.

WANTED. — Second-hand Star wheel, small size; must be a bargain. Address FRANK M. DAMPMAN, Honey Brook, Chester Co., Pa.

THE EARLY BIRD CATCHES THE WORM. — We have made unparalleled reductions in our entire stock of Bicycles, Tricycles, Tandems and Safeties, both new and second-hand, for cash and exchange; send for list just published; state what you need, and we will send full particulars. L. H. JOHNSON, Orange, N. J.

FOR SALE. — A 50-inch Victor Light Roadster, 1887 pattern, run about four months, in splendid condition; will sell for $100 cash. R. A. HOUSEL, 37 West 4th St., Williamsport, Pa.

FOR SALE. — 58-inch Expert, ball bearings all round, spade handles, Kirkpatrick saddle, Butcher cyclometer; cost $165; will sell for $100 cash. "F," Drawer 202, Holyoke. Mass.

FOR SALE. — Superior amateur photograph outfit, or exchange for Springfield bicycle. Address H. T CLARK, Wilmington, Del.

FOR SALE. — 48-inch Rudge Light Roadster, excellent condition, nickelled except wheels, ball bearings, Butcher spoke, cyclometer, bundle carrier, and Kirkpatrick saddle. FRANK KNOTHE, 521 Broadway, N. Y.

WANTED. — Expert or other good wheel, enamelled or nickelled, late pattern, 48 inch or 50-inch, ball bearing, in good order; will pay cash. Address BICYCLE, P. O. Box 2434, New York City.

TO PURCHASE. — Good second-hand single tricycle, late pattern, reasonable for cash; wanted at once. FRED'K. S. VAN HORN, No. 54 Warren St., New York City.

SMALL WHEEL CHEAP. — 42 or 44-inch, any good make; give full particulars. W. H. GEARY, No. 37 Reade St., New York City.

BICYCLES, SECOND-HAND. — If you wish your wheel sold quickly, at a small commission; or if you wish a choice from the biggest list of big bargains in America, send to MANHATTAN WHEEL EXCHANGE, 49 Cortland St., N. Y.

TICKET HOLDERS,

Made of the best calfskin, waterproof, and convenient, twenty-five cents each. On sale at GEO. R. BIDWELL'S, 313 W. 58th St., New York.

RENEWAL BLANK.

Please fill out the blank below, and send it with $1.00 enclosed, and your number, to

ABBOT BASSETT,
Box 5267,
Boston, Mass.

DO NOT FORGET TO SEND OLD NUMBER.

If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

No. .....

Name, ...

P. O. Address, ...

City and State, ...

Club, ...

Enclosed find
$1 for renewal.
.25 " holder.
.25 " marking.

When we are compelled to use racing wheels to make records we SHALL SAY SO, but so far our ordinary road machines seem to be SPEEDIER, and to run more easily than the frail and specially light built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison. Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran 350 1-2 MILES IN 24 HOURS on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's indoor world record, which was made on the same track. Then Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount, a 40-pound Light Champion), of 323 MILES IN 24 HOURS. Not to be forgotten is the 20 miles within the hour, on the Ordinary Champion, by the same rider, and on the public highway. Add to this Dingley's track record of 100 MILES IN 5 HOURS, 38 MINUTES, 44 1-5 SECONDS, still with the Ordinary American Light Champion. Thus, gentlemen, the "American Cycles," though road machines, hold every important road and long-distance record, and it is only fair to give some credit to the G. & J. BALL BEARINGS. Catalog cheerfully mailed on application.

GORMULLY & JEFFERY MFG. CO.

CHICAGO, ILL.

Largest Manufacturers of Cycles and Sundries in America.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$2.00,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4.—An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by:—

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public, or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, ruler, and ice skating.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$2.00*** *for initiation fee and dues in the League of American Wheelmen to Dec. 31, 1888. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *P. O. Address,* .....

City and State. .....

REFERENCES: .....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

THE LAW BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA:

PUBLISHED WEEKLY:

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, FEBRUARY 10, 1888. | VOL. VI. No. 6. WHOLE NUMBER, 137.

HAVE YOU SEEN THE

NEW LINE

OF COLUMBIA MACHINES FOR 1888?

CATALOGUE FREE.

POPE MFG. CO., BOSTON, NEW YORK, CHICAGO.

THE RUDGE AGENCY

IS CONTINUED AT ITS OLD HEADQUARTERS,

152 to 158 Congress Street - - - Boston, Mass.

Under the management of H. M. SABEN.

The Factory is now ready with New Machines, and Specialties for 1888 will be ready next month. The 1888 Catalogue is now ready, and will be sent on application. Good Agents wanted in unoccupied territory.

1888 NEW MAIL!

LOOK OUT FOR IT. READ THIS CAREFULLY.

No Higher Grade. No more successful wheel ever appeared in the market than the **NEW MAIL LIGHT ROADSTER** brought out by us last year, of American Manufacture. All Parts Steel Forgings and Strictly Interchangeable. **THE ONLY WHEEL** having the Great Improvements of **TRIGWELL BALL-BEARING HEAD**, which we control. Proved an absolute success by actual road use of past two and one half years. Perfection Strengthened Backbone and Forks and Thickened Base Rim. Never, since we have been in the bicycle business, have we received so many flattering testimonials from all parts of the country as of our last year's **NEW MAIL**, and as they are the opinions of well-known and many of them hard riders, Stronger Evidence of the Merit of a Wheel Cannot be Offered. ☞ Since some dealers have made exertions to decry the Ball Head as of no advantage whatever, we are forced to refer to the fact, emphatically, that the true **MERIT** of the Trigwell Patent may be clearly understood. We wish to impress these facts: that

We control the Trigwell and others **CANNOT USE IT**. That the Trigwell is the Only Ball Head confining the balls. That we were the **FIRST** to adopt the Ball Head, and hence have had the most experience with it, and we **DECLARE** the Trigwell, which we have used two and one half years, **A MAGNIFICENT SUCCESS**. Simple for repair, in case of accident, and more durable than the cone. The best proof of this success is our declaration that for the coming year **WE DO NOT ALTER THE HEAD** in a **SINGLE DETAIL**. Every part has been **DEAD RIGHT** and no change required. ☞ Don't book your order for a new mount till sending for Descriptive Catalogue of **NEW MAIL**, out February 1st. Send your name **NOW**. Good Agents wanted in every town. Our former agents requested to write us **AT ONCE** if wishing to continue, and book their orders for early deliveries.

WM. READ & SONS, 107 WASHINGTON ST., BOSTON.



SINGER CYCLES.

LEADING MOUNTS FOR 1888.

"APOLLO" LIGHT ROADSTER.
"CHALLENGE" ROADSTER.
"SINGER" SAFETY.
"YOUTH'S" SAFETY.
THE "S. S. S." TRICYCLE.
THE "SPECIAL SINGER" TRICYCLE.
THE "S. S. S." TANDEM.
THE "TRAVELLER" TANDEM.

A FEW GOOD AGENTS WANTED.

CATALOGUES NEXT WEEK.

W. B. EVERETT & CO., 6 and 8 Berkeley Street - - - - BOSTON.

THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY

ABBOT BASSETT,

SECRETARY-EDITOR,

For the League of American Wheelmen,

AT THE L. A. W. OFFICE,

22 SCHOOL STREET, BOSTON, MASS.

P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

SINGLE COPIES - - - - - - - 3 CENTS.

SUBSCRIPTION PRICE TO OTHER THAN LEAGUE MEMBERS, $1.00 A YEAR.

CLUBS OF FIVE - - - - - - $4.00 "

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith.

Members should be careful to notify the EDITOR promptly of any change in their residence, giving their old as well as new address. Great care is taken with the mailing list. All changes received after Tuesday night can not be attended to until the following week, as at that time the list goes to printer for revision. Members who write for back numbers will have them forwarded on Friday, our regular mailing day.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W.," see special page in Advertising Department.

EVERY member of the League will have a weekly paper during 1888, and the League will make money by the publication. This order of things was brought about, last week, through a contract which the Executive Committee has entered into with the Bicycling World Company for the publication of an official organ in connection with the *Bicycling World*, the League on its part agreeing to discontinue the BULLETIN. The Bicycling World Company agrees to send a paper each week to every member of the League, to give ample space to the Secretary-Editor for official notices, League news, etc., and to pay the League a specified sum at the end of the year, together with other sums which are based on profits that may accrue.

THUS the members are assured a paper and the League is assured an income. Without some such plan as this, it would be idle to talk of a reorganization of the League on the proposed basis, for the new plan gives a larger proportion of League dues to the divisions than was formerly sent them, and materially reduces the income of the national body. The BULLETIN cannot be run at a profit as it is now conducted. This we say as a result of one year's experience and a talk with advertisers regarding rates for 1888.

IT is possible that the BULLETIN could be made to pay were a publication bureau established and given a large capital and *carte blanche* to employ the best soliciting agents in all parts of the country. This would be a business venture the success of which could not be foreshadowed. This the Bicycling World Company proposes to do. They have large resources, and they propose to pursue a liberal policy. They are, in fact, trying an experiment for the League at their own expense. We hope for them all the success that their liberality deserves.

WERE it not for the offer of the Bicycling World Company the members would have to accept a monthly organ. We believe a monthly organ could be made to pay an income, but there is a demand, which must be respected, for a weekly paper, and this can now be met.

THERE is no little satisfaction in the pride of ownership, and many will probably regret that the League has had to part with its own paper, but from a business standpoint the outlook is very satisfactory, and there is, after all, much more satisfaction in a good financial standing than there is in the possession of a losing venture, be we never so attached to it.

FOR our part, we are going to labor for the success of the new organ. The interests of the League are closely identified with the success of the contractors, and failure would embarrass us. The contractors pledge loyalty to the organization, and this is guaranteed by a "reasonable supervision" by League officials over the entire contents of the paper.

WITH the issue of Feb. 24, therefore, the BULLETIN will be discontinued, and on March 2 the new paper will go to League members.

A CORRESPONDENT of the *Wheel* does us an injustice, when he charges us with being opposed to bringing important business before the Board meeting at Baltimore, for he fails to present the objections we have raised and credits us with others that we have never entertained. Why cannot men treat questions of this kind on their merits, without trying to unearth a base motive, and without introducing personalities? If "Ralph" has anything to urge against the objections we have raised we shall be glad to hear from him, but it is very unfair to argue from a standpoint we have not set up. History tells us that business meetings at the annual meets have been barren of good work, and so forcible has been this lesson that the "Buffalo plan" does away with all business meetings at the annual festival. The coming meeting at Baltimore will be one of the most important ever held by the League. Present indications point to the necessity for two solid days of hard work on the new plan. It is important that the members be kept at this work without distracting influences. Can this be done under the circumstances? Again, it is proposed, in order to change with the least possible friction from our present scheme of government to the new scheme, to postpone the coming spring election and hold the next one under the new rules in July. Proper amendments to the by-laws will be presented at the March 5th meeting, and the postponement will be recommended by the Reorganization Committee. When steps have been taken looking to the new election on the new date, it will be important that the States have time to arrange the details of the election, and if the annual meeting is not held till June 18, there will be little time given to them to do it. We have suggested to the chief consul of Maryland that the constitutional convention and business meeting be held as early in May as possible, that on this occasion the members of the board and convention devote themselves to the work in hand, and that, on the date set, June 18 and 19, we go to Baltimore, bent on a good time and nothing else. We hope it will be unnecessary in further discussion of this case to assure correspondents that we mean just what we say in the above, and no more. If there are objections to what we propose, let them be heard. If there are those who claim that good work can be done at business meetings held during a League meet, let them prove their claim by evidence. Baltimore has asked the League to go to that city June 18 and 19, two days. Let any man look at the work before us, and see if it can be done in the two days and give any time for pleasure.

REORGANIZATION COMMITTEE, L. A. W.

CHARLES H. LUSCOMB, *Chairman.*
CHAS. S. BUTLER.
JAMES R. DUNN.
GEORGE R. BIDWELL.

280 BROADWAY, NEW YORK, Feb. 1, 1888.

To the Membership of the L. A. W.:

THE Committee on Reorganization desire to present to the membership a general summary of the result of their labors up to the present time. Fully comprehending the magnitude and importance of the task committed to them, they seek the best and wisest plan for the present and future government of the League. The object of presenting the result of their deliberations, as they progress, is to invite criticism. If there be errors in the scheme which have not been detected by the committee, they ask correction, hoping thereby to anticipate some of the many defects that any radical departure from old plans develops in operation. They deem it proper, however, to say that the sentiments expressed in the numerous communications received from members differ widely, and frequently irreconcilably, and it is in view of these differences of opinion that the committee needs the best assistance of the membership to guide it in determining the proper course.

Generally stated, and as at present decided, the committee will recommend reorganization, practically upon the following lines: Recognizing and asserting the principal object of the L. A. W. to be to protect the rights of its members, to secure for wheelmen all the rights to which they are entitled, and to cause improvement in the condition of the public highways.

The League has too long suffered its energies to be diverted from the more important channels and wasted upon minor considerations affecting a very small fraction of our membership, neglecting the greater issues, while seeking to establish a hair line amateur distinction, of little, if any, importance to the great body of wheelmen.

The national body should be representative, and State divisions self-governing and self-supporting, uniform, however, in method of government, fixing their own dues and spending their money in and for their individual benefit, only contributing to the National organization enough to pay its running expenses, except in emergencies.

Small States, unable to accomplish work, by reason of limited membership, should be combined into territorial divisions of one hundred or more members, due regard being had for locality, and so be supplied with equal opportunity to regulate their own affairs, with the larger States.

There should be a national assembly, composed of delegates elected from and by the several State and territorial divisions, together with their chief and vice consuls, thus securing a smaller national board, and constituting it, of representatives elected by the membership at large (consuls and vice-consuls) and delegates chosen by the division boards. The body thus created combines both methods of selection, and cannot fail to be fully representative. General representation in divisions should be one for each one hundred, and delegates to the national assembly, one for each two hundred division members.

A change should be made in the fiscal year, and the time of renewals, whereby the work of recruiting the League may be done in the riding season when consuls and representatives are directly among the members.

There should be provided privileges of additional representation for League clubs, securing to them, as such, a voice in the administration of League affairs and the legislation therefor. The maintenance of League clubs is a strong feature in the growth and permanence of the L. A. W., not only because each such club is a recruiting station for the League, but also because the clubs, generally, being conservative and well maintained, bring their stability to the L. A. W., and add materially to its power and influence in effecting the good work for which it was formed. There should be strong committees in the national organization, equipped to advise and aid divisions in the directions wherein they may seek to carry out plans for the advancement of wheeling interests, localizing all work, as far as possible, and providing a means whereby the strength of the whole organization may be concentrated whenever and wherever the occasion may demand it. The committee is of the opinion that far too much importance has been given to the maintenance of the amateur rule, and although believing that good moral character and age limit is the qualification upon which should depend membership in the L. A. W., it prefers not to depart too far from a line at one time demanded by the membership until that membership shall indicate, without shadow of uncertainty, that it also believes the time for the abolition of the amateur distinction has arrived.

The present cumbersome means of acquiring membership should be changed, and any applicant of good moral character, eighteen years old, should be entitled to admission, after two weeks' publication, unless protested in the membership committee.

The executive should be a finance committee as well, and the membership committee invested with the power and duty of apportionment in the formation of territorial divisions. Appeals should he sent to the committee on rights and privileges, and a new national committee be instituted, known as the Committee on the Improvement of Highways.

A weekly official organ should be provided.

These propositions, formed into a constitution, elaborated as to detail for practical working, will be presented at the spring meeting of the board of officers, with such additional changes as the committee may consider advisable. The call twice heretofore made to our members is again renewed. Give us your ideas. The committee desires all the information it can get, and from every source.

Yours fraternally,

CHARLES H. LUSCOMB,
Chairman.

QUAKERTOWN QUILLINGS.

THE following extracts are from a letter recently handed to me from Jno. A. Wells: —

"I am not a betting man myself, but I have a friend who will bet 'Phacto' any amount from $10 to $500 that the Wells-Greenwood hill-climbing contest will take place this year. If you do not care to take this bet, you might make it public in the BULLETIN.

"If you or your friends have any money to squander on the hill-climbing question, I will be very glad to send them the addresses of a few of my friends."

Now don't all speak at once; if any of my friends in New York or Boston have half the confidence in my abilities as a prophet that Mr. Wells seems to have in his hill-climbing propensities I shall be glad to hear from them. As a reason for not accepting the bet myself, I can only offer Mr. Wells's own reason, as given in the editorial columns of the last *Athlete:* —

"If *The Critic*, of St. Louis, wants to wager any money on the result of any of the coming events he will have to go outside of Philadelphia to find takers. It is a well-known fact that a Quaker will not bet, no matter what odds you offer him." Or, in his "reply" to the *American Wheelman:* "I shall not accept the bets offered by the *Wheelman*, for several reasons. I am willing to expend any reasonable amount of money in the way of expenses, medals and other prizes, but beyond this I do not think it is either necessary or proper for an amateur to go. I think the rule laid down by the L. A. W., that none of their championship prizes shall cost over $50, is an excellent one. I do not see the necessity of either accepting the offered bet or of 'backing water.' The race will come off, and, barring accidents, the best man will win.

"JOHN A. WELLS."

All the same, I don't think I shall keep awake much at night worrying over the possible results. If Wells is inclined to wager an inter- lub dinner on the matter, I might consider it.

The Pennsylvania Division board of officers meeting will be held Feb. 9, at the office of Mr. Frank Read. The question of the Wells reappointment will, of course, be discussed, and hot measures proposed in the event of its non-confirmation. Just here let me try to say what, in my opinion, is the general view of the majority of Philadelphia riders on this question. We do not particularly care for or admire Mr. Wells; we are none of us ready to vote for him for President of the United States, or even for governor of Pennsylvania; but we would like to have a definite preferment of the charges against Mr. Wells that have led the board of officers to reject him. If the charges are good and valid, or if there should be even some apparently well-grounded suspicions of evil conduct other than the natural disposition to kick, of a man deprived of a paying contract, we will drop him so quick and so hard that the noise of the pieces he breaks into will be heard all over the land. Trot out your charges, gentlemen of the board, and let us have a free field, fair fight, and few favors. If you have no charges, give the man a chance for his little "white alley."

The Pennsylvania and Century Clubs have each voted unanimously to support the "Associated Clubs of Philadelphia." The Century also decided to make a change in the material of their uniforms, retaining about the same color — dark gray — but obtaining a more substantial cloth. By the way, if the best record that England can produce for greatest distance ridden in 1887 is Edges's 7,201 miles, Philadelphia holds the world's championship, inasmuch as W. J. Fleming, of the Century, rode 8,042 miles during the year. PHA TO.

THE Bicycling World Company is making engagements for Maltby, the trick rider.

FROM A FEMININE POINT OF VIEW.

I RECEIVED a very interesting letter last week from a lady friend who has gone to Southern California with a Raymond excursion. She speaks in glowing terms of the roads, the climate, and the scenery, and frets under the necessity of walking or driving. "Had I my tricycle with me," she writes, "I could explore this country as I never can on foot or in a carriage, and the only drawback to my beautiful excursion is the absence of my pet steed."

IXION corrects me in your last issue, and gallantly charges me with no worse misdoing than thoughtlessness. I am forced to accept his criticism, and admit myself corrected. I forgot for a moment that the Humber type could be classed as a three wheeler, for I had my mind on a different kind of wheel, the Cripper form, to which I was directing attention. I have read Ixion's tribute to the Humber very carefully, and while I must admit that he makes a strong case for his favorite, I fail to find an answer to the objections which are often raised against this wheel from those who look at it from a feminine point of view. These are found in its want of *absolute* safety, and the fact that two ladies cannot ride it. Absolute safety is a strong term, and possibly no vehicle can claim it, but the Cripper type approaches it many degrees nearer than the Humber does.

THE following, from an Irish paper, is interesting: —

"We heard recently of a lady who, like many of her sex, was a martyr to neuralgia, and a friend advised her to try a tricycle. As is not usually the case, the advice was followed, and a tricycle obtained. The lady, being at the time under treatment by an eminent doctor of this city, was rather doubtful as to his views on the subject, and when, on one or two of her daily rides, she happened to see him approaching, she executed a hasty dismount and sought the shelter of a friendly shop or cottage until he was out of sight. On her next visit to him he expressed his surprise at the improvement in her health, whereupon she mustered up courage to confess what she had done. To her astonishment and gratification, he was quite pleased, and desired her to continue the practice of what had by this time become her greatest pleasure. She cycled through the summer and was almost free from her dread enemy the whole time. During the recent bad weather she gave up using the machine, and as a consequence she has had a renewal of the neuralgia. Moral for the ladies: Let nothing deter you from having a spin each day, if it be only for a few minutes."

"My husband being a League member, I am a regular reader of the BULLETIN. The ladies' column has been of much interest to myself, and other lady friends, and we all think if each lady lover of the sport would contribute her mite it would become more interesting and varied. I am in favor of the single tricycle in preference to the tandem, as one is more independent in regard to time and distance while riding. Being under a physician's care most of last summer, I decided to purchase a machine and ride last September. Under the circumstances, my rides were at first short, but during November I took many rides from fifteen to twenty miles, without much fatigue. My enjoyment of the sport was so beneficial to me, both mentally and bodily, that I still keep up my exercise on a 'home-trainer,' and am looking forward for the coming of spring, with its green fields and good roads, when with my husband and brother I am to start on a long ride to my former home in New Hampshire. Wishing your ladies' column all the success due your efforts, I am fraternally yours,

MRS. 2,794."

SEVERAL of our veteran riders have yet to be heard from. Where are Merrie Wheeler, Mrs. Tourmaster, and the medallist of Harlem?

DAISIE.

ST. LOUIS.

A. E. PATTISON, of the Pope Manufacturing Company, was in the city this week, and asked about the prospects of racing the coming year. He said there would be much more amateur racing; but Billy Rowe, he said, "they" were saving to meet Dick Howell, and a big event was sure to come out of that plan, too. Regarding the reinstatement of amateurs, he said there was no reason why a professional who had raced for money should be reinstated. "Reinstate one such," said he, "and you might as well reinstate them all." Mr. Pattison talked like one who was thoroughly informed on the amateur question.

So we are to have the Rowe-Howell race, after all. Well, what will become of Rowe as an amateur? If he is to be "kept" to meet the English professional, of course he cannot come back into the amateur fold. But judging from Mr. Pattison's talk there is little prospect of any professional getting back, so Rowe may spare himself the humiliation of asking for a reinstatement and having it refused. Mr. Pattison's position would shut Percy Stone out. If racing for money is to be the sole test, there are very few outside the League who cannot beat their breasts and cry, "Peccavi."

"P. O. RIA" is an individual who thinks that Sanders is not capable of doing much. Just let him wait. I saw a friend of his this week, and he said: "Sanders is laying for Bowbeer of Chicago sure enough. After being at Quincy, Bowbeer goes back to Chicago and claims that St. Louis has nobody that can touch him or Bob Ehlert. I'm not saying anything about Bob, but I do say that Ed. Sanders is going to have some fun with Bowbeer next summer, unless the latter does like all the other Chicago men, — backs out. You know that Sanders is built for racing. He holds the best time in from Manchester, and on the track, though never trained, has shown some good speed. Well, he is now training hard for next summer, and never fails to get his daily exercise at the gymnasium. He will meet and down Bowbeer, either on the track or road, it makes no difference. Bowbeer's goose is cooked, I can tell you that now, and Sanders is the cook.

THERE has been so much of the muscular in the development in the Missouri Club for some time that a sort of reaction is setting in and a literary cult of no small degree of promise got into a nucleous condition last Sunday. It came about this way: Russell Blossom, Gordon McNeil, G. K. Andrews, Bert Taylor, and Harry McCormack were sitting about the reading-room in the evening. The other members were at home, at church, or at the theatre.— for the Sunday theatre is an institution of St. Louis. The five chatted on as the twilight grew deeper. For once the wild tales of bicycle adventure found no charmed listeners, and the conversation even veered around and missed the amateur question. Authors was the theme, and opinions from Dickens and Thackeray to Haggard were expressed on the literary abilities of these gentlemen. The discussion was informal entirely and the occasion was like a symposium. One by one the hours flew by until eleven was reached. Then the hour of parting came and then came a resolution. As the five looked into one another's eyes and thought they might not touch minds like that again, the sense of the dearness of each to each swept over them, and right there they agreed to meet every Sunday evening at the club and discuss some author or story. With a glee club to furnish music, a gymnastic class to supply the muscle, and a literary club to furnish intellectual development, what in the name of Heaven is to be the future of the club? Is it to become a university? In the scale of progression will there be a place for the bicycle, or will the up grade prove worse than Son-of-a-Gun, unclimbable even by a John A. Wells?

"ANTI-HOG," in the last BULLETIN, criticises Percy Stone for hitting the horse instead of the driver for trying to run him down. This puts me in mind of an incident: Some years ago, a gentleman was passing a house, when a dog which he had passed without arousing him was "sicked on" by the owner, and flew at the stranger. The gentleman picked up a big stone, let drive, and caught the dog under the ear, making the bow-wow turn over on his back.

"Here!" said a humane spectator, "That 's no way to do. The dog had nothing to do with it, except in obeying orders. If the man had n't set him on he would n't have come at you. Hit the man next time." "Now, you look here!" said the first: "I defend myself first, and argue out the philosophy afterwards." I have no idea that Percy has any more cruelty in his make-up than "Anti-Hog," but he has much more sense, and will not lend himself as a party to the spectacle presented by a young man being run down by a horse because he has n't made up his mind which one to hit first, the driver or the horse. OMEN.

ST. LOUIS, Jan. 27.

BALTIMORE.

THERE seems to be some inquiry from League members, principally from New England, as to why the Maryland Division, in issuing their invitation to the League to meet in Baltimore on June 18 and 19, did not make the date earlier. For the benefit of those who think the dates named are too late in the season, I would say that it would be impossible for this division to receive and entertain the League earlier than the time mentioned, from the fact that during the months of April and May the business of Baltimore is at its height, and our members, who are mostly commercial men, could not take the time from their business that would be necessary in order to entertain the visiting members in a creditable manner. Furthermore, we could not provide a programme in May that would be near so attractive as in June, as the evenings are too cool, whereas in June the weather is more settled, and the temperature is more pleasant for an evening trip on the bay, which will very likely be one of the features of the programme, and the days are usually all that can be desired, being neither too warm nor too cool for out-of-door pleasures. In fact, June is the most delightful month of the year in this section.

I am informed by advices from reliable source, that the invitation which has been forwarded to President Kirkpatrick some time since cannot be acted upon until the meeting of the board, which is to be held in New York on March 5. This is most unfortunate, as it will be very difficult to arrange a meet that would be satisfactory to all parties concerned in such a short space of only three months. However, if this delay cannot be avoided, we will make every effort to do the best we can, and hope to arrange a meet that will come up to the expectations of all those who favor us with their presence in case the invitation is accepted.

We regret very much to hear of a little project which is on foot. It seems that the plan of reorganizing is to do away with the election in March, and hold it in July, or between July 15 and Aug. 15, and seat the new officers on Sept. 1; and some of our Eastern brothers seem to think that by holding the meet in Baltimore so late as June 18 and 19 that they will not have time after the meet to give proper attention to the election of new officers. Now I can't see how the meet here at this date can affect this point, and, even if it had to be put off till after the meet, there would be nearly a full month to make preparation for the election, which would be ample time, or, if necessary, while we are making arrangements here for the meet, the balance of the divisions could be, and do away with business here altogether, and just come down for a jolly good time, arranging their elections.

It is further suggested that a business meeting be held in New York about May 28, for the purpose of effecting the reorganization, and then come to Baltimore in June for a jolly good time, as it were. Now why is it proposed to hold this business meeting in New York? Quoting my author, "because there can be a larger meeting and attendance gotten in New York than anywhere else." What does this mean? Simply that a larger meeting of Eastern representatives can be had there than anywhere else. Then what?

Now we are going to reorganize the League; we are going to turn things over and start anew. Well, that 's right: it needs turning over and over, and several times over; but when we stop turning over we want to make sure that the right side is up with care. Now right here in Baltimore is the place to do it,— right here where the Eastern, Southern, Northern, and Western representatives can all attend this log-rolling together, turn it over, and have a good time after it is done. Then that old cry of one section ruling things can be hushed, for here the representatives can all come, as the point is more central, and our Eastern friends, whom we hold in highest esteem, will have but little further to travel and the expense to them will be but little more than to New York, and they will have a chance to see something, you know: New York does n't contain all the curiosities of this little world.

Now suppose we divide this meet, — business in New York, jolly good time in Baltimore, — what will be the consequence? Why neither will be a success. Some who should attend the business meeting will not do so, because they don't want to miss the jolly good time in Baltimore; some won't come to Baltimore, because they want to attend the business meeting in New York. Why? Because they can't spare the time or money to attend them both, hence both would prove a failure. Now again, why does the Maryland Division invite the L. A. W. to Baltimore? Because we want you. Why do we want you? To play with you? No; we want the L. A. W. here, in the first place, because we are proud of you as a national association, and want the people of Maryland and Baltimore to see, to know, and to feel your importance as a national association, and we want you here because many of us have enjoyed your hospitality while attending meets and touring in other cities, and we feel that we owe a social debt, and, like all true Marylanders, we want to pay this debt.

But we want first to impress our people here with the fact that the L. A. W. consists of men and not a lot of boys, as is generally supposed; and the only way that this can be done is to have the business meeting held in our city, and let our people and our press see that we are not a lot of boys, but a good selection of representative citizens of this country, and calculated to carry out the plans laid out, and that we are capable of making plans worthy any legislative body. The League has completed its work in a great measure throughout the Eastern States, and how? Why, by holding all meetings there, and keeping themselves always before the public, and at a more or less sacrifice to other parts of the country.

Now move around, and let the national association show that it recognizes other parts of the country, and are willing to assist them;

but whatever you do, don't divide your meet. If New York wants the meet, and invites it, and the League wants to go there, accept; if not, Baltimore has invited you, and will be glad to receive you, and you can hold a quiet business meeting here and accomplish and do as much or more good, for here you open new ground, there you tread on the old sod, which you have been kicking so long that it is becoming rusty. Two weeks' delay won't cause you so much annoyance in reorganizing, if some whose corns are a little sore don't put on too long a face. We have trudged along in this old rut for eight long years, and two weeks later than May 28 can't harm us now; if we can wait that long we can wait till June 18 and 19, and jump out altogether, and to the satisfaction of all, then start out. Trusting that the Board at its next meeting will agree with my views on this point, and act wisely in the matter, I am, SKIB.

CALIFORNIA.

THE regular spring meeting of the Board of Officers, California Division, L. A W., was held at the office of the Chief Consul, room 5, S. F. Stock Exchange, on Thursday evening, Jan. 19, 1888.

There were present the Chief Consul, the Secretary-Treasurer, and Representatives Booth and Patrick in person, and Woodworth by proxy.

The Secretary-Treasurer reported that he had received payment in full of the division's share of the annual dues for the year 1887, and submitted certain correspondence in this connection that had passed between him and Mr. Hayes, of the Executive Committee, and the Secretary-Editor.

Referring thereto, the Chief Consul explained that the annual business meeting of the division was held on the 24th February last. A full account of the meeting, with reports of the Chief Consul and Secretary-Treasurer, was sent to the L. A. W. BULLETIN, but it was impossible to make space for them at that time as was explained in a letter from the Secretary-Editor, which was read. In the BULLETIN of March 18 appeared a brief notice of the meeting stating the balance in the hands of the Secretary-Treasurer. In the *Pacific Wheelman* of March 7, a copy of which was submitted, appeared the Secretary-Treasurer's report in detail. The meeting incidental to the gathering at Santa Cruz in July last was special, and dealt only with a certain subject, the result of which was sent to the Executive Committee L. A. W. and called for action by them.

Whereupon it was expressed as the sense of the Board that all forms of law had been complied with as regards the forwarding to the BULLETIN of reports of business meetings of the division, and that the interests of members in California would be amply conserved by the publication of the Secretary-Treasurer's report once a year.

The Chief Consul then stated that next in order would be the considering of the time and place of holding the next annual business meeting of the division.

The Secretary-Treasurer read an invitation from the Bay City Wheelmen offering their club-rooms for the meeting.

The invitation was received with thanks and ordered placed on file.

On motion it was resolved that the annual business meeting of the division be held in the city of San Francisco, on the evening of Friday, February 24 next, in some hall to be selected by the Chief Consul and duly announced.

On motion adjourned,

N. A. ROBINSON, *Secretary-Treasurer.*

SAN FRANCISCO.

THE San Francisco Bicycle Club held its annual dinner Jan. 14, at "Frank's." The menu used on the occasion was an artistic card showing a cycling sketch on the front and containing the list of officers and members of the club in addition to the list of viands. The club sat down twenty-five strong and discussed the eatables and drinkables.

At the conclusion of the second division of the menu, Capt Harrison Houseworth, who occupied the seat at the head of the table, started the toasts with a few remarks suitable to the occasion, at the conclusion of which he called upon Dr. Sandford to respond to the toast "The Ladies." As announced, the toasts were to be impromptu, so the members were permitted to suggest subjects to the chairman of the gathering. One of the boys suggested that a toast to the "Bald Heads of Oakland" be drunk, and that Ex-Captain Strong be called upon to respond. (It is hard to say correctly if the member who called for that toast had a spite against Captain Strong, or whether he was envious of the smooth pate.) Captain took the remark as a huge joke, and responded in a very happy strain, keeping the boys in a roar for several minutes. Captain Strong took his turn to call upon one of our boys to respond to a toast. The subject was "The gentlemen who have joined or who are about to join the ranks of the Benedicts." Fortunately for the chairman of the meeting, Captain Strong called upon Mr. Feintuch to do justice to the subject, as he is about to become a member of the army of Benedicts. Toasts were drunk to the "Press," to the L. A. W., and to the "absent members," all of which were feelingly responded to. Mr. Charles B. Wheaton, the newly elected first lieutenant, was thoughtful enough to bring his cornet with him, and during the evening he rendered several selections from the popular operas of the day, besides playing accompaniments to such songs as were sung, either as quartets or in chorus. Finally the cigars and black coffee were brought, and the boys then knew that it was nearing time to go home. Remarks were called for by the chairman, who tried to give all the boys a chance to try their luck at speech-making. At the conclusion of the speechifying all joined hands and sang the good old song "Auld Lang Syne." Thus ended the Ninth Annual Dinner of the San Francisco Bicycle Club, and 1887 was put away on the shelf of the reliquary.

Wheeling matters at this point just now are at a standstill, owing to the rain, which has left our streets in no fit condition for the use of wheelmen. We hope by Saturday that we may be able to get a chance for a short ride; but I am afraid that we will be doomed to disappointment, for the barometer tells another storm is brewing. Well, on the whole it's much safer for our comfort to know that we had better leave riding alone for a day or so rather than go out and get caught in a heavy blow and down-pour.

At the meeting of the San Francisco Bicycle Club held Dec. 8, 1887, the question making a move toward the selection of a candidate for the position of Chief Consul of California Division for the years 1888-1889 was brought up. On regular motion it was unanimously resolved "that the San Francisco Bicycle Club indorse the name of C. C. Moore, of Stockton, for the position of Chief Consul for the State of California."

Under its proper head the election of officers was brought up, and after a spirited contest the result attained is as follows: President, Columbus Waterhouse: captain, Harrison Houseworth; first lieutenant, Charles B. Wheaton; second lieutenant, William A. Ruthrauff; secretary-treasurer, Charles P. Fonda; bugler, Frank H. Royce; members of the club committee, Hampton S. Field and Samuel S. Cobden.

In wheeling circles the Bay City Wheelmen have issued cards for a carnival on wheels and fancy dress party to take place on St. Valentine's evening. This will probably bring out some very grotesque and some pretty costumes. If the ladies could be persuaded to mount wheels in the "Grand Wheel" a very pretty effect could be secured. Somehow, the ladies always appear backward in all such affairs. Could some one but assure them that they would prove a very decided attraction no doubt they might be convinced that their presence (on wheels) would be indispensable.

For the 22d of February there is on the tapis a rumor to the effect that a road race is to be held. That the race is to be held is a fact; but the rumor hangs over the distance. From all indications, the distance will most likely be twenty-five miles. How the entries are likely to pan out it is difficult to predict at this early date, or what the trophy to the winning club or man will be it is equally difficult to say. CAPTAIN.

BUFFALO.

IT was with much interest I read Ducker's letter in your issue of the 27th ult., headed "Shall the League continue to issue the BULLETIN?" and I regret very much the stand he has taken against your readable little paper. I agree with him when he suggests that each and every member of the L. A. W. should be obliged to pay for his subscription. But please, Mr. Editor, don't discontinue the BULLETIN. What would "Daisie," "The Owl," "Phacto," "4 C's," "Bi.," myself, and other contributors do, if they were denied the privilege of having their say and airing their opinions weekly? Include the subscription price in the annual dues, and make the paper self-sustaining, and "we won't say a word."

AH, ha! so you are beginning to recognize our booming city as a cycling centre. Well, you just keep on recognizing; keep your eyes and ears open, and listen to the Bison's roar. There will be a cycling boom in Buffalo this season, a regular "hout and houter," and Ducker will see he has not misplaced his confidence. Buffalo has, up to date, 38.87 miles of asphalt streets, to say nothing of the several miles of macadamized park roads. Right here I would like to suggest to wheelmen who intend visiting Buffalo not to forget to take a spin out Richmond Avenue, Bidwell Parkway, to the Park, around the meadow, and on the way back stop at the Park House for a quiet smoke; or, if you so desire, take a row on our beautiful lake, or mingle with the several wheelmen who are always present, singing and joking as only a wheelmen can, as the time flies swiftly by. You will not be looked upon as an intruder, but as a friend and wheelman. The hospitalities of the Buffalo wheelmen are well known. The past summer Main Street has been paved with asphalt to within two or three blocks of the leading hotels; from there on you have a continuous ride of fifteen miles of asphalt, leading into the most beautiful parts of our city. An evening spent in this way will not be regretted.

SOME time ago last summer one of our wheelmen, while riding along a country road, was attacked by a large dog; the owner, who was near by, seemed to pay no attention to it. As matters were becoming desperate, and the rider was in danger of either being bit or taking a dangerous side fall, he thought of an idea; taking his whistle in his hand pistol-fashion, he demanded: "If you don't call your dog off, I'll shoot him." The owner, considering his dog of some value, quickly complied with the rider's request, and he (the rider) rode on in peace. This little incident calls to mind the old adage, "Necessity is the mother of invention."

MR. BOWEN is out hunting for a wheel which he loaned to some one who forgot to return it. I wonder if anybody ever attempted to steal that sociable of his. It is the most cumbersome thing on wheels. The pedals revolve with a jerk, and if you're not careful your feet are apt to have a *tête-à-tête* with the stones along the road. "Oh, I've been there!"

THE Ramblers have their third assembly Feb. 8. The members who have the matter in charge are working hard to make it a most enjoyable affair. May success crown their efforts!

I WAS most unfortunate the past week. I figured upon attending the Buffalo Club's reception, but found out later on that it was strictly a "family" affair, with, perhaps, the L. A. W. officers excepted. I was unavoidably engaged elsewhere Saturday, so I also missed the opportunity of meeting the L. A. W. officers, which I regret very much. I hear a very enjoyable time was had at the reception. A whist tournament is talked of, which, I believe, will prove very interesting. "MERCURY."

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

LEAGUE NEWS.

EDITOR BULLETIN: — The BULLETIN of the 27th inst. reached me to-day, and I hasten to reply to Mr. Ducker's communication in that issue. It is evident that Mr. Ducker does not perceive, or does not value, the good work the BULLETIN is doing not only for the L. A. W. but for cycling in general. I am positive that the interest in the League here is solely due to the BULLETIN. I do not wish Mr. Ducker to infer from this that the members belong to the League because they get the BULLETIN *free*, but it is the good work of the BULLETIN that retains their memberships, informs them of what the League is doing, and keeps up the interest in the League. Mr. Ducker's assertion that the League needs no paper because the Masons and Odd Fellows have none has no application whatever. Nothing could be more dissimilar than the League and the Masons, Odd Fellows, or any other secret order, with its weekly meetings in every town or township throughout the land. In these orders information and instructions proceed from a certain source and are transmitted verbally from one to another in *meetings* only. This would not answer the purposes of the League, which needs as much publicity as possible. I think it would be folly to rely on the daily papers to furnish the L. A. W. news, when it is plainly seen that all news (except headers) pertaining to cycling is either entirely suppressed or very begrudgingly printed by the daily papers. I except "headers," because the papers delight in magnifying any slight mishap to a cyclist. There is not a sport in the United States that has as many honest and upright men in it as cycling; yet the news of the doings of cyclists receives the most meagre accounts in the daily papers, while baseball, horse-racing, etc., are minutely reported. Mr. Ducker deplores the fact that all L. A. W. members are not enthusiasts. I deplore it as much as he does; but he must be a very "young" man (in organizations) or very obtuse, if he supposes an organization the size of the L. A. W. could be restricted to enthusiasts only. Organizations are composed of a few hard workers, and many "so-be-its."

YOURS, 10,494.

POTTSVILLE, PA., Jan. 31, 1888.

THEY WILL SHOOT.

EDITOR BULLETIN: — In your last issue I notice a challenge from the Hyde Park Ramblers for a rifle contest. I do not know whether the Roxbury Club has a team, or whether the challenge was meant for our team. We should be pleased to meet the Ramblers with a team of three or five men. As they seem willing to meet any club, I will suggest that a match be arranged for Feb. 22, in which any wheel club may enter a team of three or five men, as may be decided. If the captain of the Hyde Park team will send me his address I will be pleased to meet him and make arrangements for such a contest. Yours truly,

J. E. SAVELL,
Captain Warren Wheel Club.

ROXBURY, MASS.

HARLEM WHEELMEN.

EDITOR L. A. W. BULLETIN: — Herewith I send you the Harlem Wheelmen's mileage for 1887. It is to be regretted that more of the members did not send in reports of their monthly mileage, which would have greatly increased the already creditable club record.

The medals for best mileage were won by E. I. Halsted and E. C. Parker, who have records of 4,601 and 3,024 miles respectively. A Century Medal was also won by E. I. Halsted, who rode one hundred miles within the ten hours' limit (actual elapsed time, nine hours, ten minutes).

Over sixty daily runs of fifty miles or over have been reported, most of them representing rides out in the country, such as to Babylon, L. I., and various points in that direction; also, frequent trips up the Hudson River, and along the Connecticut shore, not to forget the many rides through Jersey, and the Fourth of July run to Philadelphia, in which a party of nine participated.

Of the lady members, Mrs. Elliott Mason is the only one who has ridden over one thousand miles, and she now wears one of the medals such as the club presents to all members who rode that distance, a bar being added upon the completion of each successive thousand miles.

The following mileage report represents the riding of only twenty-two members, of whom five have reported only five rides each, although they have ridden many times more, but failed to comply with the rules governing the reporting of mileage.

E. IRVING HALSTED,
Captain.

NEW YORK, Feb. 4, 1888.

HARLEM WHEELMEN MILEAGE FOR 1887.

	Riding Days.	Average.	Longest ride in one day.	Total 1887.	Total 1886.
E. I. Halsted	147	31 11-17	101 3-4	4,601	3,602
E. C. Parker	170	17 67-85	87 1-2	3,024	937
A. T. Stesner	157	17 119-157	50	2,799	1,882
W. H. DeGraaf	119	20 70-119	80	2,450	2,521
W. W. Braden	52	26 8-52	75	1,360	.....
Mrs. E. Mason	72	15 11-36	45	1,102	.....
C. W. Griffith	46	23 31-46	50	1,080	1,131
E. A. Quin	59	17 57-59	53	1,060	1,310
H. J. Josephs	45	22 31-45	.....	1,043	.....
F. N. Lord	60	17 13-60	45	1,033	.....
W. H. D. Hoffman	45	22 11-45	78 1-2	1,001	.....
Sundry Members	104	.....	.....	2,805	4,899
Total	1,137	20 229-379		23,127	16,279

COLORADO.

EDITOR BULLETIN: — While the argument is going on as to whether we should have an official organ or not, let me say a few words for Colorado. I can assure you that every dollar paid into the treasury from this State is but little more than a donation, the givers having the privilege, by perusing the BULLETIN, of finding out what is being done by the League in other localities. The benefits which Eastern wheelmen derive from the L. A. W. do not fall upon us. Our cities are so few and far between, and as Denver and Colorado Springs contain nearly all the wheels in the State, hotel rates are out of the question, except such as the club secures. Our natural highways are so far superior to the pikes or manufactured roads in the East that we could not ask the League's assistance to improve them. A road-hog is a thing seldom met in the far West, as the light air seems to expand one's ideas on the question of right and wrong. And in the annals of cycling in this State but one case of assault to a wheelman has occurred. In that instance the culprit escaped to a ranch, and could not be found, so the League was not called upon to prosecute. The League has as yet done nothing for Colorado wheelmen, and it is our hope that her assistance will not be required. In the face of this one can readily see the difficulty we have in increasing the membership from this region, nevertheless we are doing all in our power to give the League her deserved number of members from our six hundred Denver wheelmen. Now, if you shut down on the paper, of what possible advantage is it for us to be members of a national league. Though we do not derive an actual benefit ourselves, we ask, at least, that we be allowed a means of ascertaining what the benefits are to others, through the medium of the BULLETIN. RETLAW.

DENVER, COLORADO, Feb. 1, 1888.

A LIBERAL policy, tenaciously pursued, always tells in the end. That is what the AMERICAN WHEELMAN believes, and that is why they are giving you the chance that they are to-day. Read their advertisement in this paper and then take advantage of it.

THE AMERICAN WHEELMAN'S great prize offer of $500 is attracting universal attention, and it would be well worth our readers' time to look into it. Read their advertisement in this paper.

Next summer you will want a holder for your ticket. Our new holder is just the thing.

CYCLETS.

A MAKER'S WARBLE.

I'VE got a rare boom for the spring,
Tra la,
A very astonishing line,
And grist to the mill it will bring,
Tra la,
And enable the miller to sing,
Tra la,
As he works out another design
That will strengthen his bow with a duplicate string,
And provide a fresh boom for the following spring!
Tra la la la la, etc.

I'm nuts on a boom in the spring,
Tra la,
It raises my spirits sky-high,
And dearly I love a "new thing,"
Tra la,
That goes, when it's pushed, with a swing,
Tra la,
And thousands are crowding to buy:
So, say what you will, I shall doatingly cling
To my middle-aged charmer, a boom in the spring:
Tra la la la la, etc.

THE end
OF the renewal season
IS near at hand, and all are not in.
HE comes well who comes quickly to renew;

THEREFORE lose no further time, but send your dollar while it is yet not too late.

THE League has a bright outlook for 1888, and we guarantee that the dollar spent will be repaid in value.

A WEEKLY bulletin is assured, and more money will go to divisions.

LEAGUE clubs will hereafter have a voice in the government of the League, and will be well represented in the government of State divisions.

BALTIMORE wants us June 18 and 19.

ROWE has really gone across the pond to show his paces to our friends over there.

NOW is the time for chief consuls to send out circulars urging renewals.

THOMAS STEVENS'S bicycle will be on exhibition at the Stanley Show in London.

HERBERT GASKELL is travelling in the South of England for the Rudge Cycle Company.

THE Meriden Wheel Club has asked that F. F. Ives be reinstated as an amateur.

"WHAT in the *World* are we going to have now?" Why, all the League news, of course.

NOW if the season will make a gentle spring towards the summer, no wheelman will object.

IF your State gets out a road book this year you cannot afford to let your membership lapse.

AFTER this year the renewal season will come in summer, when there is more interest in the wheel.

HAS the club got to go? There seems to be a remarkable lack of interest in the clubs by members.

RAYMOND S. COON, formerly secretary-treasurer of New York, is now a resident of Boston.

W. W. STALL is seeking business, pleasure, and rest in a tour among the cities of the Middle States.

BERMUDA, the little isle of the sea, has renewed its entire membership. One true soul is loyal yet.

THE Warren Wheel Club, of Roxbury, will give a social party at Fauntleroy Hall, Roxbury, Feb. 10.

W. M. WOODSIDE has been presented with a diamond ring. This is the outcome of the proposed souvenir.

THE annual dinner of the Boston Bicycle Club will take place on Saturday evening next at the Parker House.

THE *Saratogian* will be consolidated with *Outing*, Dr. J. H. Vrooman, of the former, having purchased the latter.

CHAIRMAN LUSCOMB outlines the ideas of the new plan in his communication this week. Hints are now in order.

THE Massachusetts Club is not a League club as reorganized, but the members are coming into the League individually in good numbers.

THE Denver Ramblers intend publishing a road book of Colorado. This will be of interest to all tourists, whether wheelmen or otherwise.

THE *American Wheelman* is liberal in its announcement regarding prizes. Their new scheme will do them more good than many road races.

WALLACE ROSS and Bubear, of England, are down for a race on rowing tricycles, at London, Feb. 13. The English call the machine a "Road-Sculler."

WHEN the new plan goes into effect there would seem to be no need for special State organizations. State rights will be fully recognized by the League.

W. D. MEDILL, Windsor, Fla., would like to know the best route from Atlanta, Ga., to Cincinnati, Ohio, and the condition of the roads. Will any one oblige him?

NO lack of ice this year, and the country maiden who next summer hands a glass of milk to a tired wheelman will not begrudge the little piece of ice in it.

TRUE, you have your rights, my friend, but you may thank the League for them. Without the League our sport would never have grown to its present proportions.

THE new Rudge catalogue will be out shortly, and all correspondence should be addressed to Mr. H. M. Saben, manager, 152 Congress Street, Boston, as the business will be conducted on the same premises.

"THE little things in life are what cause us the most pain," murmured Bangs, one day, as he sought in vain for a ball that had dropped from his bearing in the dust.

THE *World* steps into its old place as official organ of the League, and, as of old, the League secretary runs the League department, while the paper is run by the *World* manager.

WOULD N'T it be grand if some one would remember the League in his will? But then wheelmen are a healthy set, and we should have to wait a long while for the money.

SEVERAL wheel papers are urging the League to push road and highway improvement. In this case one suggestion as to the method of work is worth a score of prodding articles.

C. W. BROWN, of the Finchley Bicycle Club, of England, covered 7,095 miles in 1887, his longest ride being 259 miles. He averaged about 25 miles a day in 273 riding days.

TWO members of the Albany Bicycle Club were seen riding along the well-packed fashionable drive of the city, sporting with the sleighs and skilfully avoiding collision with the speedy slippers.

THE Universal Cycling Club, of Brooklyn, N. Y., will give its first reception at Rivers's Dancing Academy, Feb. 27. Promenade, 9 P. M. A very large attendance is anticipated. League members welcome.

MANY Boston wheelmen are now engaged in the two kindred sports of tobogganing and snow-shoeing. Several long tramps across the country have recently been taken by snow-shoe parties, and they seem to enjoy it.

THE *Wheel* of Jan. 27 published a page of cuts of new wheels for 1888. Sample copy free. Subscription, $1.00 a year. F. B. Prial, publisher, 23 Park Row, New York.

Send 6c. for 20 Samples and rules for Measurement, for Coats, Pants, Vests & Overcoats.

Sent by Mail or Express Prepaid.

By reason of our factory connections, and immense production, we can surprise you by the superior quality of woolen goods in

OUR $3 PANTS.



VESTS, $2.25 COATS $8.00

If you cannot wait for samples, send $3 for pants, 35c. for postage or express, giving your *waist*, *hip* and *inside* leg measures, stating about what color you prefer and we will guarantee satisfaction and safe delivery or money refunded. Reference Am. Exp. Co., Boston.

BAY STATE PANTS CO. Custom Clothiers, 34 Hawley St., Boston, Mass.

BETTER THAN EVER.

PUNNETT'S

JERSEY CLOTH GARMENTS.

Knee Breeches only $4 a Pair.

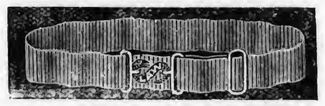
CLUB UNIFORMS A SPECIALTY.

Be sure and write for Samples and Measure Blanks.

PUNNETT,

Merchant Tailor and Athletic Outfitter,

ROCHESTER, N. Y.



L. A. W. *Silk Belt* to match uniform, with silver snake buckles, $1 00.

Ira Perego

128 and 130 Fulton Street, and 87 Nashua Street,

NEW YORK.

Send 2-cent stamp for our new 52-page illustrated catalogue



L. A. W. BADGES.

For Gold Pins of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle St., Portland, Me.

Patented. Prices, $3.50, $5.00, $7.00, and $8.00, according to finish. **Diamond Badges** $15, to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co; and in San Francisco by Osborn & Alexander.

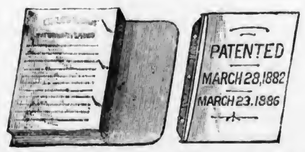


RIDERS, NOW IS THE TIME You need a Home Trainer to keep yourself in condition. Don't store your Cycle away to rust and do you no good, but get the EUREKA HOME TRAINER AND BICYCLE STAND, and you and your machine will winter in good condition. For Sale by Cycle Manufacturers and Agents generally. Price, $7.50.

Patents applied for. M. A. WOODBURY, Manufacturer, Bradford, Pa.

Bind "The Bulletin" Yourself.

A Binder keeps the covers clean, keeps the file complete, and keeps back numbers where they can be easily referred to.



The beauty of the UNIVERSAL BINDER is that its back varies in width according to the thickness of the matter between the covers, so that, whether the binder contains one BULLETIN or any number, it looks almost exactly like an ordinary bound volume, and the magazine can be opened with perfect ease. The Binder does not hurt them for stitching later on, and some or all of them can be removed at will.

This magazine is an odd size, and the UNIVERSAL is made to order to fit, with "THE BULLETIN" handsomely stamped on the cover. It will be sent to any address for One Dollar.

Address, ABBOT BASSETT, Box 5267, Boston, Mass.



SECOND-HAND GUNS AND REVOLVERS

TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to A. W. GUMP, Dayton, Ohio, for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

WHAT will the national organization do this year? We will tell you. It will take fifty cents from each member and give them a paper that has been considered worth one dollar a year by a very large number of people who have paid that sum for it year after year.

UP to Saturday, Feb. 4, New York has renewed 1,126 of a total of 2,319; Pennsylvania, 546 of a total of 1,730; Massachusetts, 492 of a total of 1,328; Ohio, 340 of a total of 940; New Jersey, 218 of a total of 865; and Illinois, 271 of a total of 635.

THE Jamaica Cycle Club gave its second entertainment and dance, at Eliot Hall, Thursday evening of last week, and attracted a large number of young people. The committee of arrangements consisted of Messrs. E. C. Chase, W. A. Cushing, C. D. Dennis, and William A. Mosman.

ENGLISH wheelmen are going wild over a distinctively American machine, the rowing tricycle. The *News* says: "The rowing cycle, or 'Road-sculler,' is not in its inception a novelty. There have been machines of the kind for years. The present machine has the advantage that it is original in design, and the most practical thing of the kind out."

THE Long Island Wheelmen, of Brooklyn, had a very successful ladies' night, Jan. 30, at the new club-house. Two hundred ladies and gentlemen were present. A choice programme of music, vocal and instrumental, was given. At 10.30 dancing commenced in the wheel-room. Refreshments were served in the billiard-room. It was a very successful occasion.

THE Passaic County Wheelmen (N. J.) have disbanded, and reorganized under the name of The Passaic County Wheeling and Athletic Association. They will put up a club-house containing a gymnasium and all other modern conveniences. Since the new club was formed the membership has increased largely, and it is hoped that the new quarters will be completed soon.

THE Long Island wheelmen of Brooklyn are known as the "fossils." Last summer a member of the club was travelling in the West, when he came upon a large fossil fish. This was quickly sent to the club, received with due official ceremony, and given a prominent position among the ornaments of the club-house. Thus do men turn the jests of the crowd to their own advantage.

IT has been urged that the BULLETIN news has a strong Boston flavor. If this be true, whose fault is it? We have paid correspondents in each of the large cities, and they have instructions to send in all the news. This is a sort of race. Each city has equal chances, and when the verdict goes out that the news has a local flavor, the correspondent of that city is awarded the cake. Gentlemen, we respectfully lift our caps, and we likewise bow.

MESSRS. J. A. DU TAR and T. E. Glavin, two prominent members of the United Wheelmen, left last Sunday for a pleasure trip to the Pacific coast. They were accompanied by their wheels. They intend doing considerable wheeling while on the slope. They will return via San Francisco, Salt Lake City, Colorado Springs, and Denver. A small delegation was at the Santa Fé train to bid the boys a *bon voyage*. — *Kansas City Times.*

AMONG the curiosities of the Stanley Show next week will be the hansom cab coolie cycle, specially constructed by the Coventry Machinists Company for the Emperor of Morocco, and bound for that distant shore the week after the show. It will be driven by four coolies, while his Imperial Majesty will have a hand in the steering. Exquisitely fitted up throughout, this machine is sure to attract attention. A safety with a new spring frame will also be on view, and is highly thought of by the firm.—*Wheeling.*

THE Jamaica Cycle Club, of Jamaica Plain, Mass., held its second entertainment and dance, Thursday evening, Feb. 2, at Eliot Hall. The following was the programme: Banjo and Guitar Trio, Messrs. Chase, Brewer, and Seaverns; Solo (Vocal), Mr. Walter I. Cowlishaw; Selection (Guitar), Mr. Robert Hyde; Reading, Mr. Henry S. Lawton; Violin Solo, Kuiawiak, Mr. F. P. Von Olker; Selection (Vocal), Mr. Walter I. Cowlishaw; Reading, Mr. Henry S. Lawton; Guitar Solo, Mr. Robert Hyde.

IN order that the bicycling public may understand the future of the Rudge business, we wish to state that some time ago arrangements were perfected with Messrs. Stoddard, Lovering & Co., whereby they sold their stock of machines, parts, and sundries, together with the good-will of the business to the Pope Manufacturing Company, who will conduct it as a separate department, under the management of Mr. H. M. Saben, who has been actively engaged in conducting the business for the last two years. The reputation of the Rudge has always been of the highest, and, now that it is conducted under the direction of the Pope Manufacturing Company, it bids fair to be as prosperous as ever.

A CORRESPONDENT writes: "Strolling last Friday along Holborn, a pitiful sight met my eye. In the doorway of a shop stood a buckled cycle wheel, *sans* rubber, with spokes hopelessly twisted. Alas! thought I, some 'brother of the wheel' has had cause to rue the fog, combined with the heavy traffic and treacherous asphalte. Sold again! I suddenly became aware that a card hung over the wreck, on which this inscription ran: 'A wheel of a valuable tricycle fifteen minutes in a fire, which might have been extinguished at the outbreak by the use of our extinguisher.' Hastily wiping away an involuntary tear, I departed, reflecting that the success of the cycle as an advertising medium was indeed unbounded."—*News.*

THE particulars relating to the visit to England of William A. Rowe have been kept very shady, for fear that the trip might possibly fall through, as did the arrangements perfected three months ago. But he is now fairly on the water, and will be in England before the American papers announcing his departure can reach the other side. Rowe will enter all of the scratch and handicap races of the spring meetings to which he is eligible, and, as they will be many, a considerable revenue is counted on from that source, regardless of the returns from such matches as he may get on with Howell and others. Rowe intends to run at least one race for the championship of the world before his return, which will not be until next July.

POST-OFFICE red tape and injustice are well illustrated by an incident that occurred in connection with this office: Last April a quantity of mail sacks were being lowered on an elevator in the post-office building, and one protruding sack had a corner cut off by contact with the side of the well. In this corner was a letter addressed to us, and containing a postal note sent by an applicant for League membership. The letter and note were sent to us in a mutilated form, but the postmaster would not pay the note when presented, because it was mutilated, though he was responsible for the mutilation. Bonds had to be given and the note was sent to Washington to be redeemed. There it has been ever since, and we have been unable to get the money on it. The applicant duplicated his fee when told of the circumstances, and the money belongs to him when obtained. If this is not a case of injustice, we never heard of one.

TO those who have seen that plucky man and world-renowned tight-rope artist, Blondin, ride a bicycle along a rope stretched at a giddy height over their heads, it will be interesting, though a trifle perplexing, to learn that the hero of Niagara has never bestridden an earth bicycle in his life, and could not ride one if he tried. It is obvious that the art of balancing as practised by the common or garden rider is impossible in Blondin's case, so that our curiosity prompts us to ask, in the words of the song, "How does he do it?" We suspect "it 's all along o' that pole," and, to quote Dr. Lynn, "That's how it 's done!" — *Cyclist.*

CYCLISTS who use the highway between Abridge and Stratford-Langthorne have some right to expect it to be kept in good order, for, at a meeting of the Woodford Local Board the other day, it transpired that one Juan Simpson, — God rest his soul! — in the year 1557, conveyed property of the annual value of five marks (3£ 16s. 8d.) to trustees in trust, to apply such moneys to amending the highways between Abridge and Stratford-Langthorne — forever. The annual income from this bequest now amounts to £25 8s. per annum. From the report it appears to us that the trustees of late have applied the money to matters outside the terms of the bequest, and if the highways referred to are not in good repair, it is high time that the pious intentions of that good old sportsman, Simpson, should be looked after. Would there had been in times past a few more like him! It was also provided by his benign contemporary of Philip and Mary that two persons are to be appointed every Easter Wednesday to see that his pieces are being properly applied. Now, cyclists of Woodford, get two of your number installed, so that the bones of the estimable Juan may rest in peace. — *Cyclist.*

THE American rowing tricycle has been shown in London. The *Cyclist* says of it: The appearance of Wallace Ross (Hanlan's old opponent) and the new rowing tricycle in the Great Hall at Euston, *en route* for Coventry, on Friday last, created quite a stir among the staff at the North Western terminus. After explaining the animal's qualities to the little crowd that gathered round, the great sculler got aboard, and did several fast laps round George Stephenson, to the admiration of the on-lookers. The machine is built upon the general principle of the rowing tricycle last shown at the Agricultural Hall Stanley Show, but the rowing action is obtained by much simpler means. A practical trial would be necessary to determine the machine's capabilities, but Wallace Ross informed us that he had covered the ground between Putney and Euston that morning in something under fifty minutes, and that through the Knightsbridge and Piccadilly traffic. In order thoroughly to test the powers of this machine, we believe a six days' race competition will be shortly arranged at the Japanese Village when Wallace Ross will meet two or three riders mounted on ordinary tricycles. We can form no idea of the result, and although it is an axiom with athletic men that more work can be done with the legs than the arms, yet the act of propelling this new machine seems to utilize the power of all four members so well that in the hands of a trained rowing man a big performance would not greatly surprise us.

THERE are times in every man's life (unless he be fortunate enough to be born a millionnaire) when he feels the need of a little extra spending money. The AMERICAN WHEELMAN offers you a chance to pick up $300 now. You had better take it. Read their advertisement in this paper.

THE CLUB.

LANCASTER, PENN.— Officers elected by the Lancaster Cycle Touring Club: President, Geo. F. Kahler; vice-president, Chas. A. Sauber; secretary-treasurer, C. H. Obreiter; captain,

The SPRINGFIELD ROADSTER for 1888.

YOST AND McCUNE PATENT.



This is an absolutely safe wheel, which retails for **$75**, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all-round road riding and hill climbing ever offered the public for the money. Best class of cold-drawn weldless steel tubing in handle bars, backbone, and side forks. Other parts of the best steel drop forgings. In every way first class as to its workmanship and material.

The **1888** pattern ***SPRINGFIELD ROADSTER*** for **$100** has ball bearings all round, and cow-horn handle bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of **$25.**

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

RETAIL SALESROOM, 147 WASHINGTON ST., BOSTON. BRANCH OFFICES IN ALL THE LEADING CITIES.

JOHN P. LOVELL ARMS CO., New England Agents, No. 147 Washington Street, BOSTON, MASS.

Chicago - - - - C. F. STOKES, 293 Wabash Ave.

SPRINGFIELD BICYCLE MFG. CO. - - 9 Cornhill, Boston, Mass.

S. B. Downey; bugler, Martin Rudy; color-bearer, Jno. B. Miller.

THE tenth annual meeting of the Boston Bicycle Club was held Feb. 1, when the following officers were elected: President, E. C. Hodges; vice-president, J. R. Chadwick; secretary, E. W. Hodgkins; treasurer, C. W. Fourdrinier; captain, Dr. W. G. Kendall; first lieutenant, G. E. Smalley; second lieutenant, E. F. Myers.

KANSAS CITY.—The following are the officers of the United Wheelmen: President, Dr. G. L. Henderson; vice-president, P. H. Kent; secretary, Harry G. Stuart; treasurer, W. P. Gossard; captain, Nelson T. Haynes; first lieutenant, J. A. Du Tar; second lieutenant, M. R. Seibel; quartermaster, J. A. Du Tar; color-bearer, R. B. Hall; bugler, P. L. Henderson; executive committee, president, treasurer, captain, and Messrs. J. C. Egleston and F. F. Austin.

YORK COUNTY WHEELMEN, Biddeford, Me.—The following officers were elected Jan. 2 for the ensuing year: President, W. T. Bowers; vice-president, A. L. T. Cummings; secretary-treasurer, E. J. Dearborn; captain, W. L. Ayer; lieutenant, Fred B. Cobb. The club voted to remain in the League.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 125 — Total 47.

BOSTON, Feb. 10, 1888.

Unattached.

ARKANSAS 2.

17542 Angell, Jos. P., Pine Bluff.
17543 Stubblefield Stith, "

CONNECTICUT DIVISION — 4.

Meriden Wheel Club.

17507 Bartholomew, E. L., Meriden.
17508 Comstock, W. C., "
17509 Sands, F. E., "

Winsted Wheel Club.

17510 Bradford, W. H., Winsted.

ILLINOIS DIVISION — 6.

Canton Bi. Club.

17511 Barrere, W., Canton.
17512 Suttle, H. A., "

Illinois Cycling Club.

17513 Lamson, W. H., 44 Laflin St., Chicago.
17514 Whitlock, F. B., 444 Washington St., "

Unattached.

17515 Crocker, J., Marea.
17516 Long, Silas., "

INDIANA DIVISION — 2

Unattached.

17517 Osborn, Arthur W., Economy.
17518 King, Arthur L., 20 McClellan St., Fort Wayne.

KENTUCKY DIVISION — 1.

Unattached.

17519 Allison, Philip E., 418 W. Main St., Louisville.

MAINE DIVISION — 1.

Unattached.

17520 Jackson, Chas., Box 8, Deering.

MARYLAND DIVISION — 4.

Centaur Cycle Club.

17544 Neubeck, J. A., 204 So. Durham St., Baltimore.

Ramblers Cycle Club.

17521 Chisin, Jos. T., 527 No. Stricker St., "
17522 Gareis, Chas. A., 613 No. Gay St., "
17523 Innis, F. B., 1127 St. Paul St., "

MASSACHUSETTS DIVISION — 5.

Columbia Bi. Club.

17524 Barrows, Geo. A., No. Attleboro.

Unattached.

17525 Colburn, Jno. F., 527 Tremont St., Boston.
17526 Stout, Jno. F., 185 W. 8th St., South Boston.
17545 Brown, Jno. F., Fitchburg.
17550 Nichols, Samuel F., 5128 Germ. Ave., Germantown, Pa.

MICHIGAN DIVISION — 2.

Tecumseh Bi. Club.

17527 Anthony, Chas., Tecumseh.

Unattached.

17528 Rastello, Peter B., Hancock.

NEW JERSEY DIVISION — 1.

Unattached.

17529 Cummings, Frederick A. (Box 2807, New York City), Newark.

NEW YORK DIVISION — 1.

Nassau Wheelmen.

17530 Bates, J. W., 463½ Fifth Ave., Brooklyn.

OHIO DIVISION — 4.

Central Wheelmen.

17531 Abeles, E. J., 63 W. 7th St., Cincinnati.

Toledo Cycling Club.

17546 Hull, Frank P., cor. Woodward and 22d Sts., Toledo.
17547 Machen, R. A., care Wood, Colburn & Co., "

Unattached.

17532 Saunders, W. C., Elyria.

PENNSYLVANIA DIVISION — 5.

New Castle Bi. Club.

17548 Crawford, L. N., New Castle.
17549 Mengle, Clint. E., "

Scranton Bi. Club.

17533 Sherwood, Jno. G., 344 Mifflin Ave., Scranton.

Unattached.

17534 Jessup, H. C., Montrose.
17535 Tobias, U. S. Grant, Mauch Chunk.

RHODE ISLAND DIVISION — 2.

Ixion Bi. Club.

17553 Paine, Wm. Howard, 114 Broadway, Providence.

Unattached.

17536 Cooke, Miss Frederika, 129 Bowen St., "

TEXAS — 1.

Dallas Wheel Club.

17537 Arbuckle, George, room 5, Mer. Exchange, Dallas.

VIRGINIA DIVISION — 5.

Old Dominion Wheelmen.

17538 Roy, R., 1408 Ross St., Richmond.

Shenandoah Valley Wheelmen.

17540 Baker, Wm. W., Petersburgh.

Unattached.

17539 Baetjer, J. Geo., Winchester.
17551 Dechert, H. D., Harrisonburg.
17552 O'Brien, James, "

WEST VIRGINIA DIVISION — 1.

West Virginia Wheelmen.

17541 Myers, Geo. Wm., Queen St., Martinsburg.

RENEWALS.

BOSTON, Monday, Feb. 6, 1888.

List 10.

THE following renewals are received to date: —

California,	4.	Montana,	1.
Connecticut,	64.	Nebraska,	1.
Delaware,	1.	New Hampshire,	29.
District of Columbia,	2.	New Jersey,	19.
Illinois,	41.	New York,	41.
Indiana,	5.	Ohio,	43.
Iowa,	4	Pennsylvania,	62.
Kansas,	10.	Rhode Island,	4.
Kentucky,	4.	Tennessee,	3.
Maine,	23.	Texas,	5.
Maryland,	16.	Vermont,	3.
Massachusetts,	50.	Virginia,	30.
Michigan,	17.	West Virginia,	1.
Minnesota,	1.	Wisconsin,	4.
Missouri,	13.		
Total,			504.

LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888: —

Scranton Bicycle Club, Scranton, Pa.
Pittsburgh Wheelmen, Pittsburgh, Pa.
Canton Bicycle Club, Canton, Ill.
Kenton Wheel Club, Covington, Ky.

NEW CLUBS.

United Wheelmen, Kansas City, Mo.
Tecumseh Bicycle Club, Tecumseh, Mich.

All memberships in the League of American Wheelmen expired Jan. 1; and as all members must renew, so must all clubs. Before a club is entered on the list of 1888, the following certificate must be filed by the Secretary: "This certifies that the Blank Club will remain a League club for and during the year 1888. Blank, Blank, Sec."

THE AMERICAN WHEELMAN is always one lap ahead of the times. It will pay you to subscribe to it, to take advantage of its publisher's liberal prize offer of $500. The subscription price is only fifty cents a year. Address, AMERICAN WHEELMAN, 108 N. Fourth St., St. Louis, Mo.

THE Cyclist's Road Book of Boston and vicinity, formerly published by A. L. Atkins, and now published by C. A. Underwood, will be issued for 1888 on March 1. Mr. Underwood has thoroughly revised the contents and added many routes which will be of value. The book will sell for fifteen cents.

OFFICIAL ANNOUNCEMENTS.

MARYLAND HOTEL.

I HAVE this day appointed the Cantonsville Hotel, Cantonsville, Md., as an L. A. W. hotel. Regular rates, $1.40 per day; to L. A. W. members, on presentation of membership ticket, $1.00 per day.

A. E. MEALY, *C. C.*

CALIFORNIA DIVISION.

MR. H. C. FINKLER, Chairman of the Racing Board, having resigned as a member of that body, Mr. A. S. Ireland succeeds to the position of Chairman; and Mr. R. A. Smythe, of San Francisco, has been appointed to the vacancy caused by the resignation of Mr. Finkler.

In this connection, I desire to express for myself and the members of this Division, our appreciation of the services rendered by Mr. Finkler during his term of office, and to assure him of our best wishes for his successful career in the important public position to which he has been chosen.

The Grand View Hotel has been appointed L. A. W. headquarters at Monrovia, Los Angeles County. Rates, $2.00 per day.

ROBERT M. WELCH, *C. C.*

SAN FRANCISCO, Jan. 30, 1888.

ILLINOIS APPOINTMENTS.

MR. H. J. MOCK, of Cambridge, Henry Co., is hereby appointed Local Consul for Illinois Division at the above place.

The Park House, Sandwich, Ill., is apointed L. A. W. hotel, No. 28. Rates, $1.50 per day.

N. H. VAN SICKLEN, *C. C.*

TO THE MEMBERS OF NEW YORK STATE DIVISION, L. A. W.

I HAVE received and accepted the resignation of Raymond S. Coon, Troy, N. Y., as Secretary-Treasurer, and he has placed in my hands all books, papers, and vouchers connected with the office; also balance of Division funds. Mr. Coon's resignation was made necessary on account of his business calling him permanently to Boston, Mass.

His successor will be elected at the next regular meeting of the New York State Board of Officers. In the meantime, all communications for or relating to the Secretary-Treasurer's office may be sent to me, and will have prompt attention.

GEO. R. BIDWELL, *C. C.*

NEW YORK, Feb. 6, 1888.

WE don't wish to be impertinent, but a regard for the truth compels us to assert that no other cycling journal published is the equal of the AMERICAN WHEELMAN for lively and vigorous matter, dished up in a fresh and breezy style, peculiarly its own. Chatty and newsy letters from all parts of America, and in fact, the world; stories of cycling adventure by the brightest authors; articles on the politics and mechanics of cycling, all these are made especial features, while the latest news of the day is always accurately given by writers who know the inside facts. More than this, we are absolutely free and independent, and are the organ of no clique, party, or manufacturer. Our subscription price is fifty cents per year, and the sooner you send that to the AMERICAN WHEELMAN, 108 N. Fourth Street, St. Louis, the sooner you will get the best cycling paper published.

IMPORTANT.

The ***Grand Union Hotel***, opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

SPADE HANDLES!

TO FIT ANY BICYCLE - - - **$2.50.**

Improved for 1888; making them the most popular Handle on the market.

C. W. SPINNEY - - Fitchburg, Mass.

FOR SALE, EXCHANGE, ETC.

ADVERTISEMENTS will be inserted in this column as follows: Fifty cents for four lines, first insertion; twenty-five cents for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

BARGAINS IN BIKES AND TRIKES.—Fine assortment of new and slightly used machines, standard makes, and only such as can be guaranteed. Wheels bought, sold, and exchanged. Being sole New York agents for New Rapid and Quadrant cycles, we will make exceedingly liberal allowances for old mounts in exchange for above machines. Send for bargain list, NEW YORK BICYCLE CO., No. 38 Park Place, New York.

FOR SALE.—48-inch Star, 1887 Pattern, enamel and nickel finish, all latest improvements and extras, condition perfect, ridden but two miles on asphalt; cost $151. W. G. MILES, 244 Clark St., Cincinnati, O.

FOR SALE.—56-inch Expert Columbia bicycle, full nickel, balls all round, Kirkpatrick saddle, Hill & Tolman bell, late pattern, little used, first-class condition; cost $150-50; will sell for $100 cash. Address W. M. FERGUSON, Jefferson, Iowa.

FOR SALE.—One 54-inch American Champion, 1887 pattern, standard finish, balls all around, with Lakin cyclometer, cow-horn handle bars, spade handles, Lillibridge saddle; rode less than one hundred and fifty miles; good as new; price, $100. One 52-inch American Champion, 1887 pattern, balls all around, standard finish, with Lakin cyclometer, rams-horn handle bars, wonder saddle; rode about five hundred miles, fine order; price, $80. One 52-inch American Challenge, 1887 pattern, balls to both wheels, standard finish, cow-horn handle bars, spade handles, Lillibridge saddle; rode about two hundred miles; A 1 order; price, $60. For particulars, apply to M. S. STIMPSON, agent, Onarga, Ill.

FOR SALE.—A bran new 48-inch Victor Light Roadster bicycle, 1888 pattern, condition of machine is perfect, and only reason for selling is too small for owner; terms, and only terms, $105, all cash, and a rare chance, as it is considerably less than cost; machine is just from factory, and will be recrated and put in express office free of charge. Address P. O. Box 88, Cave Spring, Ga.

TO EXCHANGE.—A corner lot worth $100 in a "booming" northern Michigan town, for a 52-inch bicycle, with ball bearings. Address Lock Box No. 30, Marcelona, Mich.

FOR SALE.—52-inch American Sanspareil Roadster, in perfect order, excepting the large tire, which shows natural wear, new tire on rear wheel, ball bearing, weight all on forty-three pounds; cost $122.50; will sell for $55 if taken now. Good reason for selling. Full particulars of H. M. WHITE, Trenton, N. J.

FOR SALE.—Expert Columbia, 1886 pattern, painted black, all improvements, Butcher hub cyclometer; price, $65. A, BULLETIN office.

FOR SALE.—A 45-inch enamelled Star, 1887 pattern, rams-horn handle bar and spade handles, Lakin cyclometer H. W. ROBINSON, 50 State St., Boston, Mass.

THE EARLY BIRD CATCHES THE WORM.—We have made unparalleled reductions in our entire stock of Bicycles, Tricycles, Tandems and Safeties, both new and second-hand, for cash and exchange; send for list just published; state what you need, and we will send full particulars. L. H. JOHNSON, Orange, N. J.

FOR SALE.—A 50-inch Victor Light Roadster, 1887 pattern, run about four months, in splendid condition; will sell for $100 cash. R. A. HOUSEL, 37 West 4th St., Williamsport, Pa.

FOR SALE.—58-inch Expert, ball bearings all round, spade handles, Kirkpatrick saddle, Butcher cyclometer; cost $165; will sell for $100 cash. "F," Drawer 202, Holyoke, Mass.

FOR SALE.—Superior amateur photograph outfit, or exchange for Springfield bicycle. Address H. T CLARK, Wilmington, Del.

BICYCLES, SECOND-HAND.—If you wish your wheel sold quickly, at a small commission; or if you wish a choice from the biggest list of big bargains in America, send to MANHATTAN WHEEL EXCHANGE, 49 Cortland St., N. Y.

STEEL BALL OF BEST CAST-STEEL, FOR ANTI-FRICTION BEARINGS.

HARDENED, GROUND AND BURNISHED.

3-16" to 3" diam. Samples and prices on application.

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TICKET HOLDERS,

Made of the best calfskin, waterproof, and convenient, twenty-five cents each. On sale at GEO. R. BIDWELL'S, 313 W. 58th St., New York.

RENEWAL BLANK.

Please fill out the blank below, and send it with $1.00 enclosed, and your number, to

ABBOT BASSETT,
Box 5267,
Boston, Mass.

DO NOT FORGET TO SEND OLD NUMBER.

If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

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Name, ...

P. O. Address, ...

City and State, ...

Club, ...

Enclosed find
$1 for renewal.
.25 " holder.
.25 " marking.

When we are compelled to use racing wheels to make records we SHALL SAY SO, but so far our ordinary road machines seem to be SPEEDIER, and to run more easily than the frail and specially light built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison. Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran 350 1-2 MILES IN 24 HOURS on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's indoor world record, which was made on the same track. Then Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount, a 40-pound Light Champion), of 323 MILES IN 24 HOURS. Not to be forgotten is the 20 miles within the hour, on the Ordinary Champion, by the same rider, and on the public highway. Add to this Dingley's track record of 100 MILES IN 5 HOURS, 38 MINUTES, 44 1-5 SECONDS, still with the Ordinary American Light Champion. Thus, gentlemen, the "American Cycles," though road machines, hold every important road and long-distance record, and it is only fair to give some credit to the G. & J. BALL BEARINGS. Catalog cheerfully mailed on application.

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Largest Manufacturers of Cycles and Sundries in America.

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A RARE PRIZE OFFER.

Wishing to double our circulation during 1888 we have decided to make to our subscribers the following liberal offer, which has never been approached by any cycling paper in the world: To the one who obtains us the greatest number of subscribers during this year we will give the first prize; for the next greatest number the second prize, and so on down.

The prizes are as follows:—

First Prize - - - -	$300	Fourth Prize - - - -	$25
Second Prize - - - -	100	Fifth Prize - - - -	15
Third Prize - - - -	50	Sixth Prize - - - -	10

The only conditions we make are these: The winner of the first prize must have sent in One Hundred names, or the prize will be cut down in proportion. Each competitor must also subscribe, if he is not already a subscriber. For those competing, but failing to win a prize, we have another and very advantageous return, which we will tell you about if you will write us. Send stamps for circular containing full particulars.

AMERICAN WHEELMAN PUBLISHING CO.

No. 108 North Fourth Street, St. Louis, Mo.

$500 IN GOLD. $500

THE L. A. W. BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN: PUBLISHED WEEKLY: A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, FEBRUARY 17, 1888. | VOL. VI. No. 7. WHOLE NUMBER, 138.

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THE RUDGE AGENCY

IS CONTINUED AT ITS OLD HEADQUARTERS,

152 to 158 Congress Street - - - Boston, Mass.

Under the management of H. M. SABEN.

The Factory is now ready with New Machines, and Specialties for 1888 will be ready next month. The 1888 Catalogue is now ready, and will be sent on application. Good Agents wanted in unoccupied territory.

1888 NEW MAIL!

LOOK OUT FOR IT. READ THIS CAREFULLY.

No Higher Grade. No more successful wheel ever appeared in the market than the NEW MAIL LIGHT ROADSTER brought out by us last year, of American Manufacture. All Parts Steel Forgings and Strictly Interchangeable. **THE ONLY WHEEL** having the Great Improvements of TRIGWELL BALL-BEARING HEAD, which we control. Proved an absolute success by actual road use of past two and one half years. Perfection Strengthened Backbone and Forks and Thickened Base Rim. Never, since we have been in the bicycle business, have we received so many flattering testimonials from all parts of the country as of our last year's NEW MAIL, and as they are the opinions of well-known and many of them hard riders, Stronger Evidence of the Merit of a Wheel Cannot be Offered. ☞ Since some dealers have made exertions to decry the Ball Head as of no advantage whatever, we are forced to refer to the fact, emphatically, that the true MERIT of the Trigwell Patent may be clearly understood. We wish to impress these facts: that

We control the Trigwell and others CANNOT USE IT. That the Trigwell is the Only Ball Head confining the balls. That we were the FIRST to adopt the Ball Head, and hence have had the most experience with it, and we DECLARE the Trigwell, which we have used two and one half years, A MAGNIFICENT SUCCESS. Simple for repair, in case of accident, and more durable than the cone. The best proof of this success is our declaration that for the coming year WE DO NOT ALTER THE HEAD in a SINGLE DETAIL. Every part has been DEAD RIGHT and no change required. ☞ Don't book your order for a new mount till sending for Descriptive Catalogue of NEW MAIL, out February 1st. Send your name NOW. Good Agents wanted in every town. Our former agents requested to write us AT ONCE if wishing to continue, and book their orders for early deliveries.

WM. READ & SONS, 107 WASHINGTON ST., BOSTON.



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LEADING MOUNTS FOR 1888.

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A FEW GOOD AGENTS WANTED.

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If you want a waterproof ticket holder, made of the best calfskin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

No. .....

Name, ...

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City and State, ...

Club, ...

Enclosed find
$1 for renewal.
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THE BULLETIN
OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY.

PUBLISHED EVERY FRIDAY BY
ABBOT BASSETT,
SECRETARY-EDITOR,
For the League of American Wheelmen,
AT THE L. A. W. OFFICE,
22 SCHOOL STREET, BOSTON, MASS.
P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

SINGLE COPIES - - - - - - - - 3 CENTS.
SUBSCRIPTION PRICE TO OTHER THAN LEAGUE MEMBERS, $1.00 A YEAR.
CLUBS OF FIVE - - - - - - - $4.00 "

A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith.

Members should be careful to notify the EDITOR promptly of any change in their residence, giving their old as well as new address. Great care is taken with the mailing list. All changes received after Tuesday night can not be attended to until the following week, as at that time the list goes to printer for revision. Members who write for back numbers will have them forwarded on Friday, our regular mailing day.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W.," see special page in Advertising Department.

THE suggestion that the League hold a business meeting entirely disconnected with a pleasure gathering does not meet with favor from Baltimore. It was a suggestion merely, and as it has brought down upon the maker a good deal of harsh criticism, he withdraws it, and refers the whole matter to a tribunal outside the public prints and within League auspices.

UNDER the terms of the contract with the Bicycling World Company, the official organ of date March 2 will go to those only who have renewed. It will be something of a task to strike off all the names of men who have failed to renew, and many who postpone sending their money till the last moment may fail to get this number, which will be a very important one.

I MET a party of two women and two men coming down Fifteenth Street, Washington, about midnight, who, I am certain, must have been delayed by an accident. Accidents will happen, you know, especially on dark nights; and it is a nightly sight to see a man pushing a tired-out woman up a hilly street, or picking her up out of the grasp of the upset machine. In one case of the latter sort recently, the woman's dress caught in one of the wheels, and when the machine turned over on top of her the dress had to be cut away with a penknife. Nevertheless, they all enjoyed it, good and bad riders alike. The steady work required is delightful exercise, and the feeling of power and comfort combined is very grateful. — *Philadelphia Record.*

QUAKERTOWN QUILLINGS.

CARDS are out for the reception at the Pennsylvania's new club-house, 30th Street and Girard Avenue, on Washington's Birthday. "Pennsy" usually does things in style, but as a piece of excellent fine-art engraving, the get-up of the aforesaid cards is simply far and away ahead of anything of the kind it has ever been my fortune to see. The committee in charge of this branch of the reception work certainly deserve the thanks of their club-mates, and the entire club the congratulations of every one else. All hail, Penn-syl-van-i-a!

WHY not immigrate to China? Just imagine such a paradise for wheelmen as a Chinese correspondent thus describes the best of the roads around Hong Kong: "The wearing surface is six inches thick, made mainly of granite broken to the size of walnuts, and laid on a foundation of rough stone. In making this road sand and lime are first thoroughly mixed in a box fifteen feet square by one foot deep; the broken stone is then added and also well mixed. When a sufficient quantity is thus prepared to cover a space one hundred by thirty feet, it is spread out quickly and rolled by a granite roller weighing about four tons pulled by about one hundred and fifty men and women. This rolling is continued for four or five days, the only water added being sprinkled over the roller at intervals to keep it clean. In five days the road is perfectly hard and smooth. It should be mentioned that there is no horse traffic over these roads, and the only wheeled vehicles are the jinricksha of the natives." The part about this celestial narrative that strikes me as particularly improbable, is the fact that a "wearing surface six inches thick" is prepared in a box 15x15 x1, in sufficient quantity to "cover a space 100 x 30 feet."

THE Board of Directors of the Pennsylvania Division met on Thursday evening, in the office of Read & Caveny, in *The Record* building, to consider the advisability of dividing the State into more manageable sections. Twelve of the thirty-four members of the Board were present, as follows: Chief Consul George A. Jessup, Scranton; H. F. Crecelius and H. Crowther, Reading; J. G. Carpenter, Wilkesbarre; D. K. Trimmer, York; A. L. Berry, Allentown; Frank Read, Germantown; John A. Wells, Pennsylvania; W. R. Tucker and G. N. Osborne, Philadelphia; S. Jackson, Jr., South End, and Kirk Brown, Century Wheelmen. After much discussion the matter of dividing the State was left to the following committee: W. R. Tucker, Philadelphia Club; Kirk Brown, Century Wheelmen; Frank Read, Germantown Club; D. K. Trimmer, York Club; H. F. Crecelius, Reading Club.

It was voted to appropriate $300 toward getting out a State road-book. The book, which will be a valuable one, will contain a large number of new maps, and will be issued to members at fifty cents each. Outsiders will be furnished at the rate of three dollars. A request from the Delaware Division asking that they be allowed to join with the Pennsylvanians in getting up the book was acceded to. New Jersey and Maryland representatives were notified that unless they made application for admission inside of thirty days the same amount would be charged them as from outsiders. It is intended to make the book the most complete one of the kind ever published. The Treasurer's report showed $313.72 on hand and $286 due the Division by the League of American Wheelmen, making a total of $599.72. It was further agreed that the expenses of Messrs. Brown and Swayze in their suit against a road-hog for assault in the park last November should be paid out of the Division treasury.

The subject of "road-hogs" in general was discussed, and it was decided unanimously to take up all such cases and to prosecute the offenders to the full extent of the law.

Attorney for the Division, Elwell, reported that Cornell, the huckster who struck Mr. Rowland Evans with a whip, and who was so marvellously acquitted by the jury empanelled for the criminal suit, has skipped the town and deserted his family in order to dodge the civil suit.

IT looks as though something really might come out of the Wells-Greenwood hill climbing talk. Wells has ordered a 45-inch Star with long levers and big rubbers for the DeSoto road, and the *Wheelman* has accepted some of the conditions in regard to Corey, which Wells says he will climb in July next.

THERE is also talk of a team, composed strictly of *safety* men, being made up to take on the St. Louis boys. Dallett, Bailey, Sam Gideon, Synnesvedt, and Wells would make a hard crowd to beat. An interesting programme has been arranged for the amateur races on Thursday evening next, at the Rink. The only way in which the amateurs would take hold of it at all was as now arranged, that the races shall be under the combined control and auspices of the Century and Pennsylvania Clubs. The entries for the six days' professional race are Prince, Dingley, Whittaker, Knapp, Hardiwick, Hollingsworth, Crocker, McDowell, and Armaindo.

PHACTO

FROM A FEMININE POINT OF VIEW.

I HAVE been reading the cycling life of "Jack Easy," and I have found it filled with interest, though I can imagine but half the tale has been told. The journal that a man keeps can have for no other person the interest that it has for himself, for at best it jots down but a fact here and there, while between the lines there are whole volumes to which these notes are but the key.

THE history of "Jack Easy" came to me as a companion to a New Year's gift, a copy of "My Cycling Log Book," and it was intended as a model to be followed in filling the pages of my gift with a record like that which the author and donor has made in his copy. My thanks are due to my friend, but I fear me I lack his method and his application, and I mistrust that Daisie will have at best but a note here and there, a tour perhaps, an occasional picnic, but never each and every ride, as "Jack" has entered his.

I FIND that my friend took his first ride Nov. 9, 1877, and that he tempted fate by starting upon his cycling career on Friday. He rode half a mile, which is just half the distance that I rode on my first attempt in 1882. On March 9, 1878, he went with the Boston Club on their first club run. They rode up and down Columbus Avenue, and then out to Longwood. Club runs in those days were not much more extended than ten miles.

THE book is admirably adapted to its purposes, and if one desires a full record, or is content with merely a jotting down of important events, he can make this book a *vade mecum* well worth possessing. It is very probable that my wheel will be used the coming year not only for pleasure but for utilitarian purposes, and if I should become a slave to my log-book the pages would be adorned with entries not unlike these: —

June 15. Went to the centre and bought potatoes.

June 16. Rode to post-office and posted letter, stopped at Gregory's and bought beet and onions.

July 1. Went to centre and paid the rent. Asked the landlord to send a man down to fix the roof.

I think "My Cycling Log Book" will contain only my outings for pleasure.

NO. 12,678 writes for a code of rules for a ladies' tricycle club. I don't know that these would or should differ from those used by a gentlemen's club. Eastern ladies do not as a rule belong to clubs save as they are absorbed by the clubs which welcome both sexes and which generally have a very large proportion of gentlemen. I know of no club composed exclusively of ladies. I have belonged for several years to a little coterie of lady riders, who had no organization, and were bound by one rule only, and that fixed a rendezvous and set a time for reporting each week. We have had very many pleasant runs together. The North Shore tour was patronized by riders who have wheeled in company for several years. I don't know but that a constitution would systematize their outings in a way to draw them together oftener, and be altogether more satisfactory than a dependence upon that intuition which makes them seek and find each other under the present condition of things.

MRS. H. asks for a book on dress for cycle riding. I don't know of any to recommend her. Miss Erskine's book is a little out of date, and I know of no other. I have sent a back number of the BULLETIN in which I treated the subject very fully, and I would further recommend her to read the scrap-book issued by the Pope Mfg. Co. In the latter she will find a collection of articles written by people of ability who write about "tricycling for ladies" in all its phases. The book can be had for a stamp.

THOSE who read the story of the North Shore trip will remember that we had a very fine musical entertainment at Gloucester the second evening. The artists who entertained us were all, save one, riders of the wheel, and of our wheeling party. We are going out to Roxbury next Tuesday night to hear them again, for they have volunteered their services at a benefit concert, given in aid of Miss Carrie V. Hayden, a sister cyclist, who occupies a prominent place in Boston musical circles. Three of our well-known lady riders will participate. Miss Hayden is a solo guitarist, pianist, and vocalist; Miss Hattie Stearns is master of the guitar and piano, and sings a fine contralto; Mrs. Hopkins plays the guitar, sings and impersonates, and for this occasion she has written an original dialect poem about the wheel, which she will recite. Let me commend this entertainment to wheelmen in and about Roxbury. It will take place at the Universalist Church, Feb. 21, and the fee is but 25 cents.

DAISIE.

CHICAGO.

MY esteemed friend "Spectator" has apparently been staying home of late. The "Looker-on" now gazes through the heavy London fogs and dreams of home, sweet home.

"Thistle" has deprived us for many months of the pleasure that always attends the reading of his breezy letters, and the festive Verax is touring through the cultured East, whilst Geis and Claw Hammer are left at home to hammer out their wonderful letters, and inform the cycling public of the doings of Chicago wheelmen.

The Illinois Cycling Club (by the way, one of the largest and most enterprising cycle clubs in the West) will give a grand masquerade shortly. The club has given several very swell dancing parties this winter, and are fully as active on the wheel as they are off.

The Lincoln Cycling Club has grown out of its clothes. Five months in existence, and one hundred and forty strong! The Lincolns have given several complimentary entertainments to all local wheelmen, and as a finishing touch to their victorious launch into success will give a grand minstrel entertainment at the Madison Street Theatre on the evening of Feb. 15.

The first part will be an exquisite piece of stage setting — Joke — thirty "count 'em," thirty talented pedal pushers. The olio will comprise the following: 2. Banjo Eight; 3. Serio-Comic, Mr. Ned. Oliver; 4. Zither Quartet; 5. Champion Clog, Mr. Billy Allen; 6. Weber Quartet; 7. R. G. Allen, Expert Banjo manipulator, with songs, "Taken from my Expert," "Those Old Cone Bearing Days," etc. Eight rounds and wind-up. The Lawyer's Office.

Tickets have been placed on sale at office of The Pope Manufacturing Company, and A. G. Spalding & Bro.

THE Owls are flapping their strong, white wings, and getting in shape for the coming spring. They have undoubtedly the speediest riders of all the clubs, and that is saying a good deal; but such men as Van Sicklen, Winship, Harmon, etc., can back my assertion at almost any time. A grand ball will wind up the Owls' social season.

Mr. C. E. Randall, the popular president of the O. C. C., has just returned from a visit to Vermont.

C. C. Mead, a well-known Owl, writes me from Washington: "I am being treated nicely by Washington wheelmen. Their club-house is a dandy." Mr. Mead is a pleasant companion and a speedy rider, and will leave pleasant recollections with all the members of our League who are fortunate enough to run against him.

Illinois should be represented at the L. A. W. officers' meet that is to be held in New York City soon. Mr. N. H. Van Sicklen, C. C., would be a splendid man to represent us. Try and go, Van.

The Chicago Bicycle Club, organized more than eight years ago, and ranking third on the list of L. A. W. clubs, has put on its bustle and commenced to hustle. Nine new members were admitted to active membership at their recent meeting.

The new set of officers elected at their January meeting, viz.: President, W. C. Thorne; vice-president, L. W. Conkling; secretary-treasurer, R. E. Schmidt; librarian, B. B. Ayers; and captain, Fred A. Ingalls, are of the right material to make the Chicago Bicycle Club what it should be — the Hub of all our clubs.

It is rumored that a series of races between Gus. Kluge, the brother of Charles Kluge, and H. L. Fulton, of the Owl Club, will be run in the Exposition Building. Thomas F. Roe backs Kluge, and R. G. Surbridge, Fulton. The races will be run by the amateurs for a medal; but if they take my advice they will both think twice before they act.

Some ninety members of the Lincoln Club gathered in the spacious parlors of their club-house last Monday night. The double attraction, viz., regular monthly meeting, and raffle for a 54½ nickelled Victor bicycle for the club benefit, being the drawing cards. Two hundred tickets had been sold at one dollar apiece. Nine of them were purchased for the club out of its treasury. Things grew decidedly heated when the scorer announced "but three tickets yet to be drawn." Level-headed Roger Hall, treasurer, held one, and both Roger and one other of the fortunate holders of the fateful three tickets agreed to sell their chances for twenty-five dollars each. The remaining ticket proved to be one of the *clubs*, and the executive committee promptly accepted the offer. Then they turned around and sold the wheel for $130 cash, leaving a total profit for the Lincoln's bank account of $280.

We have been notified by Chairman Cooley, of the Racing Board, that Phil Hammel's application for reinstatement has been considered by the gentlemen who constitute the Board.

In view of the fact that such rank professionals as L. D. Munger, Ehlert, Smith of Detroit, etc., should be granted the boon that is so eagerly sought for by Phil, I understand the Owls intend to stand by Hammel, and that they will request Dr. Cooley to furnish them with his and the Board's ideas on the reinstatement of professional wheelmen, and why Munger, etc., should be granted the privileges of the immaculate amateur, and why little Phil is denied the same.

"CRIMPY."

WASHINGTON NOTES.

WHEELING has begun again in good earnest since the snow, which a few days ago lay thick upon the pavements, has been removed. Hops have been given frequently, and have been well patronized. I understand that the Capital Club gave a very interesting entertainment last week. This club deserves unbounded praise for the manner in which they have conducted their affairs during the last three years. They have increased their membership largely, and built one of the finest, if not the finest bicycle club-houses in this country. They are envied by all visiting wheelmen.

THE Washington Cycle Club is also in a very prosperous condition, and has recently inaugurated or annexed an honorary list to its membership. By so doing the members have placed the names of many a prominent business man upon the rolls. The Washington Club gave a very successful "at home" last Friday night, which was much enjoyed by all participating. This club will appear in the spring in bright new uniforms.

L. A. W. MATTERS are being looked into, and all are jubilant over the fact that the 1888 meet is to be held in "good old Baltimore." No L. A. W. man ever went to Baltimore and came away without having had a bang-up time.

I UNDERSTAND that Mr. George S. Atwater, late of the Ohio Division, and at present an L. A. W. representative from the District of Columbia, is to be a candidate for the chief consulship of the District of Columbia Division at the next election, and am much pleased to hear it. George is a "pusher," and has gotten to be very popular with the wheelmen here since he joined us. By his coming here, Washington gained and Ohio lost one of the best of L. A. W. members.

THE Smith National Cycle Company gave us a rare treat last Friday night by inviting the wheelmen to its well-equipped and commodious factory, where they exhibited their new tandem bicycle and ladies' bicycle. It certainly demonstrated a new departure in bicycling for ladies. Ladies who had never even been on a tricycle seemed perfectly at home on the front seat of this two-wheeled machine, while the gentleman in the rear guided it around the hall, or rather entire second story, which the company have fitted up as a riding-school. The ladies' bicycle brought forth rounds of applause. It was ridden by a lady who learned to ride it in forty-five minutes. I will not go into a description of the two machines, as it would occupy too much of the BULLETIN'S valuable space. Suffice to say, the ladies are wild over it, and the company's instructor has quite a large number of pupils. I understand that these machines will be exhibited on the Avenue in a day or two.

12,804.

THE LADIES' BICYCLE.

THE Smith National Cycle Manufacturing Company opened their factory, on Water Street, between Ninth and Tenth Streets, Southwest, last night, for the first display of a new bicycle and tandem bicycle. It is designed for use by either sex, but is specially adapted to the use of ladies. It is the only bicycle now made upon which a lady can ride. From the following an idea of the machine may be gathered:—

The ladies' bicycle consists of a 30-inch rear driving wheel, and a 24-inch front steering wheel connected by a U-shaped frame, with ample space between the seat and handle bar to allow freedom to the skirts for graceful mounting and dismounting. The seat is stationed directly over the front of the rear wheel, with the pedals immediately beneath, so that when seated the lady *stands* in a verticle position over the pedals, and appears in motion to be walking instead of upheld by the seat. The frame to which the pedals are attached is low to the ground, enables the machine to be worked with perfect ease and without awkwardness or disarrangement of skirts. The machine, by an endless chain, is geared to a 54-inch wheel, thus permitting the rider to sit low to the ground and yet have all the speed of a 54-inch wheel, travelling fourteen feet at each revolution of the crank, or seven feet at each step, thus attaining a high rate of speed with the same exertion expended in a slow walk.

The Tandem Bicycle is composed of one 32-inch driving and one 24-inch front steering wheel, with a connecting frame dropping low to the ground, and running forward entirely beneath the feet of the front rider, thus having no gearing or frame of any kind in front of the forward rider, the handle bars extending from the rear around to the side of the forward rider. Both riders sit directly over the rear wheel, and drive it by two sets of pedals and endless chains. The steering and balancing are entirely under the control of the rear rider, making it unnecessary that the front one shall know anything about cycling. Timid ladies who have never been on any kind of cycle can ride on the front seat of this one without holding on to the handle bars.

The company has built only three of these machines as yet, which were ridden in turn by Miss Elda Tegeler, Miss Geneva Wise, Miss Frances M. Smith, Miss Bordley, of Baltimore, Miss King, daughter of J. H. King, cashier of the Western Union Telegraph Company, Miss Xander, and Mrs. Moulton. Many of the gentlemen riders, of whom there were large numbers present, tried the new machine, and all were enthusiastic in their praises of it. Among the company present were many of Washington's solid business men, in many cases accompanied by ladies. — *The Capital.*

NEW YORK.

THE Owl has seemed to "flewed" from the BULLETIN; Bon we must also wish *bon voyage*, and even your Jersey correspondent has gone, don't Jer C.? And New York is without a reporter. Well, what's the matter with me?

THE Harlem Wheelmen gave a reception last Friday night at West End Hall. I noticed a number of the Manhattans enjoying the hospitalities of the Harlem boys, and jotted down one more mark for the fraternity of the wheel.

AND this reminds me that the Manhattans have just held an entertainment and reception that was a grand success. George Nash, the fancy rider, gave an exhibition that was one of the best that New York has seen. Members of the New York Club, the Harlem Wheelmen, Riverside Wheelmen, and Hudson County Wheelmen were present. The march was led by D. H. Thistle and Miss Daisy Connors. Each lady present received a bottle of perfumery and a knot of club colors, old gold and purple. About a thousand persons attended this grand affair. Dancing was kept up till 4.45. The programme was quite a pamphlet. It contained, besides a history of the L. A. W., a story by Thomas Stevens, and a special article by "Daisie," of the BULLETIN. The baby club, for that is what we call the Manhattans, are entitled to no little credit for the success of their very ambitious undertaking.

THE Hudson County Wheelmen of Jersey City hold a carnival at the Pavonia Rink Friday, March 2. It will be a fine affair. Polo will be played, races, trick riding, etc.

The Riverside Wheelmen have at present only sixteen members, having just lost a few men. Would it not be well for them to join the Manhattans and make the membership of the latter seventy?

WE hope to see the Owl back on his perch once more, and all will be glad when he is home Egan.

THE EYE.

PACIFIC COAST AMATEUR ASSOCIATION.

A MEETING of the Bay City Wheelmen took place Feb. 1 at the Wheelmen's Club rooms on Van Ness Avenue. The meeting was well attended, about thirty-five being present.

The object of the meeting was to take steps toward forming a Pacific Coast League of Amateur Wheelmen. Fred Russ Cook was elected permanent president, and H. C. Cummins permanent secretary.

A lengthy discussion as to the basis on which the new society should be formed took place. It was ultimately decided to elect an executive committee to take the matter in hand. A committee of five was elected for this purpose: S. F. Booth, Jr., Dr. Thomas L. Hill, E. Mohrig, W. B. Weir, and H. W. Melendy consented to the nominations. In addition to their duties in drawing up the rules for the organization of the new society and pushing forward its interests, the choice of a name for the organization was also left to them.

The organization opens with a roll of over one hunded names for membership. The secretary stated that fifty encouraging replies had been received from those in the country who had received invitations to join the proposed organization. The prospects of the society, he also stated, were extremely satisfactory, and a large number would, doubtless, join when the organization was in definite working order.

R. W. Welch, Chief Consul of the National Wheelmen's League, was present, and offered a suggestion that the amateurs of Oregon should be brought in, if possible, and proposed dividing the Pacific Coast into three equal divisions, with headquarters in each — half the dues to be set aside for their separate use, and the other half to be given to the association.

E. Mohrig proposed that the first thing the association should do, when fixed on a satisfactory and permanent basis, is to combat the ridiculous law now obtaining in Oregon. Cyclists there are obliged to dismount a few yards before meeting any road traffic.

A resolution was passed to abide by the rules of the American League until such time as the executive committee should draw up their rules and regulations.

The meeting adjourned until called by the executive committee.

San Francisco, Cal., Feb. 2.

BUFFALO.

The third assembly of the Ramblers' Bicycle Club in the Orpheus parlors, Music Hall, was a very successful and brilliant affair in every particular. The parlors were tastefully decorated with plants and ferns, and these, with the bright dresses of the ladies, presented a most charming scene. The club has reason to feel proud of the large attendance, and of the enjoyable time spent by all present. Twenty-one numbers were danced to the tuneful music of Tischendorf's orchestra. Special credit is due the Arrangement Committee, Kellner, Hauenstein, and Reiman, for the admirable manner in which their work was performed, for it left comparatively little to be desired. Supper was served in the banquet hall by caterer Schenkleberger.

Among those present, I noticed the genial face of "our" Mr. Ducker and his two fair daughters, and also several of the Buffalo Club members. I guess Henry does n't indulge in the frivolous fashion of tripping the light fantastic toe. His sphere lies more in cycling.

The Buffalo Club has taken hold of the whist tournament in dead earnest. Several members have already signified their intention to take part, and are forming teams to capture the prize or die — (dye) their hair. The Ramblers, not to be outdone, have decided, at their last monthly meeting, to hold a pool tournament the latter part of this month or in March. Thus will our wheelmen spend the winter evenings, and patiently await the coming of the gentle spring and riding season.

Our worthy secretary-editor appreciates a pretty, nay, handsome woman when he sees one. Buffalo is noted for them, and every man who visits us goes away with that impression.

"Mercury."

Buffalo, Feb. 9, 1888.

TROY, N. Y., BI. CLUB TOURNAMENT.

The commodius quarters of the Troy Bicycle Club were completely filled Monday evening, Feb. 6, with an audience largely made up of ladies called together to witness the events in the fourth annual tournament of the club. Fred A. Converse, the leader of the club orchestra, presented an acceptable musical programme. Exercises on the parallel and horizontal bars were given by Prof. Zahn and Messrs. Stone, Shutt, Rogers, and Zahn, Jr. Kennedy and Rogers did a very clever contortion acrobatic act. William C. Simmons and Charles E. Connor had four three-minute rounds with the gloves. Both were possessed of considerable science, and the referee was compelled to declare the match a draw, to be decided at a future time. Prof. John Leroe was seen in highly interesting balancing acts on the high wire and trapeze. Captain William M. Thiessen and fourteen members — Messrs. Norris, McKee, Connor, Nolan, Snyder, Homer, Bovee, Hudson, Knowlson, Benson, Cole, Taylor, Ellenwood, and Edmans — presented a fine exhibition drill. Many intricate figures were given and every command had a prompt response. George Starkweather engaged in a fencing bout with Captain Thiessen, both fencing in elegant style, and the latter winning three bouts. Edmans and Hudson, young members of the club, were on the bill for a double fancy bicycle act, which they did very gracefully. They were given unlimited applause at the close. Edward Ellenwood, "the" fancy rider of the club, displayed the difficult balancing features of which an experienced rider is capable with a "bike," and his run on a single wheel with no saddle won for him the audience's warmest approbation.

The particularly interesting event of the programme was the tug-of-war contest between representatives of the Albany Wheelmen and the Troy Bicycle Club. Eight men were allowed on each side. Although the Albany team weighed at least one hundred pounds more than its opponent, the latter, by a thorough course of training by Prof. Zahn, succeeded in winning the first two falls, and was declared the victor. The home club desires to express its gratification at the kindness of the Albany wheelmen in doing so much toward making the tournament so complete a success by their presence. Troy would have felt just as well pleased had Albany won. The home club has been engaged in a number of contests of this sort, and its defeat has yet to be recorded.

The meeting was a success throughout. The committee in charge of the tournament, to whom the entire success of the affair belongs, were: Fred H. Norris, William M. Thiessen, Frank W. Perkins, Albert R. Hogben, Prof. George A. Zahn, John R. Mulliken, and George B. Fales. 12,664.

ARIEL AWHEEL.

The region of "Ariel's" wheelings during the coming summer will be principally around the Philadelphia riding district, with an occasional return to the old familiar hills around the city of Reading. Like many another wheeling scribe, I've changed my quarters, and now behold me domiciled in the City of Brotherly Love. I trust "Phacto" will not consider me as trenching on his ground if I occasionally fill in some of the side-lights in Philadelphia scenes, — the *chiaro-oscuro* which his deft pencil does not touch.

The Pennsylvania representatives held a meeting at the office of Mr. Frank Read last night. It is not to be supposed that at a meeting of the board of officers of the Pennsylvania Division, held at this time, that the one subject above all others which occupies the attention of our L. A. W. members would be kept quiet. Nor was it. I refer, of course, to Mr. Wells's case. Rejected by the board of officers, his appointment as a representative goes in again, and if again thrown out we will elect him at the next election.

Men of the League, a more momentous question than this has never been brought before you! For John A. Wells the *man*, we care nothing; for John A. Wells the *principle*, everything!

Take away from us the right to our proper representation, and to *choose* that representation for ourselves, and you touch the very foundation of our liberties as Anglo-Saxons, and of our rights as American freemen.

Already the question is asked: What can the national body do for us that we cannot do for ourselves — and more? Have we not within our State organization all the means necessary for mutual enjoyment and self-protection? This is of course an essentially selfish view of the matter, and Pennsylvania's loyalty to the League of American Wheelmen hangs by no such thread of self-interest as that. There is no rash talk of secession from the League, as has been wildly stated more than once.

Gentlemen, Pennsylvania simply asks — and she asks it in no uncertain voice — if John A. Wells has done anything which unfits him to represent her, *give us the facts*. But no man can be condemned until proven guilty. Probably not one in a hundred of us knows Mr. Wells personally; nay, some who signed the petition for his reappointment are *personally* opposed to him; but on this grand question of principle, we are one! No one who has the good of the League at heart can afford to ignore this issue. Ariel.

Philadelphia, Feb. 10, 1888.

NORTH CAROLINA.

The roads outside of the larger towns in most parts of the old North State are of but little account to wheelmen. Where sand is the prevailing "soil" of course there is no pleasure in riding, or attempting it, rather. Where clay prevails, after a rain, when the roads are dry and not cut up, or when they are worn smooth, the riding is fair; but there are so many parts of the State which are sandy that there are not many scores of miles in the State that are good roads; at least that 's my experience. If any other League member or reader of the Bulletin in North Carolina has a different experience I would be glad to hear from him.

Cyclists are a scarce article throughout the State, as far as I can learn, and are sure to remain so, if the roads do not change for the better. In the thicker settled parts of the State as throughout the South, the wheelmen alone can improve the roads if they try to: they can build a side path, as I described about a year ago in the Bulletin, and as the Binghamton, N. Y., boys built their cinder path.

If they undertake to improve the roads systematically, many of the people are with them.

Chas. E. Gates,
Jonesboro', N. C.

IOWA ROAD BUILDING.

Is there a seeming lag in the interest in L. A. W. matters? Of late I have taken but little. It looks to me that there are other missions than fighting the "road-hog" for our organization to do, one of which is to perfect our roads and the proper expenditure of the money tributary to this part of the public work. I am only going to speak of *our* county now; and the trouble may be all local. What plan other counties may have in the various States over which the L. A. W. has jurisdiction I know nothing of. Our township clerks make a money draw of the county treasurer twice each year, spring and fall, for the maintenance of the public highways. This is expended by him for material for culverts, etc., and to pay the various road supervisors of the various districts of the township $2.00 per day to attend to the work, warn out residents to come and pay their road tax in work, etc., his bill being allowed spring and fall by the Board of Township Trustees spring or fall. Many times for a day's work he puts in not more than a good half-day's time — going to work at 9 A. M. and quitting at 4 or 5, as he must be at home to do his chores or usual farm work morning and evening. All residents must pay a road tax of $2.50 to $3.00; *but how?* usually two days of such kind of time as above is all that is required in many cases. This is one way that we have poor roads — thrown up in a slipshod kind of way in a few hours. New officers are coming in every year, too, men who know comparatively nothing of making roads. The man seeks the office, instead of the reverse, simply for the easy work, short time, and fair pay. The result is a useless expenditure of public funds, and poor roads beside.

Our bridge work is managed entirely different, being under the control of the county supervisors, who control a foreman and gang of workmen on the structures, who put in full time, and do good work as a consequence. Now right here is a chance for the L. A. W. to do some good work, it seems to me. To secure legislation on this point, all road tax to be paid in money, and to put the road building into the hands of the county supervisors, same as the bridge work is, and they in turn into the hands of a foreman, who, with the many improved machines of the present day, can build work properly. With such a plan men would be chosen by the people for the work who were capable, and good work for the money secured. I fear that our organization may die a natural death, unless we have more definite plans of operation than we now have, and make ourselves more of a power, that our influence may be felt. 1,459.

WYOMING.

We are going to post our roads out here so that wheelmen can tell which road is the best and where it leads to; then if any of you folks from the States come this way you will see that we are alive. It will be quite handy for wheelmen, in fact for any one, to have the road posted, as out in this country one can ride for forty miles and not see house or man, and to get on the wrong road and have to ride back would be some work.

We have the same right to a road or the streets as a team, and have never had any trouble at all. We are respected and treated like gentlemen. We know our rights, and will have them if we have to fight the town to get them. We are not like the Mobile boys, and would not let Nigs knock us off our wheels with clubs. If one should try it on a Cheyenne rider he would be playing a harp in less time than it takes to tell it; and he would not have to get off his wheel to do it either. I do not believe the story from Mobile. Think the fellow that wrote it had the nightmare. [It was a canard. — Ed.]

Several of our boys were out in the mountains fishing last summer and went on their wheels. As one of them, Mr. Geo. Morgan by name, was ahead of the rest about three miles, he came to a ranch and turned in to see if he could not get a drink while waiting for the rest. As he reached the house he spoke to the man and woman that were standing in the door and asked them for a drink. As he did this the woman remarked to the man at her side in a relieved tone of voice, "My God! I thought it was the Holy Ghost coming; and it is only a man." It is a fact, there are people that came out to this country years ago and settled on a ranch near some stream, and nine cases out of ten the woman has never had a chance to see any one at all. Take a cowboy, that can ride on his horse in most any position while the horse is going at full speed, ask him to get on a bicycle, and he will shake his head, and say that he will only get on one of them things when he has but a few more moments to live. A man that can ride a bicycle is away up in a cowboy's estimation. I cannot begin to tell you the many queer things that happen out here, but wish to extend an invitation to wheelmen to take a trip out this way next summer and go up in the mountains trout fishing. We will show you as much fun in a minute as you ever saw in a month, I think. Bring your wheels.

N. L. Mahen,
Capt.

Cheyenne, Wyoming, Jan. 31, 1888.

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

A KING OF PAIN.

Editor Bulletin: — Let those wheelmen who have been *pained* by the late blizzards keeping them from riding, or, if they did ride, remember that one touch of nature may make the whole world akin (with the cold). This grammatical and correct quotation may be an assistance to the Owl to mount his *puny* steed on his return, — a *stir-up*, so to say.

L. A. W. 190.

NEW YORK HOTELS.

Editor Bulletin: — In reply to Chas. T. Raymond's Captain Lockport Wheelmen statement in Bulletin of Feb. 3, in regard to the L. A. W. hotels being "invariably the highest priced hotels in the place," he uses Buffalo as an illustration, and states that the Genesee is the League hotel, at four dollars per day. The Genesee is *one* League hotel here, but the L. A. W. rate is three dollars per day. In addition to the Genesee, the Stafford House is also a League hotel, at one dollar and seventy-five cents to two dollars per day, and is so published in the New York Road Book, and all official hotel lists. Touring wheelmen, therefore, need not fear to visit Buffalo on the score of high-priced hotels. They pays their money and takes their choice.

Chas. W. Adams,
L. A. W. Consul.

Buffalo, N. Y., Feb. 6, 1888.

THE HUMBER TANDEM AGAIN.

Editor Bulletin: — I was glad to see in last week's Bulletin a pleasant word for the Humber type of tandem, for the machine has so many good points, and so few bad ones, that it ought to be more generally ridden.

Full of prejudice, I first mounted this kind of tricycle, determined to pick all the flaws in it possible, but after a year's experience for my own use, I would not exchange it for any other form of tandem made. Its hill-climbing qualities alone strongly commend it, and though my wife is far from strong, and no one would ever accuse me of being a powerful rider, yet we are able to take some of the steepest hills on Cape Ann without undue effort, and on several occasions have done so when strong riders, mounted upon front-steering or frame machines, — with whom we were riding, — were obliged to walk. We have never had an upset, nor is there any occasion for a spill, for it is only on the steeper hills that caution is necessary, and moderate hills are always coasted. It is true Madam dismounts, and walks the *dangerous* descents, and she long ago decided that it was far preferable to walk *down* one or two hills in a day's run and *ride up* most of the others than to *walk up* nearly every hill encountered, as we have seen some of our road companions do the past summer.

The delightful bowling motion of the Humber is never experienced on other types of tandem. I allude to its tendency to rock or roll slightly on its axle, when striking small obstructions or uneven places in the road, thereby overcoming the jarring or jolting which is sometimes felt on such machines as are mentioned in the article by "Ixion." It can be ridden "hands off," and steered by the feet, and on a fair road may be run in this manner for considerable distance. It is simple in construction, never chaws up the rear rider's calves when he slips a pedal, and can be readily ridden by one person, as I have several times the past summer ridden mine alone over the mile and a half or more of wretched roads and hills between Eastern Point and Gloucester, when my Light Roadster bicycle was at hand for use if desired.

Though I have tried several makes, I prefer the Singer Traveller, because of its easy adjustable seats (as to height), its comfortable distance between riders, and its graceful lines, in addition to its general good going qualities. Probably twenty novices made runs with me the past summer (the majority of them being ladies) when distances of five to thirty miles were covered with little fatigue to novice or rear rider, save upon one occasion; then the front seat was occupied by a college athlete, whose *powerful* and kindly yet misdirected efforts nearly "broke up" both riders.

Where speed is wanted the Humber responds readily, though as to its advantages in very long tours I cannot speak, for my longest single day's run was 60 miles, made last fall over the Essex hills with Mr. Loomis, a brother member of the Capital Club, part of the distance being accomplished in sand several inches deep or upon by-paths that I should have avoided with a bicycle.

To sum up, for quiet riders or for married couples, who wish a comfortable, readily controlled and easy running wheel, and who are willing to exert a fair amount of caution until the ins and outs of the machine are fully learned, the Humber is the thing to buy. But, as the former correspondent remarks, it is *not* the wheel for two ladies.

Charles Richards Dodge.

ALL ABOUT CLOTHES.

Editor Bulletin: — In the course of all my rambles last summer I did n't meet a single L. A. W. man who liked his *tunica vaginalis regularis*, and if he had any style about him he would n't wear it where he would "be seen."

In the first place, the color is the most uncomfortable imaginable, and does not even possess the virtue of not readily showing dirt. A moderately dark gray Scotch tweed, light weight, is excellent in this respect; and it should be made *loose*, and full at the knees, fastening snugly with a band and button, or better, a buckle, at the garter, close below the knee. A man does n't look quite so much like a tight-rope walker in this rig, and for comfort it can't be beaten. The present form is too tight at the knee, hindering motion. I stuck loyally to the League uniform summer before last, but last summer gave it up in disgust, and sought and found solid comfort in the costume I have described.

Here is a pointer on shirts: Have them made to reach four inches below the belt, and put an elastic band around the bottom. This will allow the shirt to fold over at the bottom and admit of the use of suspenders, that distinguishing mark between civilism and barbarism. I am indebted to the genius of a feminine member for this idea. As to caps, next to a *tam*, I think the old straight visor much neater, and fully as comfortable as the new one.

I would like to see this uniform question more satisfactorily agitated than it has yet been, and then settled *for good*.

10,276.

Stevens's London and New York publishers are now engaged in the preparation of Vol. II. "Around the World on a Bicycle." The last paper of the *Outing* series will appear in the April number of the magazine, and the book will be issued some time during the same month. Owing to the very long run the series have had in *Outing*, the narrative has been very largely curtailed of late. In the book there will be about one third entirely new matter, which will not have appeared in *Outing*. This, Stevens assures us, will embrace a goodly share of the most thrilling incidents of his experiences in Afghanistan, India, China, and Japan, and will contain the whole story of that 6,000 miles which he had to traverse to get around to India, after his arrest by the Afghans. Vol. II. will be a duplicate of Vol. I., as far as size and general appearance are concerned, but will be far the more interesting half of the story. Since the commencement of this remarkable adventure of wheel and pen, Stevens has developed from a novice with both into a seasoned traveller and writer. Vol. I. has turned out a success. The wheeling fraternity did not support the book at first with the enthusiasm that both author and publishers confidently expected, but from the beginning there has been a steadily increasing demand for it. The publishers, two of the oldest and largest book-publishing houses in the world (Chas. Scribner's Sons', New York, and

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TOURMASTER. — W. S. Bomberger, Hagerstown, Md.

BUREAU OF INFORMATION. — A. B. Barkman, Chairman, No. 608 4th Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

FOREIGN MARSHAL, Joseph Pennell, care of S. S. Morgan & Co., 22 Old Broad Street, London, England, can be applied to for information regarding roads and routes abroad by intending tourists. Always enclose stamp.

TOURING DEPARTMENT.

W. S. Bomberger, tourmaster, Hagerstown, Md.; A. B. Barkman, Bout-master, 608 Fourth Ave., Brooklyn, N. Y.; Geo. R. Bidwell, Chief Marshal, New York; Joseph Pennell, Marshal Foreign Division, London, England; H. D. Corey, General Agent, Boston, Mass.; Fred. Jenkins, Chief Quartermaster, New Rochelle, N. Y.; Edwin Oliver, Secretary, Chicago, Ill.

The following works are officially recommended by the L. A. W. Bureau of Information:

L. A. W. ROAD-BOOK OF BOSTON AND VICINITY, paper cover, advertisements. Price, 15 cents. Address C. A. Underwood, 386 Tremont Street.

L. A. W. ROAD AND HAND-BOOK OF CALIFORNIA (Official): —Officers, Consuls, hotels, and rates of California Division, California bicycle clubs and officers. Over 2,000 miles reported roads, 100 pages, tabulated form. Bound in flexible leather, $1.00. Address J. W. Gibson, No. 1227 Filbert St., Philadelphia, Penn., or M. R. Gibson, 612 Hyde St., San Francisco, Cal.

L. A. W. ROAD-BOOK OF CONNECTICUT (Official): — In progress. Address Charles G. Huntington, Hartford, Conn.

L. A. W. ROAD-BOOK OF LONG ISLAND, with the best riding within fifty miles of New York City — very thorough. Three fine maps on one sheet folded in the book, bound in flexible cloth. Price, $1.00. Address A. B. Barkman, 608 Fourth Ave., Brooklyn, N. Y.

L. A. W. HAND-BOOK OF MASSACHUSETTS (Official, 1884): — Hotels, repair shops, the principal through routes, condition of roads by districts, bound in stiff cloth. Address S. Lawton, Springfield, Mass. New Road Book in preparation will probably be issued early in 1888.

L. A. W. ROAD-BOOK OF MICHIGAN (Official); with best roads of Ontario and through route from Chicago to N. Y. City Sectional and general maps; lists of Consuls, hotels, repair shops, and points of interest. Flexible leather cover. Free to Division members joining before July 1; after that date, 25 cents extra. Price to L. A. W. members of other States, $1.00. Address J. H. Johnson, 397 Second Ave., Detroit, Mich. Remit to J. E. Beal, Sec.-Treas., Ann Arbor, Mich.

L. A. W. HAND AND ROAD BOOK OF NEW YORK (Official). — Two hundred pages, numerous maps, lists of Consuls, hotels, and repair shops, general information about the L. A. W. and N. Y. Division, etc., with complete indexes. Tabulated reports of 14,000 miles of roadway, extending east to Mt. Desert, Maine; west to Cleveland, Ohio; north to Quebec, P. Q., and south to the Natural Bridge, Virginia, and Washington, D. C. General description of local riding districts, and much other information of value to cyclers, bound in flexible leather. Free to Division members joining in the first quarter; 17 cents to those joining in the second quarter, ending June 30, 1887; after that date, 50 cents. Price to League members of other States, $1.50 per copy. Address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

L. A. W. ROAD AND HAND-BOOK OF PA., N. J., AND MD. (Official): — Two hundred pages, 12,000 miles separately reported in tabular form, general description of riding districts, eight diagram maps, complete Consul, hotel, and repair shop lists, bound in flexible leather. This work is now out of print. A revised edition will probably appear in 1888.

RECORD BOOK OF SHELL ROADS IN VICINITY OF NORFOLK — A description of the shell roads around the city of Norfolk. Contains in addition several pages for records of rides. Bound in paper: 10 cents. By V. Paul Ellis, Norfolk, Va.

L. A. W. HAND-BOOK OF OHIO (Official): —Complete lists of officers, Consuls, hotels, etc. Full description of riding districts and large folding road map of the State. Price, bound in flexible leather, $1.00; cloth, 50c. Address Frank C. Meyer, Secretary-Treasurer, Room 26 Saxton Block, Canton, Ohio.

ROAD-MAP OF CENTRAL INDIANA (L. A. W. Official), covering 90 miles N. and S., and 153 miles E. and W., and showing the famous Crawfordsville record-breaking district. Contains list of Consuls and hotels, and shows towns, railroads, etc. Free to Division members joining in first quarter, 13 cents in second quarter, 25 cents in third quarter, and 38 cents in fourth quarter. Price, to other League members, 75 cents. Scale of nine miles to one inch. Address Josh. Zimmerman, Secretary-Treasurer, 37 So. Alabama Street, Indianapolis, Ind.

ROAD-MAP OF NEW JERSEY (L. A. W. Official): — Three parts, Northern, Central, and Southern, folded in stiff covers. Price, 50 cents each, or $1.50 for the set. Address Dr. J. H. Cooley, Plainfield, N. J.

TEN THOUSAND MILES ON A BICYCLE; A Gazetteer of American Roads. — Cloth bound, gilt top, 41 chapters, 908 pages, elaborate indexes, no advertisements. Mailed on receipt of $2.00, by Karl Kron, University Building, Washington Square, New York City, D. Analytical content-table, descriptive circulars, and specimen pages sent free.

ROAD-MAP OF OHIO (L. A. W.). See *Ohio Hand-Book*.

ROAD MAP OF BOSTON AND VICINITY (Warren's).

MARTINET'S ROAD-MAP OF MARYLAND: — Splendid work. Price, $10.00. J. L. Smith, as below.

COLTON'S ROAD-MAP OF PENNSYLVANIA: — Three parts, Eastern, Central, Western. Price, $2.00 per section. J. L. Smith, Map Publisher, Sixth Street, above Chestnut, Phila., Pa.

ROAD-MAP (WHEELING CHART) OF SPRINGFIELD AND VICINITY. Address Henry E. Ducker, Springfield Mass.

IN AND AROUND CAPE ANN, bound in cloth; finely illustrated. The wheelmen's hand-book of Gloucester, Mass., and vicinity. Price, 75 cents. Address John S. Webber, Jr., Gloucester, Mass.

THE WHEELMAN'S HAND-BOOK OF ESSEX COUNTY, MASS.— Sketches of cities towns, objects of interest, hotels, clubs, officials, roads, etc. Also a sketch of the League of Essex County Wheelmen and a chapter on wheel literature. Address George Chinn. Beverly, Mass., price 20 cents.

Persons connected with the above publications who wish changes or corrections made in the above list will please address A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$2.00,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club** name **in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public, or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, ruler, and ice skating.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find **$2.00** *for initiation fee and dues in the League of American Wheelmen to Dec. 31, 1888. I hereby cerlify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed, ...

Club, ... *P. O. Address,* .....

City and State, ...

REFERENCES: .....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

Sampson Low's, London), think that the reading public are just beginning to wake up to the fact that Stevens has written a really remarkable book of *bona fide* adventure which will never be duplicated, and they are so well satisfied with the outlook that they voluntarily offered Stevens the same liberal terms for Vol. II. as Vol. I.

CYCLETS.

RENEW
THIS week
OR you may lose
THE chance to get in
AT the old price of one dollar.

LATER you will have to rejoin the League and pay extra money.

GIVE a dollar to the cause and you will never regret it.

DEALERS are now doing a brisk business in catalogues.

THE cable reports that Rowe and Howell have been matched for a race.

THE *Wheel* announces a boom that it will erect in the spring.

GIDEON HAYNES, JR., will go upon the road for W. B. Everett & Co.

THE St. Nicholas Manufacturing Company, of Chicago, sends us its catalogue for 1888.

THE King's County (N. Y.) Wheelmen open their new club-house on the evening of Feb. 21.

GERMANY has a comic paper entirely devoted to cycling. How that editor must have to work

THE Greenfield (Mass.) Wheel Club will hold its annual concert and ball on Friday evening, Feb. 17.

THE BULLETIN first saw the light in Buffalo, and the first steps towards its discontinuance were taken in that city.

SIXTEEN lady members at one fell swoop. This is what the R. I. Wheelmen of Providence captured at the last meeting.

THE *American Wheelman* combines its January and February issues in one, and promises to get out future numbers on time.

WASHINGTON is going wild over a lady's bicycle, and it is stated that one can learn to ride this wheel in a very short time.

WM. READ & SONS promise a new tricycle and a new safety for 1888, and they claim they will soon be able to show as good a machine as any now on the market.

THOSE who have been waiting for things to be settled may now renew with confidence. They are guaranteed a weekly paper worth more than the sum they will pay.

W. S. MALTBY is at his home in Shelton, Ct. He has been gone two years, and visited San Francisco, Honolulu, Australia, Java, India, Egypt, and Great Britain.

OUR collection of photos has been enriched this week by the addition of a picture of E. I. Halsted and W. H. DeGraaf, of the Harlem Wheelmen, on a tandem.

MR. W. H. STONE, a member of the Binghamton Bicycle Club, and formerly a racing man of some reputation, was married, Feb. 8, to Miss Eleanor Welles, of Wyalusing, Pa.

CALIFORNIA has a representative now resident in the East, and she will be personally represented at the next board meeting by Dr. J. W. Gibson, who is now studying in Philadelphia.

THE safety tandem bicycle is attracting attention in England. Several firms have made machines of this kind, and they are being ridden by the wheelmen who are known as wheel testers.

THE Roseville track has been sold out and bought in by the owner of the land. Its future is unknown. The track cannot be well carried off, and it is just possible that cycle races may be held on it in future.

THE Massachusetts Club will hold a Ladies' Night at the club-house on Friday evening, Feb. 17, at eight o'clock. The entertainment will consist of a musicale in the parlor, dancing in the gymnasium, and a supper.

MANY League members want the earth. All right! We are going to give them the *World*. Please excuse us if we run in a little thing of this kind once in a while. We haven't much longer time to do that sort of thing.

DEALERS in wheels are often at a loss to know how to make their time profitable in the winter. Up at W. B. Everett & Co.'s they have taken to raising dogs, and two sets of puppies of the bull variety now await purchasers at that establishment.

THE Massachusetts delegation is going to the New York meeting in style. They have engaged the very gorgeous bridal state-room on the Fall River boat, and the whole delegation will assemble there for entertainment during the evening.

ONE of the daintiest invitations we have ever seen comes to us from the Pennsylvania Bicycle Club and bids us come to a reception at the new club-house on Wednesday evening, Feb. 22. The front contains a pretty little view of the club-house, and the cards are tied with ribbon of club colors.

W. B. EVERETT & CO. have upon view the new S. S. tricycle for 1888. It has driving wheels of thirty inches, and a pilot wheel of twenty-eight inches. One new feature is the movable stay rod, which can be adjusted so that it is a gentleman's machine, or so that the wheel can be ridden by a lady.

A MISTAKE made in Eliot's Indian Bible has drawn attention to, and given us the correct Indian word for bald head. It is "pompasuhkonkanontup," and was used incorrectly in the Bible in telling of the children who cried out "go up, thou bald head!" We suggest the name for the ball-head bicycle. It is long enough to suit the most fastidious taste.

THE California road-book is issued. It contains lists of officers, consuls, hotels, and rates of California Division, California bicycle clubs, and officers. Over 2,000 miles reported roads; one hundred pages, tabulated form. Bound in flexible leather, $1.00. Address J. W. Gibson, No. 1227 Filbert Street, Philadelphia, Penn., or M. R. Gibson, 612 Hyde Street, San Francisco, Cal.

A SERIES of seven races, five of them for amateurs, was announced to take place at the Elite Rink, Philadelphia, on the evening of Feb. 16. Among the contestants in the two races for professionals were to be Frank Dingley and Wilbur F. Knapp, who are in training there for the 72-hour race (twelve hours a day), to take place at said rink week of Feb. 20 to 25.

THE New Jersey Cycling and Athletic Association failed in its effort to raise the amount of the arrears of rent on the Roseville track. The owner, Mr. Swift, refused to accept four fifths of the arrears and guarantee the use of the track for 1888. The association spent $12,000 in fitting up the property, and it was only a matter of $500 that kept them out of it for 1888. The track will be kept in order and used for tournaments.

THE *World* will be sent to those members only who renew before March 1. Under our rules, we receive any renewal which is postmarked Feb. 29, but we must cut off all who have not paid their dues Feb. 27, in order to make changes with the least possible friction. We shall try to supply every one who renews with a paper for March 2, but those who postpone sending in their renewals till the last moment may get abandoned.

THE second annual promenade concert and ball of the Melrose Cycle Club will be held in the Town Hall, Melrose, March 2. During the concert, Prof. W. W. Marshall will give an exhibition of fancy trick riding. The club will run a barge into the city at the close of the ball, for those desirous of attending from out of town. It is hoped that a large number will be present, as the boys are working hard to make this one of the most enjoyable events of the season. J. Howard Richardson will furnish music.

THE Rhode Island Wheelmen of Providence, R. I., at the beginning of last season bought a Columbia tandem and a Victor single for the use of club members. The investment proved a profitable one, and has done a good deal of missionary work in interesting ladies in the use of the wheel. Tandems had a great boom in Providence last year, and now there are more ladies wishing to ride than there are tandems to be ridden. The Rhode Island Wheelmen elected sixteen lady members at their meeting of Feb. 13.

AND now Harry Shurman, of Lynn, wants to get into the Corey Hill climb with Wells and Greenwood. He will enter on even terms and has hopes of winning. Mr. Shurman now holds the Corey Hill record. Mr. Shurman is willing to put up $25 if the other two men will also put up $25 each; the $75 thus subscribed to be put into a fine medal, or $50 to be thus applied, and the winning man to receive his entrance fee of $25 back. Mr. Shurman also suggests that the Boston Club take charge of the details of the contest and superintend the affair.

THE Boston Bicycle Club held its tenth annual dinner at Parker's, on Saturday evening last. Toast-master C. P. Donahoe presided at the post-prandial exercises. F. W. Weston responded to the toast, "The Boston Club"; Chief Consul Hayes spoke for the L. A. W., and J. S. Dean responded for the absent ones. A. Kennedy Child spoke for the ladies, and made a telling speech, and Ex-Captain Toombs spoke for last year's officers. President Hodges occupied the head of the table.

WE cannot guarantee a BULLETIN for March 2 to any member whose renewal is not in our hands Feb. 27. On that date the mail list will be revised, and all those who have not renewed will have their names stricken off the list. We can restore a few names in time to send the paper of that week, but we shall form our estimate for printing on the basis of renewals then on our books, and if many come in afterwards, the paper will be o. p. and copies cannot be obtained.

IN view of the fact that the League will meet in Baltimore, the following United States official table of distances may be interesting. The figures show the distance in miles of each city from Baltimore: Boston, 418; Buffalo, 402; Chicago, 802; Cincinnati, 593; Cleveland, 474; Denver, 1,827; Detroit, 653; Elmira, 256; Hagerstown, 85; Harrisburg, 85; Hartford, 301; Indianapolis, 704; Kansas City, 1,211; Milwaukee, 887; Minneapolis, 1,222; New Orleans, 1,150; New York, 188; Philadelphia, 97; Pittsburgh, 334; Providence, 377; St. Louis, 934; San Francisco, 3,156; Scranton, 220; Washington, 40.

MESSRS. GOOLD and Knowles, of Brantford, Ont., have leased a large factory and are fitting it up with the most improved machinery and

The SPRINGFIELD ROADSTER for 1888.

YOST AND McCUNE PATENT.



This is an absolutely safe wheel, which retails for **$75**, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all-round road riding and hill climbing ever offered the public for the money. Best class of cold-drawn weldless steel tubing in handle bars, backbone, and side forks. Other parts of the best steel drop forgings. In every way first class as to its workmanship and material.

The 1888 pattern ***SPRINGFIELD ROADSTER*** for **$100** has ball bearings all round, and cow-horn handle bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of **$25.**

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

RETAIL SALESROOM, 147 WASHINGTON ST., BOSTON. **BRANCH OFFICES IN ALL THE LEADING CITIES.**

JOHN P. LOVELL ARMS CO., New England Agents, No. 147 Washington Street, BOSTON, MASS.

Chicago - - - - C. F. STOKES, 293 Wabash Ave.

SPRINGFIELD BICYCLE MFG. CO. - - 9 Cornhill, Boston, Mass.

with the best workmen they can procure from England, and intend turning out bicycles second to none in England or America. They will have facilities for turning out enough bicycles for the Dominion when running on full time, so Canadian riders will not need to go outside of their own country to get first-class articles; and as all the parts are made interchangeable, any part can be replaced at a moment's notice. — *Canadian Wheelman.*

OUR experience of lady riders is that they are the most inveterate foot-path riders, and trust to their powers of persuasion to "come round" the "blue bird." We heard of one amusing instance where the guardian of the law had a stony heart that refused to be softened. Her companion had warned her that that path was "proclaimed"; but no! she proudly boasted that she would not go off for a policeman, not she. But the minion of the law suddenly blocked her way, and she had to get down and lift the machine over the curb, for her companion was so convulsed with laughter at her discomfiture that he failed to come to her assistance. — *Irish Cyclist.*

THE following is a copy of a letter from a wheelman in Birmingham, Ala., received by Mr. Porter. It refers to his article on "Macadam Roads," which appeared in the BULLETIN last August: "I once more am compelled to call upon you for a few of your circulars on road-making. Please mail me what you can spare, for our immediate needs. I shall have a few hundred struck off, for future use. This is a big field for missionary work, and there are but three or four wheelmen; but the horsemen have joined hands with us, and it is likely that good roads will be one of the blessings in the near future, though there seems to be a lack of knowledge in road-making, among even the contractors, hence the need of a general distribution of all the information we can. $200,000 have been authorized to be expended on the county roads, which, if intelligently spent, should make this section equal to the famous Orange District."

KARL KRON writes to us, under date of Feb. 18, that he has returned to his chambers in the University building, Washington Square, New York, after eight week's seclusion in the printing office at Springfield, where he has put together a monumental collection of "newspaper notices and specimen pages," as a bait for the attraction of the needed 30,000 buyers of "X. M. Miles." The pamphlet itself is larger than most of the books published in regard to cycling (comprising 116 pages of about 60,000 words), and can be secured by the outlay of a postal card, addressed as above. The first edition is 5,000 copies; and the gratuitous distribution of the same throughout the habitable globe will be begun by K. K. on Feb. 29.

IT may be interesting for our readers to know that Messrs. Stoddard, Lovering & Co. were the first importers of English wheels in this country; and the English Challenge wheels, which were once sold by the Pope Manufacturing Company, came through their hands, as have most of the English machines during the last ten years, although their name has never appeared in the transactions. They still control the agency of the Rudge in a wholesale way, as Mr. H. M. Saben will continue the distributive part of the business through his numerous agents. Mr. H. D. Corey still retains his interest in the Rudge business, and divides his time between the Rudge and Columbia headquarters.

THE CLUB.

BRUNSWICK, Ga.—The following officers have been elected by the Brunswick wheelmen: President and captain, C. F. Brown; vice-president and lieutenant, J. O. Bostwick; secretary, C. L. Elliott; treasurer, F. Mc. C. Brown. It was unanimously voted that this organization shall be a League club.

WORCESTER.— The Bay State Bicycle Club of Worcester, Mass., held its first annual meeting and supper, Feb. 6, at the Lincoln House. The officers elected for the ensuing year were: President, A. H. Bellows; vice-president, M. A. Wheeler; secretary and treasurer, E. E. Eames, 2 Rice Court; captain, W. P. Thayer; first lieutenant, L. A. Whittemore; second lieutenant, R. C. Sweetser; bugler, J. F. Murphy; color-bearer, A. C. Copeland; club committee, the president, captain, and secretary, *ex officio*, with E. E. Reed and J. W. Murphy. The club celebrates its first anniversary, Thursday, Feb. 9, with a dance and supper in Insurance and Ideal Halls.

OFFICIAL ANNOUNCEMENTS.

AMENDMENTS TO BY-LAWS.

To the President and Members of Board of Officers, L. A. W.:

GENTLEMEN: At a meeting of this Board, called to meet in New York, on the 5th and 6th of March next, your Committe on Rules and Regulations, will submit the following changes in the By-Laws for your consideration: —

ARTICLE IV.

ELECTIONS.

SECTION 1. First line: Substitute June for March.

SECT. 2. Second line: Substitute July for March.
Fourth line: Substitute June for March.
Seventh line: Substitute 15th of July for tenth day of April.
Eleventh line: Substitute first day of August for the twentieth day of April.

SECT. 3. Sixth line: Substitute June for March.
Eighth line: Substitute 15th for 10th.
Ninth line: Substitute July for April.
Fourteenth line: Substitute 1st for 20th.
Fifteenth line: Substitute August for April.

SECT. 4. First and second lines: Substitute 15th for 1st, and August for May.

The sections which we propose to amend now stand on the books as follows: —

SECTION 1. During the month of *March*, each year, the Secretary shall cause to be printed in the official organ a voting blank for Chief Consuls and Representatives, together with a statistical table, showing the number of Representatives each State is entitled to. And there shall also be published in the BULLETIN, at the same time, full and explicit directions to members regarding the votes which are to be sent to the Secretary-Editor, and full and explicit directions from the Chief Consuls of States where special regulations governing the ballot have been adopted.

SECT. 2. Each member who was admitted or whose dues were paid up to the first day of *March* shall be entitled to one vote for Chief Consul for the State wherein he resides, and one vote for each Representative that his State is entitled to on *March* 1. Except in divisions where special regulations governing the ballot have been adopted, each vote shall be signed by the member voting it and returned to the Secretary before the *tenth day of April*, and by him delivered to the Committee on Rights and Privileges. This Committee shall sort and count the votes, and make a return of the same to the President on or before the *twentieth day of April*; the person obtaining the largest number of votes in each State for Chief Consul shall be elected, and the persons receiving the largest number of votes as Representatives shall be elected.

SECT. 3. Each State Division may make such rules and regulations, not inconsistent with the Constitution of the League, regarding the method of apportioning, casting, and counting the vote for Chief Consul and Representatives as its officers may adopt, providing only that the number of Representatives so chosen shall be indicated by the membership of the Division on *March* 1. Each vote shall be signed by the member voting, and in this case returned to the Secretary of his Division before the *tenth* day of *April*. A correct copy of such special regulations and official notice of their adoption shall be filed in the office of the Secretary of the League to render this permission operative, and in such cases the vote shall be canvassed in the Division, and the result thereof certified by the Secretary of the Division to the President of the League on or before the *twentieth* day of *April* in each year.

SECT. 4. The President shall, on or before the *first* day of *May*, declare the result of the election, cause the same to be published without delay in the official organ, and also notify every member of the Board of Officers and person so elected of the result.

The object of these changes is to place the annual elections in the summer, at a time when wheelmen are most active. Also to correspond to the dates fixed upon in the reorganization that the next election may be deferred to July, when it may be held under the new constitution. This will enable the reorganization scheme to go into effect at once instead of lying over for one year from next July.

CHARLES S. BUTLER, *Chairman.*
WM. W. SHARR,
WINSLOW TRACY WILLIAMS.

IOWA HOTEL.

THE Russell House has been appointed as League hotel at Humboldt, Ia. Regular rates, $2.00; to L. A. W. members, $1.50. Any members visiting Humboldt are earnestly requested to patronize the Russell House.

I would be pleased to hear from all the local consuls of the Division with recommendations for League hotels where there are none as yet; and also a general expression from members of the Board as to their choice for the place of holding the spring meeting.

Yours fraternally,
ROBERT L. THOMPSON, *C. C.*

MUSCATINE, Ia., Feb. 5, 1888.

RESIGNATION.

OWING to business interests in this territory I feel obliged to tender my resignation of office of representative of Massachusetts Division. Hoping the Division will flourish in the future, as in the past,

I remain, yours respectfully,
E. G. WHITNEY.

KELLY, N. M., Feb. 5, 1888.

MASSACHUSETTS REPRESENTATIVE.

MR. E. C. HODGES is appointed representative for Massachusetts, in place of E. G. Whitney, resigned.

H. W. HAYES, *C. C.*

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 126 — Total 72.

BOSTON, Feb. 17, 1888.

CANADA — 1.

Unattached.
17607 Castle, Kendall B., 401 Sherbourne St., Toronto, Ont.

COLORADO DIVISION — 2.

Unattached.
17608 Gregor, I. W., Colorado Springs.
17609 Wilson, C. D., "

CONNECTICUT DIVISION — 2.

Derby Cycling Club.
17554 Birdseye, Thos. S., Birmingham.
17555 Haugh, Henry A., "

INDIANA DIVISION — 6.

Terre Haute Bi. Club.
17557 Creal, Oscar, 414 No. Centre St., Terre Haute.
17558 Duenweg, Otto, 517 So. 7th St., "
17556 Meisel, Ernest, 201 Ohio St., "
17559 Miller, Owen, 518 Wabash Ave., "
17560 Roltman, W. C., Vandalia R. R., "
17561 Smith, Edgar B., 1339 Chestnut St., "

MAINE DIVISION — 1.

Unattached.
17562 Macgowan, G. E., 107 Oxford St., Portland.

MARYLAND DIVISION — 1.

Baltimore Cycling Club.
17563 Zimmerman, B. F., Merch. National Bank, Baltimore.

MASSACHUSETTS DIVISION — 21.

Cambridge Bi. Club.
17564 Adams, Harry S., Walnut Ave., No. Cambridge.
17565 Bacon, J. Frank, 154 A. No. Avenue, " "
17566 Beadle, Jas. F., 31 Wendell St., Cambridge.
17567 Brine, J. B., Boylston St., "
17568 Daggett, J. H., 403 Highland Ave., W. Somerville.
17569 Dodge, H. D., Arlington.
17570 Hallett, J. F., 15 Roseland St., No. Cambridge.
17571 Livermore, J. P., 11 Everett St., Cambridge.
17572 Merrill, H. C., Lambert Ave., No. Cambridge.
17573 Roberts, Geo. W., 13 Shepard St., Cambridge.
17574 Sawyer, R. H., 65 Austin St., Cambridgeport.
17575 Small, J. C., 18 T Wharf, Boston.
17576 Smith, Arthur K., 5 Frost St., No. Cambridge.
17577 Webster, J. C., 107 Lake View Ave., Cambridge.
17578 Wilson, C. W., 47 Trowbridge St., "

HYDE PARK RAMBLERS.

17610 Grant, Robert E., Hyde Park.
Unattached.
17580 Kingman, James, 511 Washington St., Boston.
17611 Carsley, A. H., 30 Ash St., Lynn.
17612 Littlefield, J. H., 79 Cedar St., "
17581 Woodbury, Chas. Herbert, 112 Franklin St., "
17579 Bunker, Lewis P., 242 Washington St., Haverhill.

MICHIGAN DIVISION — 1.

Unattached.
17613 Tappan, C. Q., Caro.

MISSOURI DIVISION — 3.

Missouri Bi. Club.
17614 Calvert, Rupert L., St. Louis.
17615 Winter, L. H., Jr., "
Unattached.
17582 Hotaling, Walter N., Grant City.

NEW YORK DIVISION — 14.

Alpha Wheel Club.
17590 Worrall, Geo. H., 356 Exchange St., Rochester.
Long Island Wheelmen.
17583 Darby, Wm. E., 32 Prospect Pl., Brooklyn.
17584 Halsey, Geo. M., 624 Greene Ave., "
17585 Robus, Dean R., 723 Sixth Ave., New York.
Manhattan Bi. Club.
17586 Knoblauck, C. E., 155 W. 58th St., "
17587 Patterson, S. S., 174 Canal St., "
17588 Rinaldo, Louis, 148 E. 74th St., "
Unattached.
17589 Patrick, Jno. H., Jr., 234 E. 51st St., "
17600 Rich, Howard A., 285 Alexander Ave., "
17590 Buell, Marshall W., 1066 West Ave., Buffalo.
17591 Schmidt, Otto, 88 Goodell St., "
17592 Bock, Frank W., "Sanatorium," Dansville.
17593 Jackson, James Arthur, Box 748, "
17594 George, H. F., Box 2177, Ithaca.

OHIO DIVISION — 1.

Springfield Wheelmen.
17595 Elliott, John S., Springfield.

PENNSYLVANIA DIVISION — 15.

Alpha Wheel Club.
17596 Carter, Chas. J. J., Redington.
17597 Eggert, H. B., Bethlehem.
17598 Wolle, J. Samuel, "
Pittsburgh Wheelmen.
17616 Hemphill, W. E., 242 Fish St., Pittsburgh.
Williamsport Wheel Club.
17617 Kilbourn, W. H., Williamsport.
17618 Montelius, F. S., "
17619 Simpson, F. C., "
Unattached.
17620 Bonsall, E. W., 3412 Baring St., Philadelphia.
17621 Bowman, Ray C., Sharon.
17622 Breckley, H., "
17623 Koehler, F. W., "
17600 Hershey, B. H., Manheim.
17601 Kline, Abraham, "
17602 Plantz, M. M., "
17603 Horine, John W., Muhlenberg Coll., Allentown.

RHODE ISLAND DIVISION — 3.

Ixion Bi. Club.
17624 Matteson, Frank W., 237 Broadway, Providence.
Rhode Island Wheelmen.
17604 Eddy, Walter U., 380 Benefit St., "
Unattached.
17625 Wood, Irving S., 12 Lockwood St., "

WEST VIRGINIA DIVISION — 1.

Unattached.
17605 Fout, John Lee, 12 N. Queen St., Martinsburg.

RENEWALS.

BOSTON, Monday, Feb. 13, 1888.

LIST 11.

THE following renewals are received to date: —

Arkansas,	1.	Minnesota,	1.
California,	7.	Missouri,	42.
Colorado,	5.	New Jersey,	16.
Connecticut,	20.	New York,	38.
Dakota,	1.	N rth Carolina,	1.
District of Columbia,	4.	Ohio,	13.
Illinois,	9.	Pennsylvania,	58.
Indiana,	18.	Virginia,	6.
Iowa,	12.	West Virginia,	1.
Kansas,	1.	Wisconsin,	1.
Kentucky,	13.	Wyoming,	1.
Louisiana,	2.		
Maryland,	4.	Canada,	1.
Massachusetts,	89.	England,	1.
Michigan,	10.	Nova Scotia,	1.
Total,			377.

LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888: —

Alpha Wheel Club, Bethlehem, Pa.
Columbia Bicycle Club, North Attleboro, Mass.
Mountain Wheel Club, Philipsburg, Pa.
Hyde Park Ramblers, Hyde Park, Mass.
Williamsport Wheel Club, Williamsport, Pa.
Memphis Cycle Club, Memphis, Tenn.
Cambridge Bicycle Club, Cambridge, Mass.
Alameda Scorchers, San Francisco, Cal.
Maryland Bicycle Club, Baltimore, Md.
St. Paul Standard Bicycle Club, St. Paul, Minn.

All memberships in the League of American Wheelmen expired Jan. 1; and as all members must renew, so must all clubs. Before a club is entered on the list of 1888, the following certificate must be filed by the Secretary: "This certifies that the Blank Club will remain a League club for and during the year 1888. Blank, Blank, Sec."

IMPORTANT.

The ***Grand Union Hotel***, opposite the Grand Central Depot, New York City, is the L. A. W. and C. T. C. Headquarters. European plan. Rooms, $1.00 per day and upward. First-class Restaurant, at moderate prices. Good care taken of wheels.

FOR SALE, EXCHANGE, ETC.

ADVERTISEMENTS will be inserted in this column as follows: Fifty cents for four lines, first insertion; twenty-five cents for each subsequent insertion. Extra lines at proportionate rates. About nine words to a line.

FOR SALE. — 52-inch Premier bicycle, cow-horn bars, spade handles; has been but little used, and is in first-class condition; a big bargain for $60.00; owner has no use for it, the only reason for selling. W. W. GUILFORD, 6 Union St., Boston, Mass.

BARGAINS IN BIKES AND TRIKES. — Fine assortment of new and slightly used machines, standard makes, and only such as can be guaranteed. Wheels bought, sold, and exchanged. Being sole New York agents for New Rapid and Quadrant cycles, we will make exceedingly liberal allowances for old mounts in exchange for above machines. Send for bargain list, NEW YORK BICYCLE CO., No. 38 Park Place, New York.

FOR SALE. — 48-inch Star, 1887 Pattern, enamel and nickel finish, all latest improvements and extras, condition perfect, ridden but two miles on asphalt; cost $151. W. G. MILES, 244 Clark St., Cincinnati, O.

FOR SALE. — 56-inch Expert Columbia bicycle, full nickel, balls all round, Kirkpatrick saddle, Hill & Tolman bell, late pattern, little used, first-class condition; cost $156.50; will sell for $100 cash. Address W. M. FERGUSON, Jefferson, Iowa.

FOR SALE. — One 54-inch American Champion, 1887 pattern, standard finish, balls all around, with Lakin cyclometer, cow-horn handle bars, spade handles, Lillibridge saddle; rode less than one hundred and fifty miles; good as new; price, $100. One 52-inch American Champion, 1887 pattern, balls all around, standard finish, with Lakin cyclometer, rams-horn handle bars, wonder saddle; rode about five hundred miles, fine order; price, $80. One 52-inch American Challenge, 1887 pattern, balls to both wheels, standard finish, cow-horn handle bars, spade handles, Lillibridge saddle; rode about two hundred miles; A 1 order; price, $56. For particulars, apply to M. S. STIMPSON, agent, Onarga, Ill.

TO EXCHANGE. — A corner lot worth $100 in a "booming" northern Michigan town, for a 52-inch bicycle, with ball bearings. Address Lock Box No. 30, Marcelona, Mich.

FOR SALE. — 52-inch American Sanspareil Roadster, in perfect order, excepting the large tire, which shows natural wear, new tire on rear wheel, ball bearing, weight all on forty-three pounds; cost $122.50; will sell for $55 if taken now. Good reason for selling. Full particulars of H. M. WHITE, Trenton, N. J.

FOR SALE. — A 45-inch enamelled Star, 1887 pattern, rams-horn handle bar and spade handles, Lakin cyclometer H. W. ROBINSON, 50 State St., Boston, Mass.

THE EARLY BIRD CATCHES THE WORM. — We have made unparalleled reductions in our entire stock of Bicycles, Tricycles, Tandems and Safeties, both new and second-hand, for cash and exchange; send for list just published; state what you need, and we will send full particulars. L. H. JOHNSON, Orange, N. J.

FOR SALE. — A 50-inch Victor Light Roadster, 1887 pattern, run about four months, in splendid condition; will sell for $100 cash. R. A. HOUSEL, 37 West 4th St., Williamsport, Pa.

BICYCLES, SECOND-HAND. — If you wish your wheel sold quickly, at a small commission; or if you wish a choice from the biggest list of big bargains in America, send to MANHATTAN WHEEL EXCHANGE, 49 Cortland St., N. Y.

WANTED. — Every wheelman to try a box of Prof. Dorrance's Corn and Bunion Cure; something new; never known to fail. Sent to any address on receipt of price, twenty-five cents. P. O. Box, 182,
PROF. DORRANCE,
Bay City, Mich.

SEND A POSTAL TO
HOWARD A. SMITH & CO.,
Newark, N. J., for their new "Illustrated Catalogue of Cycling Goods." A dictionary of wheelmen's wants, and where to procure them.

When we are compelled to use racing wheels to make records we SHALL SAY SO, but so far our ordinary road machines seem to be SPEEDIER, and to run more easily than the frail and specially light built racing wheels of our English and American competitors, which latter, in our opinion, furnish no basis for honest comparison. Our latest acquisition was Frank Dingley's wonderful performance in the Minneapolis Rink, when he ran 350 1-2 MILES IN 24 HOURS on a 36-pound Light Champion. This is about 33 miles ahead of Morgan's indoor world record, which was made on the same track. Then Whittaker's unapproachable run on the fifty-mile course at Crawfordsville (his mount, a 40-pound Light Champion), of 323 MILES IN 24 HOURS. Not to be forgotten is the 20 miles within the hour, on the Ordinary Champion, by the same rider, and on the public highway. Add to this Dingley's track record of 100 MILES IN 5 HOURS, 38 MINUTES, 44 1-5 SECONDS, still with the Ordinary American Light Champion. Thus, gentlemen, the "American Cycles," though road machines, hold every important road and long-distance record, and it is only fair to give some credit to the G. & J. BALL BEARINGS. Catalog cheerfully mailed on application.

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Largest Manufacturers of Cycles and Sundries in America.

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PLYMOUTH ROCK $3 PANTS

(Full Suits and Overcoats at proportionate prices.)



For many years **January and February** have been great months with us for orders from **new** customers. People who have bought a full suit at home and now are determined to send us their **trial order for pants** to patch out with until they are ready

DO YOU WEAR **PANTS**

for a spring suit. Then we are pretty sure to have their order for **that spring suit**, as a result of their **surprise and satisfaction** at the excellence of the pants we cut to order for $3 00, because we cut a full suit, custom-made, for only $13.25. Upon receipt of six cents, we mail twenty samples to select from, self-measurement blanks, so accurate that **we** assume all risk of fitting, and, if you mention this paper, a good linen tape-measure. Or, if you cannot wait for samples, and will leave selection to us, tell us about what color you prefer, send **waist, inside leg, and hip measure**, together with $3 00 and thirty-five cents to prepay mail or express, and **we** will take all chance of pleasing, **and guarantee safe delivery**. For **any** cause, we refund money upon return of goods. The American Express Company (**capital $20,000 000**) will cheerfully reply to any one writing to their Boston office about us.

PLYMOUTH ROCK PANTS CO.,
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Patents applied for. M. A. WOODBURY, Manufacturer, Bradford, Pa.

BETTER THAN EVER.

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THE BULLETIN

THE OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN.

A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA.

PUBLISHED WEEKLY.

$1.00 A YEAR. 3 CENTS PER COPY. | BOSTON, FEBRUARY 24, 1888. | VOL. VI. No. 8. WHOLE NUMBER, 139.

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152 to 158 Congress Street - - - Boston, Mass.

Under the management of H. M. SABEN.

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"CHALLENGE" NO. 2	75.	"S. S. S." TRICYCLE, NO. 3	160.
"SINGER" SAFETY	135.	SPECIAL "S. S. S." TRICYCLE	185.
"MINIATURE" SAFETY	60.	"S. S. S." TANDEM	250.
"MINIATURE" TRICYCLE	70.	"TRAVELLER" TANDEM	235.

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THE BULLETIN

OFFICIAL ORGAN OF THE LEAGUE OF AMERICAN WHEELMEN. A JOURNAL DEVOTED TO THE INTERESTS OF CYCLING IN AMERICA. PUBLISHED WEEKLY

PUBLISHED EVERY FRIDAY BY
ABBOT BASSETT,
SECRETARY-EDITOR,
For the League of American Wheelmen,
AT THE L. A. W. OFFICE,
22 SCHOOL STREET, BOSTON, MASS
P. O. BOX 5267.

Entered at the Post-Office as Second-Class Matter.

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A. MUDGE & SON, PRINTERS, 24 FRANKLIN ST., BOSTON.

All matter for publication, whether reading or advertising matter, should be addressed to the EDITOR. All checks should be made payable to his order.

Reading matter, to insure publication in the following issue, must be in the EDITOR'S hands not later than Saturday afternoon; advertisements not later than Monday morning.

The EDITOR must in all cases have the full name and address of the authors of contributed articles, as a guarantee of good faith.

Members should be careful to notify the EDITOR promptly of any change in their residence, giving their old as well as new address. Great care is taken with the mailing list. All changes received after Tuesday night can not be attended to until the following week, as at that time the list goes to printer for revision. Members who write for back numbers will have them forwarded on Friday, our regular mailing day.

For List of League Officers, Statistics of Touring Department, and directions "How to join the L. A. W.," see special page in Advertising Department.

MISS BULLETIN begs leave to inform her many dear friends that she has accepted proposals from her friend MR. WORLD, and consented to unite her destiny with his for better or for worse. She hereby announces her engagement, and bids all who have an interest in her to be present at the nuptial ceremonies, which will take place on Friday, March 2. In bidding adieu to single life Miss BULLETIN desires to make known her appreciation of the many kindly words and deeds she has been the recipient of from the many friends she has made in the homes that she has visited so often. She is glad to feel that she has been a welcome visitor. Her maiden life has been largely one of joy and pleasure, though many incidents of an unpleasant nature have obtruded. In her new life she expects to retain the old friendships, though she will go to her friends leaning on the arm of one who has been chosen her companion. Miss BULLETIN is free to confess that her financial resources have been very limited, and she has not been able to make the appearance in society that she desired to, but she is no longer her own purse bearer, and the howl of the wolf about the door will no longer be heard. Friends, you have not lost a friend, you will have her still, and she will bring to you still another friend, whom, for her sake, she hopes you will make welcome.

WE do not altogether agree with the cycling press and the many cycling scribes that the new plan is an assured success from the outset. It is just possible that too much is expected of the plan, and that disappointment will ensue. For ourselves we think the change is an experiment well worth trying, and we look for the best results, but we consider failure

to be possible. There is a good deal that may be said in favor of a strong central organization. The outlying districts require our most earnest energies at this time. Wheelmen can obtain their rights in the large States without the help of the League. The cyclophobe grows and flourishes in the remote sections. The plan promises well for those who are able to help themselves. Will we see the strong grow and the weak perish? Let us hope for the best, and be prepared for the worst.

FROM A FEMININE POINT OF VIEW.

"WILL the coming woman ride a bicycle?" There would seem, at first, to be but one answer to this question, but since a bicycle has been made which women can ride, and since we find those who are persistent advocates of the two-wheeler, for feminine humanity, we must hesitate in our answer and take refuge in "Perhaps."

I HAVE my opinions on the question, and I have freely expressed them, but I am always open to conviction, and I do not cling to an idea through prejudice when the conditions call with reason for a change of mind. The following letter tells its own story. The writer has ridden the ladies' bicycle and enters the field as its advocate: —

MY DEAR DAISIE: — "From a Feminine Point of View" has endeared you to lady tricycle riders all over the country, so you must not be surprised when you receive letters written as if in the most intimate and friendly relations; for indeed, we feel that we are not strangers to you, and certainly you are not to us, as the weekly BULLETIN, with its ladies' column and "Daisie," is one of our most welcome guests. We have often wondered why some lady in Washington did not write you and tell you of the interest and incidents of cycling in the District, as it is becoming very popular, and such mention would be of greatly added interest to those of us who reside here. Indeed, tricycling has become so popular that we feel very much as Violet Lorne says of herself, "that it is our good fortune to have been cast into a part of the world where riding is looked on as a fashionable amusement." But it was not the desire to supply the void in District news that induces us to write you, for we wou'd perhaps have been content all our lives to read the ladies' column without venturing a different opinion, or offering a single sugge-tion, simply permitting our convictions to be moulded by its teachings, and be governed accordingly. Perhaps destiny has ordered it to be otherwise, selecting myself and friends as its instruments to create a new world for lady cyclists, by making us enthusiastic *bicyclists*, which we certainly have become, greater than we ever were tricyclists, and we have been votaries of the latter for a very long time, and always frowned at the horrible suggestion of a bicycle for ladies. The thought was full of vulgarity and want of womanly delicacy, and so we heartily indorsed all that you and others have said on the subject.

We hoped that no lady would ever attempt to make unpopular the use of the tricycle for ladies by *bestriding* a bicycle. The very idea was repulsive! But, as stated, destiny may have wished it otherwise, for it had in store for us a wonderful revelation, a revelation we hope will be experienced by every lady in the land. Even this desire might not have induced us to write you had not our feelings been lacerated by what we can now realize as an honestly expressed opinion by Violet Lorne, and no doubt heartily indorsed by yourself, as we certainly have indorsed it a few short weeks ago. She says: "That a bicycle can be invented for women, and that many such have been presented to the uninterested world no one means to dispute; but as to such a machine *being used by any but professional trick riders*, the very idea is absurd." So we would have thought *so* a short time ago! But since we now know what depth of error and fearful injustice there are in such a remark, we feel called upon to come forward and champion the cause of what we believe is woman's best friend in cycling matters, and we know we cannot do better than by telling our own experiences. We did not know that "many ladies' bicycles had been invented and presented to the uninterested world." All that we knew of an actual invention of the kind, was told us by a member of the Smith National Cycle Manufacturing Company, of this city, who claimed to have invented and made a bicycle such as any lady would be glad to ride. Of this, of course, we were incredulous, but when the machines were finally shown us we saw at a glance that our imaginations had drawn a very unsightly picture of a very lovely and charming machine. We will not attempt to describe it to you now, because it is impossible for any one to disassociate the disagreeable from the mind by any description we can give. My own very best and dearest friends, before seeing me on the machine, no matter how much I tried to explain, thought I was overstepping the bounds of propriety, but when they saw me riding, exclamations of delight and words of praise were all I could hear, and it is universally so.

We have yet to hear a word of disparagement; and, as for the remark of Violet Lorne, that "ladies would find their costumes not suitable for rapid dismounting every time their machines had occasion to pause," will say that our enthusiasm over the achievement in this direction is only exceeded by our appreciation of the delightful swinging and independent motion of the bicycle, which is just "too lovely," and which one never experiences in the tricycle, and will never understand, nor what is lost to them, the very best of all pleasures in cycling, until they learn to ride a bicycle.

I know you cannot understand why it is so, and that you can scarcely credit it when I tell you that mounting and dismounting are infinitely easier and more graceful, wonderfully more expeditious, and absolutely without danger. Now don't say "*impossible*," as I would have done, for it is all so. I learned to ride in a single evening, and I now feel that I never knew what pleasure in cycling was until I learned to ride the bicycle, and I have only had my machine a little over three weeks. Probably the reason why no ladies have come forward to second what the gentlemen have said regarding the ladies' bicycle is because no ladies' bicycle, acceptable to them at least, has ever before been invented.

One now has been. All who have seen us ride are charmed, and a very great many of them have already chosen the ladies' bicycles for their future mount, so it will not be long before what the gentlemen have said about ladies' bicycles will be very generally seconded, at least, from what we already know of the intentions of our friends, they will be here in Washington. But two of us as yet own bicycles, though a number of our friends have already learned to ride on ours, and many more are desirous of learning. Of this you can be assured; a new realm of pleasure is opened for ladies in the bicycle, and though we may not hope to have you believe it all at once, simply because we have tried to tell you in our own way how delightfully successful our experience has been, yet the day is certain to come, and come soon, too, because of the many added charms of bicycling, when the tricycle, by a large majority of ladies, will be looked upon as heavy, slow, and tiresome, just as it does to us now.

We simply hope that our experience may temper your unconceived adverse opinions until you have the opportunity of judging for yourself whether we are not right in forsaking the tricycle, and, trusting for your own sake, this will not be long deferred, we remain as we have been for a long time,

Your sincere friend. E. T.

IN reply to Dr. H., let me say that I know very little about children's machines. Have never seen a child's tandem. Singer & Co. have a very fine assortment of singles for the little people, but no tandems.

MINNA CAROLINE SMITH is off to California with the Raymond party. She goes in her professional character as a journalist, and I suspect she will have her eyes open regarding wheel matters while she is there. DAISIE.

THE Newton Bicycle Club held its regular monthly meeting at the house of Mr. G. H. Hasting, Newton, Tuesday evening last. After the business meeting the club sat down to a delightful spread, furnished by Paxton. Late in the evening music was indulged in, and a jolly good time was enjoyed by all.

QUAKERTOWN QUILLINGS.

E. W. BURT presided at the ninth annual meeting of the Philadelphia Bicycle Club, Tuesday evening, Feb. 14. The following officers were elected: President, George E. Bartol; secretary and treasurer, H. A. Blakiston; board of trustees, Harold R. Lewis, Thomas Hockley, E. W. Burt, H. A. Blakiston, Wm. Morris, R. T. Middleton; captain, Ed. W. Burt; lieutenant, Wm. C. Smith; house committee, G. N. Osborne; chairman, Dr. C. B. Warder, F. Bement, Wm. Morris, L. H. Watt. The membership of the club was reported at one hundred and eighteen, including twenty ladies, the average daily attendance during the year being eleven. For the year ending Feb. 1, the number of miles ridden by members of the club was shown to be 29,282. The "Captain's Cup" was presented to Mrs. H. R. Lewis, who was credited with having ridden during the year, 3,043¼ miles, of which 2,200 were ridden in Europe last summer. Mrs. Lewis, who was the first lady winner of the cup, was also presented with a gold medal. The "President's Cup," awarded for the greatest number of rides during the year, was presented to Capt. E. W. Burt, whose record was one hundred and eighty-two "runs," covering a total of 2,382 miles. Three prizes were awarded to Messrs. Brietenbach, Morris, and Uhler, winners of the club, billiard, and pool tournament.

At the regular business meeting of Tioga Cycling Club, on the same evening, the club voted to join and support the proposed organization to be known as the "Associated Cycling Clubs of Philadelphia." Delegates to represent the club were nominated, and Messrs. Wm. S. Halliwell and George D. Gideon were selected, the latter for the two-year term. The club's president, Dr. Van Dusen, reports everything favorable for the new cycling track on the athletic grounds.

On Feb. 16, the mid-winter cycling tournament, under the auspices of the Pennsylvania Bicycle Club and the Century Wheelmen, attracted fully one thousand people to the Elite Rink last evening to witness the contests between the local amateur bicyclers. The lady friends of the Quaker City cyclers were out in force, and they made up a goodly portion of the crowd present.

The officers were: Referee, Capt. William D. Supplee; judges, H. B. Hart, F. Grugan, P. S. Collins, and J. A. Wells; clerk of course, Louis Hill; timers, Frank Kohler, Frank Read, and John G. Fuller; scorers, B. H. Kirkbride, George Strong, and B. B. Craycraft, Jr.; starter, Kirk Brown.

The races were announced to commence promptly at eight o'clock, but the management was even more dilatory than is usual at our race meetings, so that it was fifty minutes after that time before a start was made. A good band was in attendance, perched up in a small crow's nest swung from the roof, and reached by a ladder from the dancing floor, which ladder was a great temptation to the joke-loving cyclists, and was hardly expected to remain in place for the evening. The rink was cold, and contestants were obliged to muffle up in jerseys and coats even while racing. The surprise of the evening was the defeat of Wilhelm by M. J. Bailey, of the Century Wheelmen, and the latter's defeat still later by plucky little John Green, of the South End. The track is eleven and a half laps to the mile, but comparatively safe as the turns are well banked up.

The first event was a one-mile race (3.10 class), in which there were four entries, but Green and Shinn did not start, Green reserving himself for the club race, leaving only Murray Kilmer, of Reading, and John J. Bradley, of the South Pennsylvania Club, of this city, in the race. Kilmer led for the first six laps, but then Bradley passed him, and won easily in four minutes nine and one fifth seconds, as Kilmer took a "header" in the tenth lap.

Homer Synnesvedt had a walk-over in the one-mile Pennsylvania Club race, as R. Dallett was withdrawn before the start was made. He made the time in 3.17 2-5.

The entries in the one-mile Century Wheelmen race were M. J. Bailey and Frank Strasburger. The latter held the lead until the sixth lap, when he was passed by Bailey, who won easily in 3.15.

The next event was a one-mile professional race between Crocker and Rhoads. This was a very exciting contest (?), and ended in a close finish. Crocker was in the lead for the first six laps, when Rhoads passed him, and maintained the lead until the last lap, when Crocker again lead on the home-stretch, and amid great excitement won, in 3.7 1-5.

To the *outside* public this was indeed a noble race. There were three starters in the one-mile South End Wheelmen race, which proved to be a very exciting match, and was won in great style by John A. Green in three minutes 19 2-5 seconds. Frank E. Bechtold came in second, a lap behind, and Emanuel Kolb last, by three laps. The excitement was not as to who would win, for the winner was never in doubt, but as to how often he would be able to ride around the others.

There were only two starters in the two-mile professional race, viz., S. G. Whitaker of Chicago and W. F. Knapp of Denver, Col. Whitaker took the lead and held it for five laps, when, by a spurt, Knapp passed him and held the lead until the twenty-second lap, when Whitaker again passed the Denver champion and won in six minutes and 6 4-5 seconds. Knapp made the first mile in two minutes 58 1-2 seconds, really very good time for the track. The finish was very close.

The one-mile Camden Wheelmen race was between Geo. N. Strong and Haley B. Weaver, and was won by Weaver by about one foot, in three minutes and 20 seconds, Strong evidently taken by surprise.

The one-mile open race had four entries, but Lamb and Shinn were drawn before the start was made. M. J. Bailey took the lead, rode hard, and held it to the finish, defeating W. J. Wilhelm, of Reading, the present State champion, by about two lengths, in three minutes and 14 2-5 seconds.

The next event was a five-mile professional race between F. E. Dingley of Minneapolis and S. H. Hollingsworth of Indiana. Dingley made the first mile in three minutes 8 seconds, and the second in six minutes 18 seconds, and was given the race in sixteen minutes 10 seconds.

Edwards had a walk over in the one-mile novice race, and made the mile in three minutes 38 1-5 seconds.

The concluding event of the evening was the one-mile inter-club race M. J. Bailey, of the Century Wheelmen, and John A. Green, of the South End Wheelmen, were the only starters.

This proved to be a very exciting match, by far the best of the evening. Bailey took the lead from the start, and held it for eight laps, Green trying all the time to get past, each time falling back at the corners, but finally winning in three minutes 12 2-5 seconds—the best amateur time made during the evening.

The meeting was a very enjoyable one, and quite as interesting as any purely local racing ever seen in this city. PIACTO.

SPRINGFIELD, ILL.

ONE of our local wheelmen received a letter from Dr. Saxe, of San José, Cal., who eulogizes the riding in his section of the United States. He says: —

San José is situated in a valley about twenty miles wide by one hundred miles long. Most of the roads in the valley are very fine for cycling the greater part of the year. At present they are in excellent condition, and there are tours every Sunday.

San José is forty-three miles from Oakland, and fifty miles from San Francisco, and a run from either place to San José and return is a favorite one with our wheelmen.

We never have the high winds or sand storms of Southern California; but during the summer we have the daily trade-winds, which come up about 11 A. M. and die out about sundown, preventing excessive heat.

We Springfield wheelmen can well envy them their fine roads at this season of the year, but we doubt whether they enjoy their runs any more than we do, or even as much, for having them continually, while we are deprived of them for four months in the year.

If present indications count for anything, we may expect the *cycling boom* to strike Springfield with renewed force this year. No less than three authorized cycling agents are booked here, all well-known wheelmen, and one more who is not a rider.

The good-natured rivalry which is sure to take place will make many converts to our coming *national sport*, and a word in time may not be amiss, viz., that the habit of using printer's ink "early and often" is a great help (excuse me, Mr. Editor).

The local club and many of the wheelmen hope to secure the Division Meet of the L. A. W. for Springfield this year. If this can be done the League cannot help but be benefited, as many of our riders are non-L. A. W. members, and some are in the great army of the "unattached"; give both of these classes a chance to see of what material our division is composed, and great will be the number of converts. Our division contains a number of wheelmen who have a national reputation, and are only known to a majority of the Southern and Central Illinois members through the cycling press, such as our C. C. Van Sickden (known as the war-horse), and B. B. Ayres, master of transportation, who is always happy, especially when he has a little run of eighty miles to make in order to reach the annual meet and a fire to put out. The "Irrepressible Ned," as he is familiarly known, Edwin Oliver, and a host of others, great and small, bring the meet to Central Illinois, and let the division see how we can entertain, and what we lack in numbers we will make up in hard work and enthusiasm.

Our BULLETIN reached us Monday, and sad was the news it contained, that the end of the present month will see also the last of our favorite. We have all become attached to the little sheet, partly because each member was a part owner, and many pleasant moments have been whiled away in the breezy chat of "Phenix," "Phacto," "The Owl," and other scribes, with "Daisie's" Feminine Notes. These have become factors in our wheeling life, and I have no doubt a majority of the L. A. W. would rather put their hands in their pockets and pay more to see it stay; but the Reorganization Committee did it, and I suppose their conclusion was for the best interests of the League, and it will in all probability stop the yawping of the cycling editors, who have always had their little fling at "Brother Bassett," while the shaft was really intended for the BULLETIN, for, say what they will, a great many will believe that "they looked at the BULLETIN as a factor in their success or failure."

Some consolation is afforded us in knowing that we will still have our official organ in the *Bicycling World*, and we hope to recognize old faces in its new(s) columns.

Well, "Ducker" has had his little say, "No BULLETIN," "no amateur line," allow "professionals and amateurs" to race together. I thought that by this time "Ducker" had recovered from that severe attack of (in Springfield, Mass.) "Pro Am" when the A. C. N. was born; one experience should teach, but to some experience never teaches. Wipe out the amateur line, and you will give the L. A. W. its death-blow. Racing is a craze, and in cycling only racers and their friends take any interest whatever; the lay public are too busy to stop and look, while the great body of wheelmen themselves are looking for something besides fast-time records or whether they can beat Tom, Dick, and Harry. They go into the sport for the pleasure it is to ride and the benefit derived from the exercise. Again, will such disgraceful affairs as the "Whittaker-McCurdy" affair at Minneapolis do wheeling any good? No! Professionals go for what there is in it, without any regard as to how, while the amateur is in for something else: their aims are as far apart as the poles.

Several of our riders have defied the elements, wiped the vaseline off, and taken a spin over our pavements, which at present are in a good condition for riding. If this weather continues until Sunday, "bluebirds and wheelmen" will startle some of our church-goers. "Billingsley and Fogarty are going to put up a box of cigars for the greatest number of miles covered by either by May 1. We'll all be there, John, when the box is opened.

Representative Sheridan sent a circular letter to all of the local consuls in his seventh district, and received replies to all, among which was a complete history of the Jacksonville incidents, which may be of interest to the general riders. Local Consul Avery writes:

"We have had two lawsuits in regard to cycling, viz.: Myself for the first. I was sued for five thousand dollars, on the charge of trespass. I accidentally ran against an old gentleman at a street crossing, and he sued me for the above amount. I employed the best counsel in the city, and the courts required the plaintiff to give bonds for costs, which he would not do. The case was virtually continued, but I don't think it will ever come up again.

"The second case was that of a man leaving his horse (unhitched) in front of a saloon while he was getting a drink (the man). The horse took fright at a street car, or a bicycle, or something else, at any rate, there was a bi. about a block away, when the man came out, and of course he said bi. made his horse run away and smash his buggy. So he sued the city for allowing bis. to run on the streets, of which case the judge decided in favor of the city. Inasmuch that there has never been any legislation passed prohibiting the use of bis. on the public highway, the case was decided against the owner of the horse." So much for Central Illinois. I wish they had a few such judges in the city of "Brotherly Love": the horsewhipping of peaceable riders would cease. REX.

BUFFALO.

HURRAH for the Reorg. Committee and their excellent plan! for indeed it is an excellent plan; and I am sure it will meet with the approval of every L. A. W. member who has the League's interest at heart. They invite criticisms. Well, let them criticise; but I hardly think they can improve on it. I congratulate the committee on the able manner in which they have overcome a most difficult task.

Watch "Zany," Mr. Ducker, and other "great" cycling critics come forward and say, "This should be that way, and that should be this way," and "I recommend this to be so and so," etc., and at last turn around with a shake of the head and a wise look upon their blooming physiognomies, and say, "That is so: there is no room for improvement there. The committee's plan is a beauty."

Captain Hotchkiss and Hanenstein, of the Buffalos and Ramblers respectivey, are busy arranging runs and tours for the coming season for their respective clubs. The friendly rivalry existing between the two clubs will be the means of making the members exert themselves to keep up the reputation of their respective clubs. The Ramblers, although being the smaller club of the two, have proved themselves "hustlers from Wayback," judging from their last season's record.

We've been having zero weather for the past two weeks, which seems to have no effect upon our wheelmen and their steeds of steel. Now and then you may recognize Bowen, Dr. Appleby, and others riding on the hard-packed snow along the car tracks. Bowen with his Rover, and the Doctor with his Safety, which makes you almost believe the riding season has come. But Jack Frost takes another nip of your nose and ears as a gentle reminder not to forget him.

Isham and Bowen are looking forward to a busy season. Even in this cold weather they have had sales of two or more wheels. The latter gentleman is enlarging his store and repair shop, and putting in new machinery, etc., so as to be in readiness for the season's rush.

With this letter my connection with the BULLETIN ceases, as does the paper itself. It has been short, but sweet (my connection, I mean). I sometimes wonder whether my letters are read with interest or looked over with the remark: "Let's see what this Buffalo fellow has to croak about," or passed over as N. G. If it be the first — it's no use, it won't be the first. The second is just what I would expect, or perhaps the third. Oh, Lord, turn over.

Dear old BULLETIN, good bye!

MERCURY.

BUFFALO, Feb. 16, 1888.

LEAGUE HOTELS, ETC.

SOME one two BULLETINS ago struck the key-note that hits many cases when he plead for the appointing of at least a few hotels which did not charge four or five dollars per day, for it has been ascertained that there are a few League members who are not wealthy enough to pay such rates, and who belong to the League because it at least promises to do something in the matter of road improvements, which, if done, will be the most benefit to the majority, and the principal one to them, for they long since gave up patronizing the said hotels, consequently could get no benefit that way.

The well-to-do ones, in case, under the reorg., there are a few common-sense houses appointed, could very easily skip them and go to the four-dollar ones, when touring, and such a state of affairs would bring many members into the League that we personally know have dropped out chiefly for the reason stated. This change would benefit many, and harm nor hinder none, the reverse of which is the case now.

This exact state of affairs exists in England, where the obliging landlord rises in his charges, in order to apparently "fall" to C. T. C. members,

who then pay about three times the price that good decent coffee-houses charge, — or go to the latter, as we know many to do, and thus avoid financial collapse.

That matter of roads should really be taken hold of with some show of accomplishing something this spring, for any one can see that it is of the greatest moment to them all, and should take precedence at any and all times, for good roads will mean ten cycles to where there is one now; and you know the rest.

Only one machine, and that a safety, that is the only kind that so far can be got over our poor roads in winter, can be said to have been used in this region since November, and there are probably seventy-five wheels of various makes in the town. This is due to the utterly neglected roads, which, if of good macadam, or firebrick, in town, owing to the light snowfall here, would be ridable for at least three quarters of every winter. Now the owners are out of the use of them, neglect exercise, mostly, and when the middle of April comes they are about as unfit for riding as when they first began.

How to push the erection of suitable guide-boards in this portion of the Nutmeg State is what we want points on soon. Will some one give us full particulars in a near-future BULLETIN?

THE SOLITARY CLUB.

STAMFORD, CONN.

ANKLE ACTION.

AMONGST the many thousands of riders in this country very few seem to have any desire to improve their style or realize for a moment the vast importance of correct ankle action. You meet a rider plodding along, working his legs like pistons, with a heavy lifeless motion. Remonstrate with him and see what he will say: "Oh, he can go well enough; he does not believe ankle action makes such a difference; and he does not want to scorch in any case." Now we want our readers to grasp these facts. Any rider can acquire a tolerable ankle action by careful practice, and the acquisition of such will increase his power by nearly one fourth, and will enable him to ride hills never before attempted, and to keep up a better pace at the expense of the same amount of energy. This being so, the acquisition of such an art should be a *sine qua non* to every rider. That it is so can very easily be proved. In following the pedal the foot describes a complete circle. Suppose the circle to be divided into eight segments, taken in order from the highest point. With a rider who does not use his ankles, force is applicable only through segments 1, 2, 3, 4, and in segments 1 and 4, the force not being applied at right angles to the end of the crank, a large proportion is wasted, and consequently it is only thoroughly effective through segments 2 and 3, or during one fourth of the revolution. The rider who has mastered the mysteries of ankle action will drop his heel as the pedal approaches the highest point, and he can apply a certain amount of force through segment 8. After passing the so-called dead point, his heel being still dropped, the force is applied at right angles to the crank, or nearly so, and consequently he can utilize his full power through segment 1. By rapidly straightening the ankle when entering segment 2 an additional impetus is imparted, and, as before, full power can be applied through segments 2 and 3. Entering segment 4 the heel should be raised and the pedal clawed backwards; and this clawing action will enable the rider to work past the dead point and well through segment 5. Consequently the man who rides with his ankles stiff can only work through segments 1, 2, 3, 4, or half the whole circumference, and his work is thoroughly effective only through segments 2 and 3, or one fourth the circumference, whereas the man who utilizes his ankles can work through segments 8, 1, 2, 3, 4, and 5, or two thirds the whole circumference, and his work is thoroughly effective through segments 1, 2, 3, and 4, or one half the whole circumference. The advantage gained in the latter case is self-evident. The acquisition of the art is often tedious and troublesome, but if cyclists only knew the enormous increase of power which results they would not be content until they had mastered it.

From the "Cycling" volume of the Badmington Series, written by Lord Bury and G. Lacy Hillier, we take the following instructions: "Seated either on a bicycle slung so that the wheel may revolve, or upon a home-trainer, the beginner should raise the pedal to its highest point, and then, steadying the wheel with the brake, place his foot upon the pedal, carefully fitting the slots in his shoes into their places, and seeing in any case that the foot is straight. Then using the thigh muscles for the most part, let him thrust the foot (and pedal) forward in a horizontal direction, in fact a sort of sharp forward kick, having the heel dropped as low as possible, the toes well up, and the foot firmly set on the pedal, which will be at an angle. This should be practised carefully with the brake slightly on, and for this purpose, though a bicycle can be used, a tricycle will be found much handier, if no home-trainer of the West Bromwich pattern is available, as the brake can be put slightly on by means of a piece of string or a strap to the lever, tied to any convenient point, and the novice can spend a few minutes daily practising this exercise; in carrying out which programme the left foot should at first be used more than the right. As soon as the usual awkwardness of the ankle-joint has been worked off this action will be found remarkably effective in starting the machine; after a time the ankle muscles and those of the calf will become stronger, and a sharp straightening of the ankle, as the pedal passes through segments 1 and 2, will materially aid the propulsion of the machine. This straightening of the ankle will be continued until the foot is brought into a position at right angles to the leg, the muscular effort of which should now have by equal graduations become directly downwards. The pedal will now assume a horizontal position, and the power of the leg with the weight of the body and the pull of the arms will all be exerted to force it downwards — at this point the crank throw is in the most effective position and the hardest work is put in. When the pedal begins to follow a backward course the ankle action becomes of the greatest value. The toe is gradually dropped, and the heel raised as the pedal gets nearer and nearer to the lowest point, the action having at length reached the backward or 'clawing' stage. To secure the full advantage of ankle work this '*clawing*' action must be very carefully practised; the toes should be sharply pressed upon the sole of the shoe as if they were trying to grasp something, whilst the ankle should be straightened as much as possible, the foot being almost in a line with the leg, the calf muscles being strongly retracted, and the backward pull (which of course requires fitted shoes) can be made practically effective through segment 5, and also of service well into segment 6. The ineffective portion, which exists on either side, is soon reduced to a very small part of the circle, for as soon as segment 7 is entered upon the heel should be sharply dropped, and an upward and forward kick or thrust, as described in the directions for the first position, will lift the pedal forwards and upwards through segment 8, when, of course, the whole series of actions will be repeated."— *Irish Cyclist.*

CORRESPONDENCE.

The editor wishes it distinctly understood that he is not responsible for the statements and opinions expressed in these columns.

BALTIMORE.

EDITOR BULLETIN:—As there seems to be a doubt in the minds of some persons as to the possibility of successfully attending to all the business affairs of the League, and to have a good time as well in the two days allotted to the L. A. W. Meet in this city, in June, why not take three days for it, June 18, 19, 20? The first day, Monday, might be devoted exclusively to business, and only those desirous of attending the business meeting need attend in time for it; or if they were here they could put in the day sight-seeing and leave the business to the magnates. The second day, Tuesday, we might have a parade, or, better still, an enjoyable run or two, and a lantern parade in the evening. The third day, Wednesday, would be race day. This plan would give us for business, let us see: All day Monday, and, if necessary, Monday evening, or, if that is not considered desirable, a theatre party could be gotten up for Monday evening; then we would have Tuesday morning, or a greater part of it, for business, and the run or runs in the afternoon; or we could have a morning run, and dinner at one of our famous hostelries, and devote the afternoon to business, and have the lantern parade at night. Then we have Wednesday morning at our disposal, for the races will only consume the afternoon, so if there is still any unfinished business it could be attended to. This plan, with some modifications, will, I think, give us ample time for business, ample time for all the display desirable, and ample time for all the fun that any one desires. As for a banquet, I do not see the need of it, and think we would be better off in every way without it, for the effects of a banquet are, to say the least of it, very pernicious, and really do us more harm than good in its effect upon the community at large.

There is a way to make this meet a novel one, and, I think, a very pleasant one, and that is to have an encampment. There would be no difficulty in securing tents, and it might be possible to get permission to have the encampment in Druid Hill Park, and arrangements could be made to have the meals served from the Mansion House. The weather in June is quite warm enough, and generally fair, and I think all who participated would enjoy it. Don't you think the novelty of it would make it quite attractive? 3,579.

OUR FOREIGN BUREAU.

EDITOR L. A. W. BULLETIN: — As Foreign Marshal I have been receiving for some time a letter or two a week asking for information about touring in England and on the Continent. Many of the writers ask me to plan a route for them. This is impossible; they must map out their own tours, and I will, if they wish it, tell them if their ideas are feasible. But I do not conceive my office to be tourist agency; and such riders had better join a Cook's party at once and leave their wheels at home. And again, if intending tourists would only give me some idea as to what they wish to see, whether good roads or grand cathedrals, new machine shops or old towns, I could give them many tips as to their route, which, since I scarcely even know them or their tastes, I am unable to do.

THE FOREIGN MARSHAL.

LONDON, 2, 5, 1888.

NEW YORK CLUB.

AT the semi-annual meeting of the New York Bicycle Club on the 7th instant, the announcement was made that a lot had been purchased for the new house, plans for which have been under consideration for some months.

The cost of the lot alone, which is situated on the east side of West End Avenue, between 71st and 72d Sts., was $11,500; but the financial part of the project was by no means the hardest obstacle to be overcome. In the growing sections near the Riverside Drive, where this new house is to be built, sales of real estate are generally made in plots of 50 feet front by 100 feet deep, which forms two city lots; and on these, the speculative builders, who are the principal buyers for this property, can erect three houses, and thus make a larger profit on the transaction. It was found extremely difficult to secure a single lot, and when one had been found and all but purchased, the owner withdrew it entirely because it was to be used by a bicycle club. The same stupid prejudice was also met with elsewhere; and with these two stumbling blocks in the way, it was a considerable time before success was attained. The persistent efforts of the club's treasurer, Mr. Jas. B. Roy, finally secured a lot, however, which could not be improved upon; and work on the house will now be pushed forward as rapidly as possible. Among the many advantages of the site is the fact that the building will be the only one in the lot, and will therefore have light and air from both sides, a most uncommon thing in New York.

Before the house is completed, the club will have entered upon its ninth year of existence; having been founded Dec. 18, 1879, mainly through the suggestion of Mr. C. Kirk Munroe, who also first conceived the idea of a League of American Wheelmen. The club was not yet three months old, when, on Captain Munroe's motion, it invited all other clubs throughout the country to join in forming the League, and it therefore, has the place of honor at the head of the roll. In the organization of the Interstate Road-Racing Association, the New York Club was hardly less prominent; and, as a body, it has always borne its share of duty in any movement which would advance the cause of cycling.

Starting with only six members, the numbers were soon increased to over twenty; but a reaction came in the history of the sport, and at one time there were only four names on the roll. With the subsequent revival of interest came fresh accessions, but after the membership had grown to about thirty, there was but little change for several years. Then came the suggestion of amalgamation with the Ixion Club, a body of about equal numbers and only about two years less in age. Several months of negotiation resulted in an agreement that the Ixions should disband and enter the ranks of the New York Club in a body; the club to be then incorporated and somewhat reorganized, with an even division of offices between the two contingents. This was duly carried out, and the membership now stands at between ninety and one hundred. The house which the club has occupied on 58th St. has been given up, and during the coming winter the old house of the Ixions, at 351 West 59th St., will be the club headquarters. As wheel room there will necessarily be limited, new members who may store their wheels elsewhere will be granted a remission of their dues until the club can afford them full facilities. When the new house is finished next spring, there will be accommodations, at once, for one hundred and fifty wheels, and this number are confidently expected to seek admission, while further growth can be met by an extension of the wheel room, for which the lot gives ample space.

THE ticket holders are a success. We expect to sell very many next summer, when unprotected tickets are melting.

CYCLETS.

GOOD BY

To one and all.

THE BULLETIN now goes out,

To come again in a new form.

WE step down that better things may be done,

THAT the League may devote its energies to things of more importance than the publication of a paper.

To issue a paper with a circulation of 12,000, to conduct the advertising department as it ought to be conducted, and to provide matter for the columns is a business in itself.

THE new paper will have an advertising department under the direction of an experienced advertising agent, and its editorial force will be free to turn its attention to making the paper interesting.

A BICYCLE at the Stanley Show scales eleven pounds.

OUR Foreign Marshal is not the only League official that gets unreasonable requests.

MRS. H. R. LEWIS has the best on record, with a mileage of 3,043½ for 1887.

THE ladies' bicycle and tandem will be on exhibition in New York during the Board meeting.

WE accept renewals that bear postmark Feb. 29. Leap year throws in an extra day for you this year.

OUR club has taken to the banjo, and the tum-tum is heard incessantly at the rooms. They are a banjovial lot at the club.

MR. THOMAS STEVENS will lecture at Buffalo, March 13, under the auspices of the Unitarian Church.

C. H. LUSCOMB, Esq., has been made a park commissioner for Brooklyn, N. Y., and it is fair to suppose the interests of wheelmen will not suffer hereafter.

THE Baltimore wheelmen are now preparing for a three days' meet, with one day and evening given to business and nothing else.

THE Middletown (Conn.) Wheel Club will give a minstrel entertainment on March 1 and 2 at McDonough's Opera House.

KAUFMAN has made himself solid with the English cycling press by giving a little dinner to the representatives. Now see if he doesn't get credit for being the best of the lot.

W. E. CRIST, who is undoubtedly the fastest amateur bicyclist in America to day, will probably join the Manhattan Athletic Club and try for a position in the club's team to England.

IT is estimated that New York wheelmen spend more for chewing gum than they do for the League. They divide the masticators into two classes, the professional and the amachewer.

A RULE in one of the leading French clubs is that every member is expected to subscribe to at least one cycling newspaper in order to support the wheel press.

THE Ottawa Bicycle Club has decided to invite the Canadian Wheelmen's Association to hold their next meeting at Ottawa, on July 1 and 2. A guarantee fund of $250 has been subscribed by the members.

THE concert at Roxbury last Tuesday evening, given for the benefit of Miss Carrie V. Hayden, was eminently successful. A very large number of wheelmen were present, and Mrs. Hopkins's original reading, entitled "Biddy and the Tricycle," was well received.

How to Join the L. A. W.

Fill up the blank in the adjoining column and, together with **$2.00,** send it to the Secretary of the League,

ABBOT BASSETT,

22 School Street, Boston, Mass.

P. O. BOX 5267.

Write your **full name,** your **full address,** and your **club name in full.**

WRITE VERY PLAINLY.

THE LEAGUE DEFINES AN AMATEUR AS FOLLOWS.

ARTICLE V. SECTION 4. — An amateur is one who has never engaged in, nor assisted in, nor taught cycling, nor any recognized athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description.

To prevent any misunderstanding in interpreting the above, the League draws attention to the following explanation: A cyclist ceases to be an amateur by: —

"(*a*) Engaging in cycling, or any other recognized athletic exercise, or personally teaching, training or coaching any person therein, either as a means of obtaining a livelihood, or for a stated bet, money prize, or gate money.

"(*b*) Competing with, or pace-making for, or having the pace made by a professional in public, or for a prize.

"(*c*) Selling, realizing upon, or otherwise turning into cash, prize won by him.

"(*d*) Accepting, directly or indirectly, any remuneration, compensation, or expenses whatever, from a cycle manufacturer, agent, or other person interested in the trade or sport for cycle riding.

"(*e*) This rule does not apply to the teaching of the elements of bicycling solely for the purpose of effecting the sale of a bicycle.

"The League recognizes as athletic exercises all the sports under the jurisdiction of the National Association of Amateur Athletes of America, viz., running, walking, jumping, pole leaping, putting the shot, throwing the hammer, throwing of weights, tug of war, and also rowing, boxing, sparring, lacrosse, polo, ruler, and ice skating.

Application for Membership in the L. A. W.

ABBOT BASSETT, Secretary-Editor,

22 School Street, Boston, Mass.

Dear Sir:

Inclosed you will find ***$2.00*** *for initiation fee and dues in the League of American Wheelmen to Dec. 31, 1888. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the definition printed herewith. I refer to the persons named below.*

Signed. .....

Club, *P. O. Address,*

City and State, ...

REFERENCES: .....

.....

.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

THINGS YOU WANT TO KNOW

WILL BE FOUND IN THE

VICTOR CATALOG FOR '88,

OUT NEXT WEEK.

The publishers of this valuable and interesting work claim to be sensible, wide awake, progressive wheel-makers, and base their hope of success on the belief that their product will be appreciated by sensible, wide awake, progressive wheel riders. The line for '88 is complete, comprising the

VICTOR LIGHT ROADSTER,

VICTOR SAFETY,

VICTOR TRICYCLE,

VICTOR JR. BICYCLE.

They are all wheels to ride. If you have not already done so, don't fail to send your name and address on a postal card and so obtain much matter that will be both interesting and valuable to you.

OVERMAN WHEEL CO., MAKERS OF **VICTOR CYCLES, BOSTON.**

IT is not a little surprising that the Reorganization Committee has done just what every cycling paper has been advising for years. We judge so because they are all claiming credit for the original idea.

IF we hear much more about the beautiful roads and the glorious climate of New Mexico we will all want to go down there on a tour. It seems to be a more inviting place than Canada, Mr. Burley Ayers.

EX-CAPT. LEWIS H. FROST, of the Chelsea Cycle Club, has gone to Galveston, Texas, where he expects to wheel both summer and winter. Frost is seldom seen in Texas, but now it will be a common sight.

WHEN a man is tugging and toiling in the heat of the day it may interest him to know what else he is doing. The following definition comes from Boston: Perspiration is invisible; sweat stands in drops.

NEW JERSEY has a Liberty Bill introduced in the legislature of the State by the League officers of that State. Down Trenton way there is opposition to the bill and the wheelmen have got to fight it through.

THOUGH the secretary is no longer editor he is still open to receive wedding cake from bridegrooms and big apples from the farming element. The man who wants to see the fighting editor will find him on Pearl Street.

CLERGYMEN and ladies have the reputation for slack business methods, and yet these two classes of riders have come forward with their renewals among the very first. The clergy and the ladies believe in the League.

JOHN S. PRINCE and A. A. McCurdy have signed articles for a ten-mile race, to take place in Omaha, Neb., April 7, at the base-ball park, where a board track will be laid, which will be four and a half laps to the mile.

MR. AND MRS. JOE PENNELL will have in an early number of Longman's Magazine an account of a tour through France. The article will be called "Our Sentimental Journey." Of course Joe's pencil will embellish the contribution.

WELL, well, well! Here's richness. Read this from the *Cyclist*: "Senator Morgan preached a sermon last Sunday week from the pulpit of a chapel at Goytre, near Pontypool." The local press reported him to the extent of half a column.

"ARE you going to the ho' this evening, Backbone?" Backbone: "What the dence is a ho'"? Spoke: "Why, what the common herd call a hop. We put it into French now, just as they do all the other dancing terms. Hop is vulgar."

AT the last meeting of the Newton Bicycle Club it was voted to change the club cloth. The old familiar Canada gray homespun, which was first brought out by the Newton Bicycle Club, and was so familiar to cyclists in the early annals of cycling, will be seen no more on the road.

MALTBY gave his first exhibition, since his return to America, at Birmingham, Conn., last week. He introduced many new tricks that he has learned since he left home on his foreign trip, not the least interesting of which was an act in which he appeared as a female rider.

A COUNTRY paper in Western Massachusetts was approached by the captain of a local club with a request for a notice of a tour which the club was about to take. The editor agreed to insert a complimentary notice, and the next week the members read with horror that "The Wayback Club will go on a *tear* next week."

SINGER & Co. exhibit a war cycle at the Stanley Show. It is of the Victoria pattern, and it will carry twelve men with kit, rifles, and a large quantity of ammunition. The same firm shows two safeties, which carry carbines in a patent clamp forward of the seat pillar. A war tricycle (the ordinary S. S. type) carries a carbine and a capacious ammunition box behind the axle, so that the weight is carried by the driving wheels.

MR. H. M. FARR of Holyoke, Mass., is chairman of a committee who are trying to raise funds to build a road from Holyoke to Northampton, a distance of eight miles. It is to be used solely for bicycles and tricycles, and almost enough money is subscribed. Here is a case where the State Division might step in with a little contribution.

HIS machine was standing beside the curb securely fastened by a patent locking brake. Two gamins came along, and of course they had to give the wheel a push. That it did n't yield to the push and run into the centre of the street surprised them. They could n't make it out. At last one of them arrived at a solution that seemed to satisfy him. "Come on, Barney," he said, "that 's one of the kind where you have to put a nickel into the slit to make it go."

WILLIAM J. NEWMAN, a member of the Cambridge Club, has offered to the member having the largest number of miles to his credit for the season ending November, 1888, an L.A.W. solid gold badge, and to the member who rides from March 1, 1888, to Nov. 1, 1888, 3,000 miles, his choice of a Butcher Hub cyclometer or a pair of ball pedals. All records must be made on the new Mail machine, and will be kept by the captain. The prizes will be delivered at the November meeting.

THE new Singer S. S. has not only the shifting stay which allows the machine to be changed from a gentleman's to a lady's wheel, but is also singular in the fitting of the brake, which is applied by a lever in the ordinary way. Slight pressure actuates a spoon brake upon the steering wheel, but when extra friction is required extra pressure upon the same lever puts into action a band brake upon the axle, so that *all three* wheels of the machine are braked at once — no small advantage upon a steep descent.

THE ladies' night of the Massachusetts Club, held on Friday evening of last week, was a great success. Between thirty and forty couples attended, and all were thoroughly pleased with the entertainment. At the first part, held in the parlor, vocal solos were rendered by Miss Etta May Esty, Miss Lillian Carl Smith, and Mr. F. W. Perry, a piano solo by Miss F. C. Berry, and violin solos by Master Johnnie Kelly. Next there was dancing in the gymnasium, and afterward a generous supper was served by the steward.

ROWE has had a meeting with Howell and arranged for a series of matches for five hundred dollars a side, to ride three bicycle races of one, five, and ten miles, the winner of two to receive the stakes. Five miles will be run at Leicester, April 4, one mile at Wolverhampton, April 28, and ten miles at Coventry, May 12. Rowe has done little work since his arrival, and the tendency among British sports is, therefore, to back Howell, in whom they have confidence. Rowe will go into training quarters at Cridlington with Woodside. The latter expects to do well in the coming season.

WHILE the hill-climbing squabble has been agitating the Boston, Philadelphia, and St Louis boys, Louisville is kept remarkably quiet; but, since there is small likelihood of a contest, let the voice of the Kentuckian be heard. Excepting the St. Louis riders, only two cyclers have been able to climb Son-of-a-Gun Hill, one, George Hendee, the other, Joe Gard, of Louisville, and three others in the Falls City, considered the equal of Mr. Gard on the road, and some few claim to be his superior; and good reason for the claim. Then, why not let Louisville into the discussion? Louisville challenges the winner. — *Louisville Commercial.*

AN English writer highly recommends corduroy as a material for caps, or, in fact, clothing for winter riding. He declares it to be waterproof, but without the unpleasant accompaniments of india-rubber, and he describes a wet ride he took in a cap made of such material, the lining of which was as dry when he returned as it was when he started. Any one who has ridden in a soaked cap will appreciate the complimentary words he showers upon the stuff.

A SELECTED committee of the London sporting and cycling pressmen have agreed to present Nick Kaufmann with a gold medal, as they collectively consider him the trick-riding champion. Kaufmann has agreed to protect this medal against all comers under any regulations the committee may choose to lay down. It is thought that by these means something definite will be arrived at in the matter of the trick-riding championship of the world, and the braggadocio letter-writing of the past put an end to at once and forever. — *Cyclist.*

RALPH TEMPLE, who was known as Ralph Friedburg in America, was never much of a speeder before he reached England, although he had a good track record. This did not attract attention, as it was made on the race tracks of the West and not in the big tournaments of the East. In 1883, he won seven firsts, two seconds, in nine races; 1884, ten firsts, one second, in eleven races; eleven firsts, three seconds, one third, in fifteen races in 1885. Out of seventy-eight races since he has been in England, he has won sixty-six, been second in eight, and third in two. He has run two dead heats. Besides this he has given one hundred and eighty trick performances. He formerly wabbled badly on the track, but now rides as straight as an arrow and loses no ground.

THE Hudson County Wheelmen of Jersey City intend giving a cycling entertainment in one of the largest rinks in the city on the evening of March 2. The programme will include club parade, club drill, two games of polo on Star wheels, fancy riding on Star machine, trick and fancy riding on crank wheel by W. S. Maltby, a half mile, one mile, and slow race (all open), etc. The committee having the matter in charge intend making the affair a success, and the indications are that it will be. Already delegations from other clubs have signified their intention of attending in a body. Messrs. Thomas Stevens, Elliott Mason, and President G. C. Pennell, of the Elizabeth Wheelmen, have kindly consented to act as judges. The drill team is under the able direction of Dr. E. W. Johnson.

WILL there be a spring race meet in New Orleans this year? It is fair to presume that there will. The Louisiana Cycling Club has formally taken the matter in hand, and its progressive, get-there spirit argues very favorably for the projected movement. Messrs. R. G. Betts, H. H. Hodgson, and P. Martin Hill compose the committee intrusted with the arranging of the preliminaries, and within the next ten days it will probably be definitely known whether or not the race meet will be held. The tournament of last September whetted the appetite for more, and while it is not probable that the projected meeting will again be a complimentary affair, the public would doubtless be glad of another opportunity to view an exhibition of the exhilarating sport; the ladies will, at any rate, for a bicycle contest is largely the "ladies' choice," as their attendance on the different wheel tournaments would indicate. Why, they probably know best. — *N. O. Picayune.*

THERE has been a great deal of comment in the daily papers of St. Louis concerning the lavish manner in which the members of the house of delegates and the council spend the people's money in carriage rides. To solve the problem of getting these gentlemen home at night, Delegate Waters has introduced a bill to appropriate $1,000 to purchase bicycles for those delegates who live in the distant wards. Under the provisions of this bill, seven delegates, representing as many wards, will be mounted in the manner specified. It is suggested that these gentlemen shall form an exclusive club, and award a handsome gold medal to the member showing most proficiency after three months' training. Of course, when this bill gets to the council, an amendment will be tacked on providing for the same style of vehicles for the use of this body. Would n't it be a great day for our streets if we could get the city fathers riding over them on bicycles? — *Spectator.*

J. M. ROBBINS writes from Albuquerque, New Mexico: "Some of the roads here are as fine as the most exacting wheelmen could demand, and the weather is simply perfect all the year round. Since Oct. 17, the date of my arrival here, I have seen only four days unfit for riding. During the month of January every day was warm enough to ride in knee-breeches and without gloves. To give you some idea of the condition of our roads here, I would say that last Sunday Mr. Kellerhouse and I wheeled to Tejeras Cañon, a distance of twelve and a half miles, in one hour, and back again in forty minutes, — only one dismount on the outward journey, and none on the return trip. We have one coast out here for three miles straightway on a road as smooth as a billiard table. To all those who may have any lung or throat trouble I would say come to Albuquerque, bring your wheel with you, regain health and strength by breathing our pure, life-giving mountain air, and by riding about the country every day on perfect roads in the bright warm sunshine of this almost perfect climate."

The SPRINGFIELD ROADSTER for 1888.

YOST AND McCUNE PATENT.



This is an absolutely safe wheel, which retails for **$75**, with tools and tool bag, enamel finish, trimmed with nickel, and plain bearings. One of the best wheels for all-round road riding and hill climbing ever offered to the public. Best class of cold-drawn weldless steel tubing in handle bars, backbone, and side forks. Other parts of the best steel drop forgings. In every way first class as to its workmanship and material.

The 1888 pattern ***SPRINGFIELD ROADSTER*** for **$100** has ball bearings all round, and cow-horn handle bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of **$25.**

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

WHOLESALE DISTRIBUTING OFFICES:

Merwin, Hulburt & Co., New York, N. Y. E. C. Meacham Arms Co., St. Louis, Mo.
C. F. Stokes, Chicago, Ill. E. T. Allen, San Francisco, Cal.
John P. Lovell Arms Co., Boston, Mass., Retail Salesroom, No. 147 Washington Street.

SPRINGFIELD BICYCLE MFG. CO. - - 9 Cornhill, Boston, Mass.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows: —

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Applicants will please bear in mind that in addition to the two weeks, as above, it must necessarily take several days for their tickets to be issued, as it passes through two hands before being mailed *to them*. After four weeks from date of publication they may look for tickets.

It is expected, and it is the duty of all members to examine the list of applications for their respective States, and report at once any error in name or address, and see that no objectionable person is admitted to the League. Any objection must be made to the Secretary within two weeks from date of publication. It will be considered confidential.

Candidates will please notice if their names and addresses are correct.

List 127 — Total 81.

BOSTON, Feb. 24, 1888.

CALIFORNIA DIVISION — 20.

Bay City Wheelmen.

17626 Adams, Edw. W., 252 Market St., San Francisco.
17627 Butler, Geo. R., 25 Third St., "
17628 Foley, J. H., 16 Columbia Sq., "
17629 Garrett, M. D., 16 Columbia Sq., "
17630 Gilmore, W. L., 704 Laguna St., "
17631 Langton, C. N., 1134 McAllister St., "
17632 Lutgen, C. J., 532 California St., "
17633 Martin, J. R. H., 317 Scott St., "
17634 Russ, A. G., 16 Columbia Sq., "
17635 Richter, E. C., 16 Columbia Sq., "

Los Angeles Wheelmen.

17636 Bradley, A. R., 110 Sanseveine St., Los Angeles.
17637 Congdon, Wm., 310 So. Los Angeles St., "
17638 Keeler, Dr. H. G., "
17639 Off, John A., 268 So. Spring St., "
17640 Pease, Sherman, 245 So. Spring St., "
17641 Sale, L. D., 268 So. Spring St., "
17642 Swift, Chas., Box 418, "

San Francisco Bi. Club.

17643 Arrowsmith, Geo. E., 316 Montgomery St., San Francisco.
17644 Bannan, Wm., 316 Montgomery St., "

Unattached.

17645 Leggett, Chas. H., Merced.

CONNECTICUT DIVISION — 2.

Meriden Wheel Club.

17682 Illingworth, M. A., Meriden.

Middletown Wheel Club.

17646 Chafee, Chas. A., Middletown.

ILLINOIS DIVISION — 5.

Chicago Bi. Club.

17683 Case, Robert M., Lakeside Building, Chicago.
17684 Douglas, H. A., Chicago Telephone Co., "
17685 Stokes, Chas. F., 293 Wabash Ave., "

Unattached.

17686 Brooks, Fred. G., 431 Washington Boul., "
17687 Crackel, Wm. H., Jr., Brown's.

IOWA DIVISION — 1.

Unattached.

17647 Schreurs, John A., Jr., Muscatine.

KANSAS DIVISION — 1.

Unattached.

17688 Nicolet, Chas. H., Newton.

MARYLAND DIVISION — 5.

Baltimore Cycle Club.

17651 McCormack, Jas., Liberty and Lexington Sts., Baltimore.
17652 Pope, Fred. W., 7 South St., "

Maryland Bi. Club.

17648 Beatty, Castleman, 206 Dugan Whf., "
17649 Reid, C. D., 15 Mt. Royal Terrace, "
17650 Tyson, M. D., Box 92, "

MASSACHUSETTS DIVISION — 11.

Easton Bi. Club.

17689 Spofford, G. P., Campello.

Holyoke Bi. Club.

17690 Bolt, J., 133 Walnut St., Holyoke.
17691 Celce, Frank, 222 Walnut St., "
17692 Chase, John F., 171 Pine St., "
17693 Gleaman, A. F., care B. F. Arthur & Co., "
17694 Livermore, Chas. D., 33 Pearl St., "
17695 McGrath, A. A., care Connor Bros., "
17696 Outterson, E. L., 231 High St., "

Unattached.

17653 Haynes, Allston, Box 25, So. Framingham.
17654 Kingman, Lewis B., Attleboro.
17655 Moore, Arthur L., 178 Pleasant St., Worcester.

MINNESOTA DIVISION — 8.

St. Paul Standard Bi. Club.

17656 Bowe, Frank W., 85 Leech St., St. Paul.
17657 Brewster, W. B., Macalester.
17658 Haskell, Sprague F., 419 Iglehart St., St. Paul.
17659 Herz, Frank, 15 Iglehart St., "
17660 Kellogg, F. L., 115 Summit Ave., "
17661 Lott, K. F., 5th and Sibley Sts., "
17662 May, Felix A., 28 So. Forbes St., "
17663 Roach, Chas. A., 522 Brewster Ave., "

MISSOURI DIVISION — 1.

Unattached.

17664 Maloy, F. A., Louisiana.

NEBRASKA DIVISION — 1.

Lincoln Bi. Club.

17697 Shader, C. L., 1425 O St., Lincoln.

NEW JERSEY DIVISION — 5.

Elizabeth Wheelmen.

17665 Smith, Miss Elsie, E. Scott Pl., Elizabeth.
17666 Smith, Miss Lilia, E. Scott Pl., "

Plainfield Bi. Club.

17667 Kirkner, Geo. M., Plainfield.

Unattached.

17698 Harden, Reeve, Hamburgh.
17668 Park, C., Millville.

NEW YORK DIVISION — 5.

Buffalo Ramblers.

17669 Brandel, Geo. W., 115 Elmwood Ave., Buffalo.
17670 Smith, Wm. J., 40 Dodge St., "

Nassau Wheelmen.

17699 Painter, Chas., 91 So. 8th St., Brooklyn.

Niagara Falls Bi. Club.

17671 Hirsch, Simon, Niagara Falls.

Riverside Wheelmen.

17700 Miller, Fred. R., 158 W. 105th St., New York.

OHIO DIVISION — 3.

Toledo Cycling Club.

17672 Keller, J. C., 175 Irving St., Toledo.

Unattached.

17701 Arnot, Albert L., 211 Walnut St., Cincinnati.
17702 Seeley, Lewis S., Plymouth.

PENNSYLVANIA DIVISION — 4.

Reading Bi. Club.

17673 Douglas, L. D., 211 So. 5th St., Reading.
17674 Fogelman, W. B., 3d and Penn Sts., "
17675 Keeport, A. E., "

Unattached.

17703 Langhams, Philip T., 165 Ohio St., Allegheny.

RHODE ISLAND DIVISION — 5.

Bristol Co. Wheelmen.

17676 Bliss, Walter G., Warren.
17677 Bradford, Frank J., Barrington Centre.
17704 Hall, Preston L., Warren.

Kent Co. Wheelmen.

17678 Miller, Wm. C., Box 827, E. Greenwich.

Rhode Island Wheelmen.

17679 Davis, John C., Box 1361, Providence.

TENNESSEE DIVISION — 1.

Clarksville Cyclers.

17705 Patch, Benj. A., Clarksville.

UTAH. — 1.

Unattached.

17680 Sloan, T. W., 40 E. Temple St., Salt Lake City.

VERMONT DIVISION — 1.

Unattached.

17681 Gates, L. S., Brandon.

VIRGINIA DIVISION — 1.

Old Dominion Wheelmen.

17706 Adams, J. H., 516 Twenty-Second St., Richmond.

RENEWALS.

BOSTON, Monday, Feb. 20, 1888.

LIST 12.

THE following renewals are received to date: —

California,	87.	Missouri,	9.
Colorado,	1.	New Hampshire,	1.
Connecticut,	19.	New Jersey,	153.
Delaware,	2.	New Mexico,	1.
District of Columbia,	2.	New York,	87.
Illinois,	21.	Ohio,	40.
Indiana,	5.	Pennsylvania,	174.
Iowa,	3	Rhode Island,	7.
Kansas,	2.	Tennessee,	11.
Kentucky,	1.	Texas,	1.
Maine,	3.	Vermont,	2.
Maryland,	64.	Virginia,	2.
Massachusetts,	19.	Wisconsin,	7.
Michigan,	3.	Wyoming,	1.
Minnesota,	2.		
Total,			730.

LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888: —

St. Louis Cycle Club, St. Louis, Mo.
Wilkesbarre Bicycle Club, Wilkesbarre, Pa.
Plainfield Bicycle Club, Plainfield, N. J.
Canton Bicycle Club, Canton, O.
Allegheny Cyclers, Pittsburg, Pa.
Niagara Falls Bicycle Club, Niagara Falls, N. Y.
Bay City Wheelmen, San Francisco, Cal.
Orange Wanderers, Orange, N. J.
Elizabeth Wheelmen, Elizabeth, N. J.
Chicago Bicycle Club, Chicago, Ill.
Holyoke Bicycle Club, Holyoke, Mass.
Hoosac Wheelmen, Hoosick Falls, N. Y.
Kings County Wheelmen, Brooklyn, N. Y.

All memberships in the League of American Wheelmen expired Jan. 1; and as all members must renew, so must all clubs. Before a club is entered on the list of 1888, the following certificate must be filed by the Secretary: "This certifies that the Blank Club will remain a League club for and during the year 1888. Blank, Blank, Sec."

THE rowing tricycle, or road-sculler race, will be held at the Royal Aquarium, Westminster, commencing February 13, and lasting six days, and the following well-known oarsmen will compete: Geo. Bubear, Wallace Ross, Charles Carr, William East, and David Godwin.

LOST to sight, stolen from view, strayed from the public gaze, the Humber-type single tricycle. Is it possible that in two short years a machine that was once the rage, and which was ridden by all three-wheelers of note, can have so entirely disappeared? It must have struck the observant cyclist at the Stanley Show how completely the Cripper type had ousted its once favorite brother from the field of popularity, and how the makers had ceased to manufacture a machine which created quite a revolution in the tricycling world some few years back. The Humber-pattern tandem seems to be its only representative in some quarters now, and we suppose that will continue to bask in the changeful smiles of a fickle public for some time to come, because it owns one or two important points not to be met with in the "direct-steering" tandem. We are glad there are still some riders to be found ready to stick up for the "Humber," and though we do not anticipate its turning the tables on its most successful rival, still, like the ordinary, we hope it will continue in favor with those who really appreciate its merits, for of a truth it has been, and is, a fine machine. — *Bicycling News.*

THE CLUB.

JERSEY CITY. — At the last regular meeting of the Hudson County Wheelmen, of Jersey City, the following officers were elected for the ensuing year: President, Dr. Elliott W. Johnson; secretary, Theodore F. Merseles, Jr.; treasurer, Carman Nichols; trustees, C. A. Stenken, Frank Eveland, H. Strugnell; captain, E. P. Baggat; first lieutenant, W. E. Eldridge; second lieutenant, F. J. Gubelman; sergeant, F. C. Sheldon; right guide, Wm. Robertson, Jr.; left guide, H. C. Pearsall; bugler, G. L. Bettcher; color bearer, N. E. Feury.

MUSCATINE, IOWA.—The Wheelmen of Muscatine, Iowa, met Feb. 16, and organized a club to be known as the "Bend City Wheelmen." The following officers were elected: President and captain, Robert L. Thompson; vice-president and first lieutenant, Roy C. Betts; secretary and treasurer, Ad. Reuling. The club has a membership of twelve, with good prospects of its being increased to twenty before the end of the season.

WILLIAMSPORT, PENN. — At a meeting of the Williamsport Wheel Club, held Jan. 13, the following officers were elected, viz.: President, W. H. Bloom; vice-president, Dr. S. S. Koser; secretary, W. E. Riley; treasurer, R. A. Housel.

ORANGE, N. J. — The annual meeting and election of officers of the Orange Wanderers was held in their club-rooms, Wednesday evening, Feb. 15, 1888. The following officers were elected: President, Dr. R. M. Sanger; vice-president, W. A. Belcher; secretary-treasurer, J. M. Gilmour; captain, C. W. Freeman; first lieutenant, F. P. Jewett; second lieutenant, R. S. Miller; color-bearer, J. M. Gilmour.

OFFICIAL ANNOUNCEMENTS.

MARYLAND HOTEL.

THE Antietam House, Sharpsburg, Md., is hereby appointed League hotel, with rates of $1.25 per day to L. A. W. members.

A. E. MEALY, *C. C.*

BALTIMORE, Feb. 16, 1888.

RESIGNATION.

I HAVE accepted the resignation of Raymond S. Coon as representative for third district, New York State Division, L. A. W.

GEO. R. BIDWELL, *C. C.*

NEW YORK, Feb. 18, 1888.

APPOINTMENTS.

I HAVE appointed the following representatives for second district: E. K. Austin, Box 157, Flatbush, Brooklyn, N. Y.; for first district: J. M. Warwick, 30 Broad Street, New York City; for third district: Jas. R. Knowlson, 9 Washington Street, Troy, N. Y.

GEO. R. BIDWELL, *C. C.*

NEW YORK, Feb. 18, 1888.

OHIO APPOINTMENTS.

PLEASE note the following appointments for the Ohio Division: Representative first district: A. H. Brown, Toledo, *vice* J. M. Tryon, resigned.

Consuls: J. A. Kuert, Kenton, *vice* Perry A. Sagebiel, resigned: M. A. High, Cincinnati, *vice* Chas. A. Hampson, resigned: C. E. Schilling, Louisville.

Hotels: Empire House, Wilmot: regular rates, $1.50: L. A. W., $1.00, or twenty-five cents per meal. Commercial Hotel, Louisville: rates, $1.50; L. A. W., $1.00, or twenty-five cents per meal.

JAMES R. DUNN, *C. C.*

MASSILLON, O., Feb. 17, 1888.

TO MEMBERS OF NEW JERSEY DIVISION.

A BILL similar in every respect to the New York "Liberty Bill" has been introduced in the legislature of this State and is now before the senate. In the vicinity of the Oranges wheelmen are so numerous they are given the right of way by common consent; but in some sections, especially south of Trenton, they are not only denied the right to the road but are subjected to all sorts of insult and abuse, and drivers take pains to run them out of the road. This is not an occasional thing, but almost universal. The bill meets with opposition from that quarter, and it behooves every member of the Division to take a personal interest and use every endeavor to have the bill become a law. To this end nothing will be of greater assistance than letters from prominent citizens, especially politicians, addressed to the senator or assemblyman, as the case may be, asking him to support the bill. You can easily get them for the asking. Don't complain of what the League does not do till you have done this much yourself.

J. H. COOLEY, *C. C.*

PLAINFIELD, N. J.

DISTRICT OF COLUMBIA DIVISION.

THE regular monthly meeting of this Division will be held at headquarters, No. 1023 Twelfth Street, N. W., Saturday, March 3, at 7.30 P. M. Matters of importance will be presented. Every member is expected to be present. *Bring your new ticket.*

E. T. PETTENGILL, *C. C.*

FEB. 18, 1888.

NEW JERSEY REPRESENTATIVE.

REPRESENTATIVE W. J. Atkinson having resigned, I have this day appointed Mr. Sanford Northrup (4th and Pennsylvania Streets, Camden, N. J.) representative in his stead.

J. H. COOLEY, *C. C.*

PLAINFIELD, N. J., Feb. 20, 1888.

MARYLAND HOTEL.

THE Howard House, Ellicott City, is hereby appointed a League hotel. Regular rates, $2.00 per day; rates for League members, $1.50 per day.

A. E. MEALY, *C. C.*

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FOR SALE. — 54-inch Rudge Light Roadster, 1887 pattern; been ridden about 1,000 miles; almost perfect condition; $110 cash. Address Box N, Montpelier, Vt.

FOR SALE. — 52-inch Rudge Light Roadster, 1887 pattern; in perfect order; has been run very little; cost $135; saddle (Lillibridge), $5.00; best offer above $95 takes it. Correspondence solicited. FRED M. SCOTT, Barre, Vt.

FOR SALE. — 52-inch Victor Roadster, 1887 pattern: enamel and nickel; all latest improvements; in perfect condition; as good as new: has two gravel cuts on front tire; has been ridden about 100 miles; price, $100 cash. Lock Box No. 2. P. E. COX, Franklin, Tenn.

FOR SALE. — 56-inch Expert; good as new; will send C. O. D., subject to examination; will sell for $100 cash. For reason of selling, etc., address ED. H. COYKENDALE, Elmira, N. Y.

WANTED. — Second-hand wheels; must be cheap. Write make, condition, and price, to CHAS. E. DAVIS, Box 406, Wapakoneta, Ohio.

$95. — 52-inch Victor Light Roadster, 1887 pattern, new last fall, cost $132.50, guaranteed good as new; 58-inch Victor, new 1st spring, $90, cost $134. A 1 condition. Address H. CROWTHER, P. O. Box 1582, Philadelphia, Pa.

FACILE. — 42-inch (ordinary 52), lamp, cyclometer, cow-horn handles, light weight, good condition, for sale or exchange (with cash), for good tandem; positive bargain to buyer before season opens. Address CASH, 398 Madison St., Brooklyn, N. Y.

BARGAIN. — A 50-inch full-nickelled Expert Columbia bicycle, in good condition, with Lillibridge saddle, tool-bag, etc.; will be sold at a low price for immediate cash; price, $80. Address E. H. ABRAMS, Croton Falls, N. Y.

FOR SALE. — 52-inch Premier bicycle, cow-horn bars, spade handles; has been but little used, and is in first-class condition: a big bargain for $60 00: owner has no use for it, the only reason for selling. W. W. GUILFORD, 6 Union St., Boston, Mass.

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FOR SALE. — 48-inch Star, 1887 Pattern, enamel and nickel finish, all latest improvements and extras, condition perfect, ridden but two miles on asphalt; cost $151. W. G. MILES, 244 Clark St., Cincinnati, O.

FOR SALE. — 56-inch Expert Columbia bicycle, full nickel, balls all round, Kirkpatrick saddle, Hill & Tolman bell, late pattern, little used, first-class condition; cost $156.50; will sell for $100 cash. Address W. M. FERGUSON, Jefferson, Iowa.

FOR SALE. — One 54-inch American Champion, 1887 pattern, standard finish, balls all around, with Lakin cyclometer, cow-horn handle bars, spade handles, Lillibridge saddle; rode less than one hundred and fifty miles; good as new; price, $100. One 52-inch American Champion, 1887 pattern, balls all around, standard finish, with Lakin cyclometer, rams-horn handle bars, wonder saddle; rode about five hundred miles, fine order; price, $80. One 52-inch American Challenge, 1887 pattern, balls to both wheels, standard finish, cow-horn handle bars, spade handles, Lillibridge saddle; rode about two hundred miles; A 1 order; price, $56. For particulars, apply to M. S. STIMPSON, agent, Onarga, Ill.

TO EXCHANGE. — A corner lot worth $100 in a "booming" northern Michigan town, for a 52-inch bicycle, with ball bearings. Address Lock Box No. 30, Marcelona, Mich.

FOR SALE. — 52-inch American Sanspareil Roadster, in perfect order, excepting the large tire, which shows natural wear, new tire on rear wheel, ball bearing, weight all on forty-three pounds; cost $122.50; will sell for $55 if taken now. Good reason for selling. Full particulars of H. M. WHITE, Trenton, N. J.

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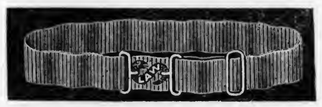
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VOLUME XVI

NOVEMBER 4, 1887, TO APRIL 27, 1888

C. W. FOURDRINIER - - - - - - } Editors
J. S. DEAN - - - - - - - }

BOSTON

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12 PEARL STREET

1888

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BOSTON, 2 MARCH, 1888.

Volume XVI
Number 18.

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DON'T BUY A BICYCLE until you have sent stamp to A. W. GUMP & CO., Dayton, Ohio, for list of over 250 Second Hand and Shop Worn Bicycles. Mention this paper. Second hand Guns and Bicycles taken in exchange.

PHOTOGRAPHS of noted wheelmen; send for circulars to FRANK H. ROBERTS, Collinsville, Ill.

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FOR SALE—51-inch Light Rudge, two-thirds nickel, made to order; good as new; cheap. Address D. G. B., 611 W. Market st., Louisville, Ky.

FOR SALE—58-inch Expert Columbia, 1886 pattern, at $85; 60-inch Harvard, $25; 57-inch Am. Star, $30; 50-inch Am. Star, $35; 56-inch British Challenge, $95; 55-inch Premier, $50; 50-inch Champion, $75. For particulars address JULIUS ANDRAE, 225 West Water street, Milwaukee.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.



HANDY POCKET WRENCH.

For Bicycles, or other use. Malleable iron, four inches long; strong and useful. Price, 30 cts., post-paid. Stamps or silver. The John Wilkinson Co., 77 State Street, Chicago, Ill.

SPADE HANDLES!

To fit any Bicycle - - $2.50.

Improved for 1888; making the most popular Handle on the market.

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The Standard Cyclometer.

Greatly Improved for 1888.

Simplest and Best Instrument ever Invented.

The Reasons Why:

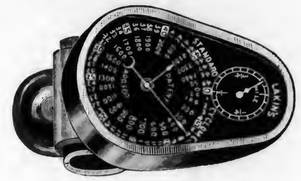
It has stood the test for accuracy.

It has proved itself the strongest and best made cyclometer on the market.

It has been in use several years, and its merits are well established among wheelmen.

Can be read from the saddle, and used with or without the hub lantern.

A positive and continuous action, making it reliable inevery respect.



REGISTERS 2500 MILES.

We have given the manufacture of the Cyclometer careful investigation and study, with a resolute determination to remedy all defects, and at last we place upon the market an instrument that seems absolutely perfect in all its workings. *We furnish a certificate of accuracy with all instruments.* In ordering give size and make of wheel, also size of axle, and length of axle between the hub shoulders inside. Price, with balance weight and lantern attachment, **$10.00.**

J. A. LAKIN & CO.,

Send for Circular. WESTFIELD, MASS.

THIS WILL INTEREST YOU.

I shall sell COLUMBIA CYCLES this year, but have not given up the Rudge agency. The Rudge wheels are of the highest grade, and many riders will continue to buy and use them in preference to any other make, and I shall always keep them in stock, but the Columbias, are so well known, they have become a staple article of trade, aud my stock would not be complete without them. I find that two-thirds of the people who come to my store to buy, ask for Columbias. I have all the 1888 wheels in stock and the line is well worth examining even if you do not wish to buy.

I SHALL RENT COLUMBIAS THIS YEAR.

GEO. R. BIDWELL,

313 West 58th Street, New York.

NEAR THE PARK.



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PLYMOUTH ROCK $3 PANTS.

Full Suits and Overcoats at Proportionate Prices



We sincerely believe that never before have we been able to offer our customers so good and stylish a line of **SPRING GOODS** as now our line of **Cheviot**

DO YOU WEAR PANTS

Suiting, guaranteed absolutely all wool is **particularly** remarkable. Our smooth-faced goods are also very carefully selected to suit our trade, whose wants we know now from long experience. For 6 cents we mail you 20 samples of these cloths, self-measurement blanks so acurate that we gurantee a fit. Also **if you mention** this paper we send you a good 48 in linen tape measure. Or if you must save time, send us your **waist, inside leg, hip** and **knee** measures, together with $3, and 35c. to prepay express or postage. We guarantee safe delivery. **For any cause** a customer of ours may return his goods and receive back his money or a new garment, a guarantee of which statement may be obtained by writing to the American Express Co. (capital $20,000,000), at Boston.

N. B.—In buying goods by mail, it is a good rule to send money only to concerns that are well known throughout the country and avoid the countless imitators that spring up for a day to compete with old and regular establishments.

PLYMOUTH ROCK PANTS CO.,

18 Summer Street, BOSTON, MASS.

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Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

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FOR ANTI-FRICTION BEARINGS.

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HARDENED, GROUND AND BURNISHED.

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FITCHBURG, MASS.

The SPRINGFIELD ROADSTER for 1888.

(Yost & McCune Patent.)

The Only Absolutely Safe Wheel Against "Headers" Made. **It is the Best, and it is also the Cheapest.** Do not buy a wheel before you see the SPRINGFIELD ROADSTER.



This is an absolutely safe wheel which retails for **$75.00,** with tools and tool bag, enamel finish, trimmed with Nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered to the public.

Best class of cold drawn weldless steeltubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

The 1888 Pattern Springfield Roadster for $100,

Has ball bearings all around, and cow-horn handle-bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of **$25.**

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 2 MARCH, 1888.

THE pressure on our columns this week has been tremendous, and we must therefore ask the kind consideration of correspondents whose letters do not appear this week. We also had a lot of interesting trade notes that will have to wait over one issue. We trust that those who notice omissions will pardon such.

WE desire briefly to salute our old and new constituency, in that we appear as the official organ of the L. A. W. once again. We have no fine words to say, no great promises to make, we are here for business. It will be our business to make all who are brought incontact with us, whether as a reader or an advertiser, feel that the relation has brought both pleasure and profit to all concerned.

BROTHER Bassett must have forgotten it is leap year when he stated that "MR. WORLD" made a proposal to "*Miss Bulletin.*" However, the young lady got what she wanted, and the young man is also contented.

ONE of our esteemed contemporaries across the pond nonchalantly announces that "Howell, after getting through with Rowe, will meet Temple." Perhaps it would be well for Howell to wait until Rowe gets through with him before he makes definite plans for the future.

W. A. ILLSTON has been suspended for selling his prizes and accepting payment of his expenses. Thus are the "Amateur Champions" being weeded out one by one, leaving the amateur path to fast riders of wealthy parentage, and indifferent riders who are not worth legislating on or acting about. It also leaves unmolested the rogues and tricksters who win or lose as best suits their purpose and that of their backers and bookmakers. Its all very nice to have energetic officers bound to purify the sport, but in the meantime we move for an investigation committee to find the sport. We would further suggest that the committee be provided with a Search Warrant.

WILLIAM READ & SONS should certainly be commended for their stroke of enterprise in putting in this issue their 1888 Catalogue *in extenso*. We commend to our readers the wisdom of a careful perusal of the New Mail catalogue.

"TIDINGS of comfort and joy" is indeed that contained in "Ratchet's" and "Wing-Foot's letters, regarding large appropriations for Road Improvements.

THE LEAGUE AND THE WORLD.

RING the golden joy-bells and let the trumpets sound,
And spread the gladsome tidings to the Nation's farthest bound:
And, all ye loyal thousands, let your banners be unfurled,
Who joined the League; for now, at last, the League has joined the WORLD!

Rally round the League, boys; the campaign has begun,
And the fight for Road Improvements now is going to be won.
So strike in confidence and hope, and put the good cause through,
For you've got the WORLD to back you up in everything you do.

The Millenium approaches, and the Day of Jubilee,
When All Creation cycling, we undoubtedly shall see;
For year by year, in mighty bounds the wheelmen's numbers grow,
And who can tell the wonders that a decade hence may show?

If that Gulliver of cycling, Hugh McCallan, were to write
From January first until the last December night,
We should get much information, yet 'twould only be a part
Of what will surely come to pass if all stand heart to heart.

At the present rate of growth, and with ten years of honest toil,
We'll not even knuckle under to Jay Gould or Standard Oil!
The railroad kings in terror to the League will humbly kneel,
And *they'll* go through insolvency, while Creation goes a-wheel!

Republicans and Democrats we'll serve cold to the Fates,
When the "L. A. W. ticket" sweeps the whole United States:
And we'll send the road hogs packing in an antiquated hack,
For what are they against us with the whole WORLD at our back?

The Gotham Park Commissioners shall gnaw their hearts in vain,
For the League will never let them enter Central Park again;
And Karl Kron shall be appointed the Historian of our fame,
Upon the sole condition that he tells the WORLD his name.

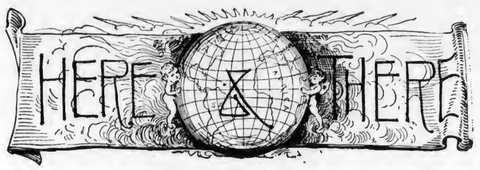
Then up and down, and all across our great and glorious land,
Shall be neither mud nor gullies, nor a highway built of sand,
But boulevards, macadamized as smooth and hard as glass,
Shall cover, as a net-work, valley, plain and mountain pass.

Aluminum* will furnish all with cycles light as feathers,
And covered ways protect us in the stormiest of weathers;
All the ladies, even Daisy, will appreciate two-wheelers,
And everybody cycle, rich and poor and rogues and "peelers."

Then boom the Road Improvements with all your main and might,
In Congress and in Legislature carry on the fight,
'Gainst miry roads and ignorance be now your gauntlet hurled,
And proclaim to All Creation that the League has joined the WORLD!

*Pardon the ancient allusion. PEDALS.

THE regular annual meeting of the Binghamton Wheel Club was held at the handsome parlors of Messrs. Copeland & Harris, No. 1 Court street, Friday evening, Feb. 17, and the following officers were elected: President, A. H. Saunders; Vice President, T. H. Harris; Secretary, B. T. Ash; Treasurer, J. H. Copeland; Captain, E. H. Towle; First Lieutenant, H. Y. Bresee; Second Lieutenant, John Cutler; Third Lieutenant, Frank Cox; Club Editor, W. F. Sherwood; Bugler, W. P. Mosher; Color Bearer, S. W. Newton; Executive Committee, M. C. Craver, W. J. Rogers, and A. W. Lyon. After the business meeting the members were invited into an adjoining room to partake of the hospitalities of their genial hosts. The occasion was one which will be long remembered by those present. The tables were covered with the choicest viands. A happier crowd is seldom seen. After the spread, the company was entertained with music and dancing by two local minstrels who were engaged for the occasion. It would be difficult to find a club that is more harmonious than the Binghamton Wheel Club, and a large share of the credit for this congenial state of affairs is due to the generosity and hard work of the men who were most active in founding it.



"GENTLEMAN JOHN."

LONDON.

ALONE and let alone in London. A place too big for convenience, too smoky for health and too muddy for anything. Can't say I care much about the place itself, but I must confess I have been well treated by the big cycling guns, and shall think well of their little town.

"TAKE this ticket," said the middle weight of *Wheeling* office, Mr. Percy Low. "take it and come to-night. Smoking concert, you know." Every year *Wheeling* invites all the "sandwich men" that can come together of an evening and "fill them up," first on good strong food, and then with "beer and 'bacey," and gives them a grand concert besides. A "sandwich man" is an unfortunate member of the human race who walks between two boards, upon which one reads such signs as "*Wheeling*, One Penny," "Pear's Soap," "Jubilee Insect Powder," "Don't Read This Side," etc., etc. As he is paid at about the rate of twenty-five cents or a shilling a day, it does not take the imagination of a Kennedy-Child to see that his life is rather devoid of luxury. BTE

"WE want but little here below," but sometimes want that little badly, and the experience of a sandwich man is no exception. They call the man a *sandwich* man because he is the *sandwich*. The boards form the bakery which incase the thin slice of meat which he represents (the mustard is omitted). Some people have come to look upon the "sandwich man" much as they do a theatrical "supe," an automaton for cheap hire. Mr. Percy Low of *Wheeling* is not built that way. He's too broad on his beam ends for that kind of doctrine, and so he entertains the "sandwich men" once a year, and entertains them well, too. And so I went and saw the "sandwich men," and a great sight it was, too. Brought together in a large hall were three hundred of the most poverty-stricken men in all London feeding, feeding, feeding, as if life was very earnest, very real, and it was a long time between meals. The way the poor fellows "walked into" roast beef was a caution. After each of the sandwich men had got a tight skin and had surreptitiously filled his pockets with such articles of food and table cutlery as he supposed "never would be missed," the tables were cleared, and beer, tobacco and pipes were given to the men. Then the concert began, and it *was* a concert, as some of the leading talent from the various London theatres put in an appearance, and with singing, recitation, dancing and ventriloquism, helped Mr. Percy Lowe and his assistants to carry out the programme successfully. To look at the wonderful collection of faces of all kinds was a study, a study truly, but such a sad one. Each one of the three hundred faces said "dismal failure" too plain for words.

Some men are born for great things,
Some are born for small;
But 'twere better than "hustling" a sandwich board
Not to be born at all.(?)

Several of the numbers on the programme were popular airs, and the men joined cheerily in the choruses.

THE heavy weight and "fighting editor" of *Wheeling*, Mr. C. W. Nairn, and the light weight, Mr. W. McCandlish, assisted by Mr. Harry Swindley, of the *Cyclist*, and Mr. Charlie Liles, a noted amateur Sullivan, were among the assistants of the Right Honorable Percy Low in his "Sandwich man's Feed."

"SENATOR" MORGAN (as usual) has been hustling and has several big races on hand, "cow-boy races," "six-day cycle races," "Rowe versus Howell races," etc., etc. "Senator" seems old and worn and looks like an old war horse. I must say that the "Senator" is very well treated by everybody over here. He does too much work though for one man.

TEMPLE has gone to Liverpool to fill a trick-riding engagement. Temple is a nice fellow and very popular. Woodside is still in Ireland. But such is cycle fame. What a "two by four" fame it is at the best. Even the *biggest* guns are very ordinary, every-day mortals, and their fame does not go to the ends of the earth by a good deal.

THE newspapers over here have made a great "to do" about the Le Feur brothers. The Scotch papers were selling editions with big headlines—"Yankee Enterprise Again." I do not know how the Le Feur brothers will get along, but I'd rather take my cycling all on land, and nearer civilization than the country of the Upper Amazon. But tastes differ. Of course, as they explain, they are young, have money, energy and muscle, and are tired of their humdrum life in the Northwest. Balloon ascensions, Niagara antics and Brooklyn Bridge leaps are as much out of my line as would be a trip with a convertible water or land cycle, but then there are men who have time and taste for that sort of thing, and it is nobody's business, anyway. Without such daring adventurers the uttermost parts of the earth would remain an unread book, and it takes Stanleys and Stevenses and Columbuses, and Hatter-asses and Le Feurs to travel in such places. They're built that way.

Far from the Pullman palace car,
The railroad sandwich and
The statistic fiend in quest of data,
For a new official road book.

You can't make this rhyme, I did not intend it to. Bye-bye.

NEW ORLEANS.

"BI."

WHAT'S the matter with Corey? This is a question that has been asked a dozen times within the past week or two, but as no one here can answer it satisfactorily, perhaps you Boston folks can enlighten us somewhat. H. D. wrote that he would be in New Orleans during the first part of February, and the daily press announcing that fact, quite a number of wheelmen were on the lookout for him to size him up and piroutte him round a bit, but alas! no Corey came, and they are waiting still.

AND so Hendee wants to be re-instated! He deserves it, and if it were left to the South would get it, too; so would Phil Hammell; so would Nobb Myers.

MR. KNIGHT, of the Kankakee (Ill.) Club, is stopping in the city for a week or two. Fairchild had him aboard a tandem last Sunday, and now Mr. K. is sorry he didn't bring his trike with him.

THE Louisiana Cycling Club has under consideration the holding of a spring race meet, and a committee is now at work on the matter, but exactly how the movement will pan out, it is, at this writing, hard to say.

MR. C. H. FENNER has declined the proffered nomination of the Chief Consulcy, and it is now pretty well understood that Mr. A. M. Hill of this city will be the only candidate for the position, which, of course, means his unanimous election.

THE Louisiana Club has placed a signboard and a wheelman's register down at Schadwell's (the "Dutch woman's") on the Gentilly road, and in future it will be the proper caper, after the milk, cream cheese and oranges, *ad lib.*, have been stowed away, for the wheelmen to leave a specimen of his chirography in the little book.

SOUTHERN cycledom is not to be wholly without a journal, after all. The *Sporting South* is the title of the paper, and it will make its debut in this city March 3d. Base ball, boating, military and out-door life in general will be its field, and cycling, of course, will come in for a good share of attention. The *South* will be a weekly; subscription, $2.00 per annum.

THE N. O. B. C. continues to run along in its same quiet groove, but the pretty club house should be used more, or at least a gas jet turned on during the week to make things appear bright and attractive, for now that the house is on a main street it is noticed the more. Once already have I heard the remark "they never seem to use it; the house is always wrapped in darkness;" and it wasn't a wheelman that said so, either. Turn on the gas occasionally, boys, and make thinks look cheerful, for even the casual observer cannot but be struck by the continual darkness.

GUILLOTTE announces that he will never again ride in a handicap race, but while he was talking about it a day or day ago and when the Thanksgiving Day handicap was alluded to, he got worked up and wanted to bet something fine that he could give the winner of that race, Mal Graham, the same handicap (four minutes), and beat him in five miles, provided the Audubon track was used, and now if Graham will only take it up, there are those who would willingly chip in for a prize to see the race come off, and the monotony broken. One mile in five is a terrific handicap, and while Guillotte is unquestionably a flyer, I'd go my pin money that he'd never catch Graham under such conditions.

SPECIAL LETTER.

"SENATOR."

FROM a "special" in the *Sporting Life* I see that the Le Feur brothers, the special correspondents of the BICYCLING WORLD of Boston, Mass., sailed for Brazil on board of the "Murray Castle," taking with them a wonderful machine, a quadricycle which can be converted into a tricycle or an equatic machine by means of simple contrivances designed and constructed by the Le Feur brothers (Batiste and Jean) for their great trip up the "King of Rivers." I received a telegram from them upon their arrival in Liverpool, and have since received a letter from them, in which they stated that they had been interviewed by "Gentleman John," who made a special trip from Edinburgh for the purpose.

I COULD not well get away at the time, as I was in Wales, resting from my labors for a short period. "Gentleman John" has doubtless got as interesting an interview as possible from the brothers. I should have been delighted to have seen the brothers personally, but there are times when a railroad ride of a few hundred miles seems too much like work, and as I was in for rest and not work, I left it to "Gentleman John." In their letter to me the Le Feur brothers seem very sanguine of successfully exploring the country of the Amazon, and judging from their straightforward epistle, I should judge they mean business, and are not off upon a wild goose chase, but are simply bent upon curing a spirit of restlessness which has overcome them in their dreary home in the bleak Northwest. They think that they will send the first account of their "manner of setting out" and voyage on the "Murray Castle," from the island of St. Thomas. I hope the editors of the BICYCLING WORLD will excuse my neglect of complying with the almost imperative telegram of their daring correspondents upon the grounds that I have been overworked of late, and that "all work and no play, makes Jack a dull boy." I shall read of the Le Feur brothers fortunes or misfortunes with a great amount of interest, as I am sure will all the many readers of the BICYCLING WORLD.

NEW JERSEY NOTES.

"RATCHET."

ON the afternoon of "George's" birthday, Mr. and Mrs. H. A. Smith on a tandem, C. L. S. Walker, Ed. Stark, A. J. Clark, Jr., and Mr. Decker of Belleville, and E. R. Collins of Westfield, started from Oraton Hall, and made a run through Central avenue and around the Oranges, returning home in good time for supper. As long as they kept to the macadam they found the riding fair to good, but the side streets were in a sorrowful state.

PROF. RICALTON of East Orange sailed for Europe last Wednesday (22) on the Celtic. He will start for India immediately after his arrival in Liverpool.

I HOPE you won't think I've sandwiched too much "road business" in this article, as I "sorter" thought cycledom might be pleased to hear that the "cry for road improvements" is likely to result in better riding through some of our pretty little Jersey towns.

THE Bloomfield Township Committee has appropriated $4000 for gravel and road repairs, $5000 for road construction, and $500 for cross-walks. This is good as far as it goes, but it would make a big hole in $25,000 to put the Bloomfield streets in half-decent order.

VERY much against our will we are compelled to say that the Roseville cycling and athletic grounds have become—or will become in a few days—things of the past. The entire property has been laid off in building lots, and the owner, E. C. Swift, has already disposed of the larger part of them, upon which the purchasers will immediately begin to build; and that settles $12,000.

THE Bloomfield Township Committee passed a new ordinance 21 February, forbidding the riding of bicycles upon any sidewalks in the town, under a penalty of five dollars fine for each offence. Riders who really have the interest of the sport at heart should approve the course pursued by the committee, as one careless rider can do more on a sidewalk in five minutes to injure cycling than the entire League could undo in a year. Therefore it is best to take away from such any chance whatever of bringing reproach upon the sport.

AN adjourned meeting of the citizens of Belleville was held 24 February, and decided that the township should borrow $50,000 to meet the expense of macadamizing the principle streets, and for other improvements on streets. The following streets will be macadamized: Main street, from William to Franklin township line; Jerolemon, from Main to the Spring Garden road; Holmes, from Main to Union avenue; Academy, from Main to Washington avenue; Rutgers, from Main to Washington avenue; John, from Main to Bloomfield township line; William, from the railroad to John; Mill, from Washington avenue to Bloomfield line; Cortlandt, from John to Mill; Quarry, from William to Mill; Union avenue, from John to Holmes. This will make a grand total of 42,720 lineal feet of macadam in addition to the streets and avenues now completed. The citizens were very enthusiastic on the subject of road improvements, and are anxious to see the work begun. The streets of the town, with a few exceptions, have been sadly neglected of late years, and the town has suffered greatly in consequence. Commodore Hancox stated at the meeting that the present system of road tax was only a waste of money. He said his tax for this purpose in 1887 was $38, and he was morally certain that the township had not expended $10 on the roads in his immediate vicinity during the past thirty years. Let the cycling press keep up its cry for better roads, and we will get them. It may be slow work but it will be sure.

ST. LOUIS.

"LINNEUS."

THE cycle club held their regular monthly meeting at their club rooms in the Natorium Monday, Feb. 13, at which it was voted to continue as a League club. After the meeting refreshments were served and the members present had a good time generally. Three or four active members were admitted and if the club keeps growing at its present rate it will soon be the largest in the state. The road book is out and C. C. Brewster had a special meeting of the Board of Officers of the division called for Tuesday, Feb 1st. There being no quorum present no meeting was held, but those who did attend where furnished pen, ink and envelopes and addressed a copy of the book to each member who had renewed. The Chief Consul has since been in receipt of many letters complimentary to the little volume.

EDGAR FLOYD-JONES had quite an experience out at Forest Park, Thursday, which resulted in a thorough ducking for that gentleman. He was out riding his bicycle and ventured to ride on the mushy ice of the lake, but when near the centre something cracked and Edgar found himself floundering in the water. After considerable trouble he got out but could not budge his bike, which was stuck fast in the mud, where it remained until the next morning

WASHINGTON'S Birthday was observed more generally this year than it has been for several years past, and many of the resident wheelmen took advantage of the fine weather to take a spin out into the country. Quite a crowd ran out to the pump. Anent, the *Athletes'* article regarding a road race on the Lancaster Pike it would perhaps be a go, provided that such riders as Lin. Gordon, Hal. Greenwood, E. W. Sanders, W. H. Wylie, Will Snyder, Alex. Lewis, Hildebrand, Klipstein and E. A. Smith would attend the meet. From the above a team could be picked that would make the best of Pennsy's boys hustle.

HAPPY St. Louis! The House of Delegates have been in session lately until past midnight, and the delegates have on several occasions ordered carriages at the city's expense to take them home. This caused a tremendous kick from the taxpayers, and the result was that a humorous member of the assembly introduced an ordinance appropriating $1000 for the purchase of bicycles to take the members living at a distance home. The Delegates will organize a club to be known as the "House Wheelmen's Association," a gold medal will be given to the member showing the greatest efficiency in three months.

EVERYBODY whom I have spoken to relative to the change of the League's organ welcomes it, and says it is just what was wanted and should have been done long ago. The two papers ought to knock the persimmon, as far as bicycle literature is concerned. A good deal of curiosity is felt as to how the combination will look typographically and otherwise, and I predict a rush to the Post Office, Sunday morning, to secure copies of it. One of the most complete of cycling log books that I ever saw is owned by C. C. Hildebrand. He has kept an accurate account of all the riding he has done since he took to wheeling in January, '85. In looking over it I find an account of the only 24 hour record run ever attempted in this vicinity. This took place in the fall of '85, and the participants were Messrs. Hildebrand and Klipstein. The distance covered—124 miles—is not much, but like the De Soto road, it is the kind of distance that count. The course lay from St. Louis via the Manchester road to Washington and return. This record has now stood for over two years and not a single attempt has been made since to break it, or even to make the trip out to Washington.

THE coming election of the Mo Bicycle Club promises to be a lively affair. The candidates as far as announced are: for President, A. C. Stewart; Vice-President, Dr. Keith; Secretary, Geo. Boswell;

Treasurer, A. P. Dennis; Captain, Ab. Lewis; First Lieut., C. C. Hildebrand. As will be seen from the above no changes are contemplated in the President, Vice-President, Secretary and Treasurer offices. President Stewart at first declined the nomination but at the urgent request of some of the oldest and most prominent members of the club decided to run. Dr. Keith has made a good Vice-President and a better Secretary than Geo. Boswell would not be easily found. At the last meeting of the club the compensation of the Treasurer was fixed at $120 per year and a remission of dues or a total of $144. The compensation had formerly only been a remission of dues. Burt Taylor has made a good color bearer and with the exception of trying to butt a hole into Twenty-Third street on the day of the League parade has done well. "Ribsey" Williamson is a bugler, and will, I think, again toot the horn the coming season.

LONG ISLAND NOTES.

"WING-FOOT."

As Frank Davids says, "we have emerged from our place of congealment," after another hard winter of "progressiveness, "stags," and the innocious theatre, etc., ad lib., and we come up smiling, ready for another season's crusade a-wheel. Washington's Birthday witnessed the opening of the season with us, the roads being wonderfully dry for this time of the year.

THE proud distinction of two of the Mercury Wheel Club members, of being the first to register at the Sherman House, Babylon, is likely to be contested this year. They have held it for two years, and are going to make a bid for it again. I suggest, in order to obviate dispute, that the entrance must be made entirely a-wheel, from either Jamaica or Flushing, inside of twelve hours. The dates were April 23d, 1886; April 8th, 1887.

DEVELOPMENT of club life around New York has been wonderful, especially in Brooklyn, where, on Bedford avenue, near Fulton avenue, have been erected two of the most sumptuous wheeling club houses in the country, and the K. C. W.s and L. I. W.s have every reason to be proud of their fine quarters. Of the large clubs, the Brooklyns alone remain without specially built quarters, but what they lack in social characteristics they make up in genuine hospitality and pre-eminent riding ability.

THIRTY thousand dollars was appropriated last year for the improvement of "Jackson avenue," generally known as the North Hempstead Turnpike—the money to be expended on that part of the road between the Long Island City line and the Causeway over Flushing meadows. The work had so progressed last fall that we hoped for an early completion. This will furnish a continuous good road from Long Island City to Little Neck, about fourteen miles. The trouble with road building in Queens County has generally been that the local Pooh-Bahs always had a "finger in the pie," to the detriment of the work and loss to the taxpayers.

I EXPECT to soon be able to give news of reduced rates and better accommodations at Hempstead and Garden City. The beauty of the ride to these towns from New York has never been fully appreciated. I know of but two ladies who have been over over it, although it can easily be made in one day, going and returning by way of College Point ferry to 99th street, E. R. The beautiful cathedral is worth the visits alone, not to mention the lovely views and splendid roads. Metropolitan wheelmen and ladies desiring escort from Flushing will be cheerfully accompanied. Distance from College Point, about fifteen miles.

KANSAS CITY.

"MENTOR."

THE sad news of Will G. Phillips', of Paola, death has been received here, and it has cast a dark shadow over the whole wheeling fraternity. No one knew him but to like him for his many noble traits of character and his untimely end is sad in the extreme. Mr. Phillips came up from Paola to this city on a business trip, and returned home very late at night. While opening the door to his house he was fired on by a burglar, who had been trying to effect an entrance to his home. The shot took effect in his hand, and it was thought at first that the wound would not prove serious, but, unfortunately, blood poisoning set in, which resulted in his death. Will Phillips will be remembered by all who attended the second annual Kansas Division meet in Paola last July, the success and enjoyment of which he so faithfully labored for. He attended the League meet in St. Louis last May, and he will be remembered by all who met him then. He carried $10,000 on his life, and before coming up from his city he purchased an accident ticket for $5000 for the day. Besides this he was well off in worldly goods. His father was County Treasurer of Miami County.

THE League meet in Baltimore in June is the subject of considerable talk, and it is expected that quite a number will attend it.

THE riding season will soon be here, and wheelmen are making preparations for the summer outings. Even this week a number have been out on their wheels. To-day (18) however, it has been raining, and has spoiled riding for to-morrow. The season opened up sooner this year than ever known before. Captain Haynes states that club runs this season will be worthy the name.

REPRESENTATIVE STUART has received a copy of the "1888 Missouri Hand Book," and it is quite worthy of commendation. Mr. L. J. Berger, the compiler of the road information, should receive the thanks of the Division for his efforts to make the book complete. He has done nearly all the work since he removed to Chicago. Though a non-resident of the State, he finished his labors on it after his business hours. The book is a monument to his unceasing and gratuitous toil to carry out the undertaking he commenced. Lew may not get his reward in this world, but he'll get it in the next.

TOM ROE is securing the photos of all the wheelmen he is acquainted with in return for his, and two of his counterfeit presentments have reached this city.

PENNSYLVANIA.

"ARIEL."

THE attention of the cycling community here has been divided this week between the six-days' tournament at the Elite Rink, and the Pennsylvania Bicycle Club's house-warming. The latter came off last evening, and was a most enjoyable and successful affair. From far down Girard and Elm avenues the house could be seen a perfect blaze of light, having a huge keystone in red Chinese lanterns, with the letters "Pa." in white on the inside of the keystone. This is the club badge, so familiar to all wheelmen wherever the "gray uniform" is known. The reception committee were in full dress, while a majority of "Pennsy's" members sported cycling uniform. The house was crowded from garret to cellar, or, as I suppose it would be more correct to say, from locker to wheelroom; and I must add that the wheelroom was crowded also. The wheel space appears entirely inadequate for such a large membership, but this, I suppose, can be easily remedied. The decorations reflect great credit on the committee in charge, and the general arrangement of the reception cannot be too highly praised. Although the house was taxed to its utmost capacity there was no jarring whatever, not even in the locker room where refreshments were spread, and where the crush was greatest. Ices, cake and lemonade were served throughout the evening, and the passing hours enlivened by the music of a fine orchestra.

AMONG the visitors who registered were nearly all the prominent club men of Philadelphia, with many from neighboring cities. The club were also recipients of numerous regrets, prominent among which was a telegram from the New Orleans club, saying, "With you in spirit."

THE club has been in existence only about five years, yet the history of cycling has been such a short one in this country that the "Pennsy" is spoken of and looked up to as an old club. The founders were Messrs. Aaron, MacOwen, Van Vliedt, Miller, Crawford and O'Kafe—all names very familiar to the Philadelphia cycler of 1888—and the quarters occupied were two small rooms in the rear of a drug store at Fortieth street and Elm avenue. The membership gradually increasing, four rooms lower down the avenue were engaged, and they finally occupied the entire building.

THE site of the new club house—opposite Memorial Hall in Fairmount Park—is one probably unsurpassed by any in the country, while the house itself is well arranged for convenience and comfort. The front is of red stone and ornamental brick, with decorations of copper, while three bay windows add a very artistic appearance. The wheel room is in the basement, and an inclined plane of asphalt affords an easy approach. The first floor proper is occupied by a large hallway, the reception room, the smoking and reading room, and last but not least the ladies' room, which last evening was profanely invaded and occupied by masculines.

ASCENDING the handsome staircase to the second floor, a door in front leads to the billiard and general meeting room, which is the largest in the house. The remainder of the floor is taken up by a small committee room and two rooms occupied by the janitor and his family. Dressing and bathing rooms fill up the top story entirely. Five hot and cold water shower baths afford accommodations for any number of tired and dusty wheelmen; and here can probably be often found the Crawfords, Schaffers, Kohlers, and others of that ilk (alas, that Fontaine can no longer be counted

NOT SO SIMPLE BUT FACT.

Marion, Ind., February 22nd., 1888.

Gormully & Jeffery, Mfg. Co., Chicago, Ill.

DEAR SIRS:—

We have a Club membership of 32 riders of which 31 ride the AMERICAN wheel and we are well satisfied with our choice.

Yours Respectfully,

M. B. Edmiston, Captain; Natl. D. Elliott, President; D. W. Wallace, Lieutenant, Fred Willson, Sec. and Treas., Marion Ramblers.

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The best machine ever built for the money, including Spade Handles and Detachable Bar.

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A thoroughly good roadster bicycle, with coned rubber pedals.

THE "SINGER" SAFETY. $135.
Fast; safe; a great hill climber and coaster.

"MINIATURE" SAFETY. $75.
For riders of from 8 to 16 years of age. 24-inch wheels, 5-8-inch tires; adjustable coned bearings.

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30-inch driving wheels; a really good tricycle for riders of from 6 to 15 years of age.

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Steered by either rider.

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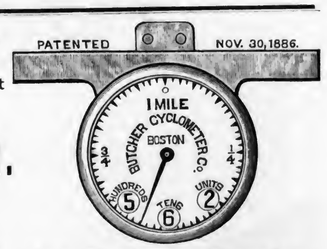
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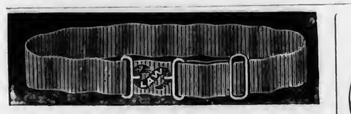


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RECORD OF THE WEEK.

IN a letter received from San Francisco we learn that the yearly rains have temporarily stopped cycling, but that on the 22d of last month, if weather permitted, it was intended that the clubs would have a twenty-five-mile race. The San Francisco club are on the lookout for larger and better accommodations. The B. C. W. Club held a carnival on the evening of the 14th February, which was very successful and largely attended.

ROWE's training place will be at Bridlington, England. Allen will train him.

THE Canadian Wheelmen's Association will hold their next general meeting at Ottawa, July 1 and 2.

ALL the clubs in England are being canvassed as to their opinion on the action of the N. C. U. relative to road racing.

HAVE you a second-hand wheel for sale? If so, see rates under the "For Sale" column. The medium we offer is unequalled.

EVERY cyclist in the country will sympathize most sincerely with Colonel Pope at the loss of his father, who died quite suddenly last week Friday.

Sporting Life, London, has a fine portrait of W. A. Rowe, and nearly a column of letter press, recounting the wonderful American's performances.

THE English trade are combining and trying to devise some plan whereby they will secure themselves from theft at the hands of those who hire machines.

ROWE arrived in England Saturday, February 11, and at once issued a challenge to Howell to ride him a one-mile and a ten-mile race for $500 a side.

THE valentines sent out by the Pope Mfg. Co. are very pretty, though we must criticise the apparent inconsistency of the "summer and winter combination."

THE professionals are coming to Boston, and they promise to give a six-day race at the Mechanics' Institute some time this month, if the building can be secured.

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privilege of printing and issuing the official programme of the annual meet of the L. A. W., which will probably be held in Baltimore on the 18th, 19th and 20th of June next. I would say that the issuing of the programme will be done by the Maryland Division, L. A. W., under the supervision of Mr. M. S. Wood, Chairman of Programme Committee, and the proceeds or profits will be used (if any) by the Division to assist in defraying the expenses of the meet.

A. E. MEALY, C. C., Md. Div.

Baltimore, Feb. 25, 1888.

ILLINOIS OFFICIAL NOTES.

Knapp the second place at the late Philadelphia tournament by care. Knapp went all wrong the second day, but Corcoran pulled him through.

THE John P. Lovell Arms Company have secured the services of Mr. G. M. Worden to travel through the New England States in the interests of the Springfield Roadster bicycle. Another good man gone right!!

THE Dorchester Club will have a pool tournament this evening, March 2, and the annual meeting on the evening of March 6th. The social season will be closed by a party at Lyceum Hall, Dorchester, March 9th.

Bi. News gives it as its opinion that while Rowe may be a speedier man against time than Howell, but that when the two men meet in a race, the experience of Howell will give the Englishman a more than even chance to win.

"SENATOR" MORGAN preached a sermon last Sunday week from the pulpit of a chapel at Goytre, near Pontypool, Wales. The local press reported him to the extent of half a column. In what role will the versatile Senator next figure?

THE roads in this vicinity at the present writing are nearly free from snow and ice, but "de white man" and Massachusetts weather at this time of the year are "mighty unsartain," and ere this reaches the press we may have snow a foot deep.

WE do not believe in talking trade in our news columns, but we want to call the attention of every cyclist to the unequalled value of our columns in cases where a second-hand cycle is for sale. Send in your ad. now. See terms in the For Sale column.

THE in-door season is closing with a good deal of social activity. Reports from all over the country bring us news of balls, billiard tournaments and minstrel shows. We are glad to know that soon these enervating, though pleasant amusements will give place to the out of door life of the cyclist.

THE Northampton (Mass.) Wheel Club will have their fourth annual ball at the City Hall next Wednesday evening, March 7. This club was organized in 1883, and incorporated in 1887. The present officers are: L. L. Campbell, President; H. R. Grayes, Secretary; A. A. Chabot, Captain.

ONE of the most successful racing men at Cambridge University, England, is a Mr. Rumney. He writes a letter to the S. of C. de-

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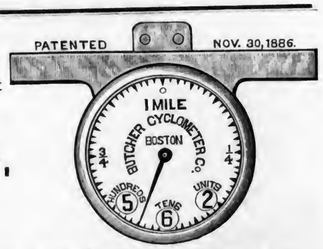
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AND these poor fellows in Mobile stoned by burly niggers! Well, if they tried it on the Augusta riders some burly niggers would be dead niggers, and the coronor would be inquiring how it happened. [It seems that the "burly negro" story is a canard.—ED.]

GENTLEMAN JOHN inquires where are Brantley and Pollhill? Both in Georgia, the former in Macon and the latter in Athens, and both doing well, I hear. The Captain and Secretary of the club have scarcely missed a day's riding this winter, and we had club runs in January. What do you fellows in Boston think of that? [We sigh and mourn.—ED.]

RECORD OF THE WEEK.

IN a letter received from San Francisco we learn that the yearly rains have temporarily stopped cycling, but that on the 22d of last month, if weather permitted, it was intended that the clubs would have a twenty-five-mile race. The San Francisco club are on the lookout for larger and better accommodations. The B. C. W. Club held a carnival on the evening of the 14th February, which was very successful and largely attended.

ROWE'S training place will be at Bridlington, England. Allen will train him.

THE Canadian Wheelmen's Association will hold their next general meeting at Ottawa, July 1 and 2.

ALL the clubs in England are being canvassed as to their opinion on the action of the N. C. U. relative to road racing.

HAVE you a second-hand wheel for sale? If so, see rates under the "For Sale" column. The medium we offer is unequalled.

EVERY cyclist in the country will sympathize most sincerely with Colonel Pope at the loss of his father, who died quite suddenly last week Friday.

Sporting Life, London, has a fine portrait of W. A. Rowe, and nearly a column of letter press, recounting the wonderful American's performances.

THE English trade are combining and trying to devise some plan whereby they will secure themselves from theft at the hands of those who hire machines.

ROWE arrived in England Saturday, February 11, and at once issued a challenge to Howell to ride him a one-mile and a ten-mile race for $500 a side.

THE valentines sent out by the Pope Mfg. Co. are very pretty, though we must criticise the apparent inconsistency of the "summer and winter combination."

THE professionals are coming to Boston, and they promise to give a six-day race at the Mechanics' Institute some time this month, if the building can be secured.

KNAPP into second place at the late Philadelphia tournament by care. Knapp went all wrong the second day, but Corcoran pulled him through.

THE John P. Lovell Arms Company have secured the services of Mr. G. M. Worden to travel through the New England States in the interests of the Springfield Roadster bicycle. Another good man gone right!!

THE Dorchester Club will have a pool tournament this evening, March 2, and the annual meeting on the evening of March 6th. The social season will be closed by a party at Lyceum Hall, Dorchester, March 9th.

Bi. News gives it as its opinion that while Rowe may be a speedier man against time than Howell, but that when the two men meet in a race, the experience of Howell will give the Englishman a more than even chance to win.

"SENATOR" MORGAN preached a sermon last Sunday week from the pulpit of a chapel at Goytre, near Pontypool, Wales. The local press reported him to the extent of half a column. In what role will the versatile Senator next figure?

THE roads in this vicinity at the present writing are nearly free from snow and ice, but "de white man" and Massachusetts weather at this time of the year are "mighty unsartain," and ere this reaches the press we may have snow a foot deep.

WE do not believe in talking trade in our news columns, but we want to call the attention of every cyclist to the unequalled value of our columns in cases where a second-hand cycle is for sale. Send in your ad. now. See terms in the For Sale column.

THE in-door season is closing with a good deal of social activity. Reports from all over the country bring us news of balls, billiard tournaments and minstrel shows. We are glad to know that soon these enervating, though pleasant amusements will give place to the out of door life of the cyclist.

THE Northampton (Mass.) Wheel Club will have their fourth annual ball at the City Hall next Wednesday evening, March 7. This club was organized in 1883, and incorporated in 1887. The present officers are: L. L. Campbell, President; H. R. Grayes, Secretary; A. A. Chabot, Captain.

ONE of the most successful racing men at Cambridge University, England, is a Mr. Rumney. He writes a letter to the S. of C. de-

scribing how he kept himself in good racing form on vegetable diet only. Several gentlemen affirm that they get the best results from this kind of food, using it exclusively.

THE only possible improvement that can now be made on the rear driving safety is that which will reduce the sensitive steering of the earlier patterns to a minimum. The 1888 patterns of this type are a great advance over former years, and probably the approach to perfection is as near as it will ever be.

AN amusing mistake occurs in *Bi. News;* speaking of the Rambler safety, it credits this machine to the Pope Mfg. Co. We can easily imagine the hilarity, tempered by dismay, experienced by our good friends, Messrs. Gormully & Jeffery Mfg. Co. When the *News* handles American matters it always gets mixed up in a laughable manner.

HERE is an item that should start the ball of competition rolling in a new direction. The writer is a prominent wheelman living in a well-known cycling centre: "Let us start a championship for 'aged' riders. I am fifty-one years old, have been a rider of the bicycle for six years, and am good for fifty miles a day with the boys. Is this 'record?'"

JOE PENNELL and his wife have taken a tour over the route chosen by Sterne in his "Sentimental Journey," and have published their book of travels. *Wheeling* departs from its usual good taste by perpetrating a stupid pun to the effect that Pennell's trip will be a "Sterne chase." *Wheeling* is not often taken that way, and we hasten to offer apologies for its lapse this time.

"GENTLEMAN JOHN."

SPECIAL INTERVIEW WITH THE LE FEUR BROTHERS.

(Special Correspondents of the Bicycling World.)

"COME to Liverpool and see us. We are about to sail for Brazil as special correspondents of the BICYCLING WORLD. We have letters of introduction to you from the editors of the BICYCLING WORLD. It is their especial wish that we should see you. Come to the Adelphi Hotel. (Signed) The Le Feur brothers."

It was a telegram to this effect that I opened in the city of Edinburgh, and I wondered what it meant. I read and re-read, and could make neither head nor tail of it. Who in —— were the "Le Feur brothers," and what in thunder was their mission to Brazil, or their connection with the BICYCLING WORLD? I had not been receiving my BI. WORLD regularly, through some unaccountable cause, and I had not (as I since have) heard of the engagement of these gentlemen as special correspondents of the BICYCLING WORLD. The oftener I read the above telegram, the more I became anxious to know what on earth it meant. This was at noon. I picked up a Murray's time table and found that I could catch a train for Liverpool in two hours, so I packed a few necessaries in my Gladstone bag, bade my friends a good-bye, explaining the object of my mission, and after talking for a few minutes over a brandy and soda at Spier & Pond's buffet at the Waverly station, I was off on an express train for Liverpool.

Arrived at the Lime street station in Liverpool, I got a hansom and drove to the Adelphi Hotel, where I soon found the Le Feur brothers sitting chatting with some Americans who had "crossed" with them, in the smoking room of Liverpool's best hotel. I handed them my card, and they handed me their's, and shook hands with me, at the same time expressing their thankful approval of the immediate manner in which I had personally responded to the call expressed in their telegram as given verbatim above.

The Le Feur brothers are off on a rather unique trip. They are French Canadians, and are both good-looking, strong chaps. Batiste, the older of the two, is apparently about thirty years of age, and his brother Jean looks about eighteen or twenty. Batiste is very dark, and is a fine-looking fellow, and has a heavy dark moustache to match his hair. He has a good, square-cut chin, and a frank, open smile. His brother Jean has a smooth-shaven face, and is hardly so dark as Batiste, but both have the same firm nose and mouth, and the square chin of determination. They seem fellows with plenty of money at their disposal, and as far as I could glean from them, they are going to explore the Amazon river.

Batiste, the elder brother, said he had made arrangements with "Ratchet" of New Jersey to supply the readers of the BICYCLING WORLD with as interesting an account of their adventures in South America as his time and ability would permit. "We have," said Batiste, "a four-wheeled machine, which, for want of a better word, we shall call a quadricycle, but which by unscrewing a few bolts and nuts we can easily convert into a tricycle. We are both mechanics, and have utilized both the crank and lever motions as a motive power for our machine, and when one or other of these means of propulsion becomes tiresome or ineffectual, we have a simple contrivance by which we can apply a rowing power. We first formed the idea by reading the account of Thomas Stevens' trip around the world on a bicycle, as published in *Outing* of New York, and when we read of Ricalton's travels on a curious machine of his own design, we decided that we should explore a country which had as yet never been marked by the rubber tyre of a cycle of any description, viz., South America. We had read in *Outing* of the difficulties which Thomas Stevens had to contend with, through the difficulty in carrying sufficient luggage for common comfort upon an 'ordinary' bicycle, so we abandoned the 'ordinary' in favor of a machine of our own design, which would answer the purposes of exploration infinitely better. The wheels of our quadricycle are made from the large wheels of tricycles of American manufacture, and we are provided with two folding canvas canoes, two medium range rifles and a shot-gun, besides a couple of Colt's frontier revolvers to be used in case of emergency. We also carry a photographic camera and a well-stocked medicine chest and small magic lantern. We can arrange our canoes with the quadricycle in such a manner as to make a water cycle, in which the strength of both riders is utilized.

The camera will be used to photograph all the objects of interest on the way." Both of the boys seem to have had a liberal education, and are well versed in practical medicine, chemistry and mechanics, and have apparently plenty of ready cash, as they stop at the best hotels, wear the finest of fine raiment, and smoke cigars that would astonish a merchant prince.

They carried a letter to "Senator," but as "Senator" was in Wales it was impossible for him to see them as they left Liverpool on the 25th on one of Booth's Red Star Line steamers for Brazil, by St. Thomas. They do not seem at all afraid of the barbarous inhabitants of the Amazon shores, but go full of hope and ready for anything that comes. I secured photographs and autographs of the gentlemen.

The boys think they can go about 3000 miles up the Amazon, and are well provided with aneroids, compasses and good maps and charts of the Amazon and its tributaries. Despite the fact that they hail from the far Northwest and are French Canadians, they speak a lingo that has much more of the "take-it-as-it-comes" American than of the Frenchman or Canadian. Neither of the brothers use alcohol in any form, and they smoke very moderately. They are well built, solid and good looking fellows, and mean to make their way up the Amazon at all hazards. They have promised to drop a line or two descriptive of their voyage on the "Murray Castle" from the island of St. Thomas. After a fine dinner at the "Adelphi," we went to the theatre, and on coming out I bade them good-bye, and took the midnight express back to Edinburgh.

OBITUARY.

MR. CHARLES POPE, who died in Boston Friday, 24 March, was born in Dorchester, August 12, 1814, and was consequently in his seventy-fourth year. He was formerly engaged in the furniture and feather trade business, and afterward became interested in real estate, principally in the settling of large estates. He has been a Justice of the Peace thirty-five years. The deceased has always taken a very active interest in city affairs, and was said to be one of the best posted men on local history in Boston. There are six children living—three sons and three daughters—Col. Albert A. Pope, the founder of American bicycle industries; Arthur W. Pope, of the firm of A. W. Pope & Co., of this city, and Rev. Louis A. Pope of Warren, R. I.; two of the daughters are practicing physicians, and are members of the New England Hospital Medical Society and of the Massachusetts Medical Society. Mrs. Pope, wife of the deceased, died three years ago, and for several years before her death was a confirmed invalid. The older sister has been active in benevolent work, and has had a particular working interest in the New England Hospital for women. At the beginning of her mother's illness, years ago, the family cares of the household were hers.



ABBOT BASSETT, Secretary-Editor.

LEAGUE OFFICERS.

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VICE PRESIDENT.—H. W. Hayes, 103 State St., Boston, Mass.

TREASURER.—W. M. Brewster, 309 Olive St., St. Louis, Mo.

SECRETARY-EDITOR.—Abbot Bassett, 22 School St., Boston, Mass.

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TOURMASTER.—W. S. Bomberger, Hagerstown, Md.

BUREAU OF INFORMATION.—A. B. Barkman, Chairman, No. 608 Fourth Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

FOREIGN MARSHAL, Joseph Pennell, care of S. S. Morgan, Old Broad St., London, England, can be applied to for information regarding roads and routes abroad by intending tourists. Always enclose stamp.

FROM his new platform the Secretary-Editor sends kindly greeting, and assures his constituency that the future is bright with promise of success. May we all endeavor to make the promise good.

WE are unable to publish a table of renewals this week for we had to close the books last week in order to revise the mail list, and the revision is not complete at the time of this writing.

THE regular spring meeting of the Board of Officers at New York impends. There are mutterings of a conflict, and there are indications that measures to avert an inharmonious meeting of the opposing forces are being taken. These little outbreaks do the cause no good, and we hope to see peace prevail. The League has important work in hand, and cannot afford to waste time in bickerings.

ONE M. T. Thompson, of East Rockport, Ohio, offers a solution of the much-vexed question, "What to do with the surplus?" His idea is a good one, and if carried out will do more permanent good than will be done by distributing the surplus in the improvement of rivers and harbors, or the building of public buildings. Here is what he says:

"I notice the President has sent in his message to Congress, and what seems to bother him is how to get rid of all the money the government has on hand. He does not seem to have a remedy, and I suppose the reason is that he has always lived in cities where streets are paved, and had no reason to think that most of the roads in the country were almost impassable half the year. How near-sighted some people are, particularly some at the head of our government. I see they talk about reducing the revenue on tobacco and whiskey, so as to put a stop to this enormous income. I wish to say this is a grand mistake; and while I myself use tobacco, I wish it was $10.00 per pound, and whiskey $1000 a smell. It would be much better for must people that get it.

Now I will suggest my idea of how to get rid of this money. No doubt others can suggest a much better, but mine is this:

Take this money and pro rate it among every State and Territory, and every State pro rate it in every county, and every County to every road district, and let us build good roads, that people can travel on winter and summer, like other civilized countries, and keep right along with our present revenues. They at present burden nobody, but our roads do. Are not the farmers entitled to some of this idle money? Must the government, when it does spend a little, spend it all in the cities, buildings, etc.? It is time the farmers asked for something, for if they do not ask they will never get it, for the heads of our government do not think enough of you, only at the polls."

BUILDING a man of straw for the purpose of knocking him down may have its uses, but in the long run it is not profitable. The Secretary has had several very sharp interrogatives relative to the profit coming from the sale of ticket-holders, and in one or two instances it has been assumed that the profit goes into the Secretary's wallet, and forthwith a little sermon on dishonesty was preached. These are among the enjoyable things incident to the office. We will set all minds at rest, however, by stating that the project of having a ticket-holder was submitted to and approved by the Executive Committee. They are contracted for in the name of the League, are paid for with League money, and the entire proceeds go to the League. It has taken the edge off several of the complaints that the complainants have all been purchasers. If any person has refrained from purchasing for fear of enriching the Secretary we hope he will no longer hesitate, for the holder is useful and the price is moderate.

THE wheelmen of Western Massachusetts are pushing the scheme for a cycle path between Holyoke and Northampton for all that it is worth. The path will be about seven miles long, and run within three feet of the fence entirely removed from the roadway. One Holyoke wheelman subscribed $100 towards the project, and $200 more was obtained in that place. Northampton and Springfield are expected to subscribe liberally. This will be the third path of the kind in the country. Pennsylvania has one, New York another, and Massachusetts now proposes to enter the list. It may be that in the near future we shall see these paths multiply, so that it will be possible to travel from one end of the land to the other. This looks large, but a much larger scheme would be the improvement of the ordinary high way to allow for so extended a journey.

LEAGUE PROGRAMME.

There seems to have been more or less rumor through the cycle and daily press that the Maryland Division has been receiving bids from outside parties for the privilege of printing and issuing the official programme of the annual meet of the L. A. W., which will probably be held in Baltimore on the 18th, 19th and 20th of June next. I would say that the issuing of the programme will be done by the Maryland Division, L. A. W., under the supervision of Mr. M. S. Wood, Chairman of Programme Committee, and the proceeds or profits will be used (if any) by the Division to assist in defraying the expenses of the meet.

A. E. MEALY, C. C., Md. Div.

Baltimore, Feb. 25, 1888.

ILLINOIS OFFICIAL NOTES.

Owing to removal from the State, Mr. W. E. Dunn, Representative No. 10, this Division, sends in his resignation, and it is hereby accepted.

E. P. Blake, Local Consul No. 12, Bloomington, Ill., is hereby appointed to succeed Mr. Dunn as Representative No. 10.

W. J. Matern, Bloomington, is hereby appointed Local Consul No. 12, vice Blake, promoted.

Hotel Palace, Springfield, D. J. Black, proprietor, is hereby appointed League Hotel No. 6. Rates, $1.50 per day.

Mr. J. H. Zumstein is hereby appointed Local Consul No. 41, at Windsor, Ill.

N. H. VAN SICKLEN, C. C.

NEW YORK ROAD BOOK.

The following regarding the New York Hand and Road Book will answer many inquiries that are now being made. The book contains two hundred pages, numerous maps, lists of consuls, hotels, and repair shops, general information about the L. A. W. and N. Y. Division, etc., with complete indexes. Tabulated reports of 14,000 miles of roadway, extending east to Mt. Desert, Maine; west to Cleveland, Ohio; north to Quebec, P. Q., and south to the Natural Bridge Virginia, and Washington, D. C. General description of local riding districts, and much other information of value to cyclers, bound in flexible leather. Price to Division Members, $1.00 per copy. To League members of other States, $1.50. Remit to Geo. R. Bidwell, 313 West 58th street, New York City, or A. B. Barkman, 608 4th avenue, Brooklyn, N. Y.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 128—Total 93.

BOSTON, March 2, 1888.

CALIFORNIA DIVISION—1.

Capital City Wheelmen.

17707 Crocker, H. A., 716 8th st., Sacramento.
17708 Hunt, W. F., 812 7th st., "

Oak Leaf Wheelmen.

17709 Warster, F. W., Stockton.

Unattached.

17710 Meyer, Albert C., San Mateo.

COLORADO DIVISION—1.

Denver Ramblers.

17711 Croll, Horatio V., 1351 So. 12th st., Denver.

CONNECTICUT DIVISION—5.

Derby Cycling Club.

17712 Hull, Capt. Nathan A., 69 Minerva st., Birmingham.

Unattached.

17713 Darrow, Wm. M., Box 1039, New London.
17714 Dawson, John H., 133 Main st., Willimantic.
17715 Rourke, Jas. T., Box 500, "
17716 Pemberton, E. L., Ansonia.

DELAWARE DIVISION—2.

Wilmington Wheel Club.

17764 Pyle, Clarence W., 922 Jefferson st., Wilmington.
17717 Westbrook, W. T. Jr., 825 Adams st., "

ILLINOIS DIVISION—5.

Capital City Cycling Club.

17765 Westlake, Allen T., 400 No. 5th st., Springfield.

Joliet Cycle Club.

17718 Lockwood, D., 118 Park ave., Joliet.

Peoria Bi. Club.

17766 Hatfield, S. K., 101 No. Washington st., Peoria.
17767 Patee, Fred, "Sat. Eve. Call." "

Unattached.

17768 Philbrick, Chas. C., 150 No. Clark st., Chicago.

INDIANA DIVISION—2.

Ft. Wayne Bi. Club.

17719 Stone, Frank, care H. J. Ash, Ft. Wayne.

Terre Haute Bi. Club.

17720 Weller, Edw. A., 602 No. 9th st., Terre Haute.

KANSAS DIVISION—1.

Unattached.

17769 Junken, Elmer E., Abilene.

KENTUCKY DIVISION—2.

Unattached.

17721 McCarroll, F. C., Hopkinsville.
17722 Ware, Hal. P., "

MARYLAND DIVISION—3.

Baltimore Cycle Club.

17770 Meginness, R. F. Fayette and Charles st., Baltimore.

Ramblers Cycle Club.

17771 Lockwood, W. D., 1731 McCulloh st., "
17772 Dell, Thomas M. 203 West Hoffman st., "

MASSACHUSETTS DIVISION—10.

Cambridgeport Cycle Club.

17723 Shannon, W. J., 106 Allston st., Cambridgeport.
17724 LaCroix, E., 67 1-2 Prospect st., "

Suffolk Wheel Club.

17773 Blaney, John S., 1 st. near 6th, So. Boston.

Unattached.

17726 Brant, Frank L., Box 15, E. Weymouth.
17727 Chamberlaine, David B., Hingham.
17728 Adams, C. A., Box 795, Waltham.
17729 Haack, Henry, 29 Wadsworth Av., "
17730 Hornbech, H. E., 205 Adams St., "
17731 Swan, F. E., 111 Chestnut St., "
17725 Prouty, E. T., 16 Newton St., Holyoke.

MISSOURI DIVISION—4.

St. Louis Cycle Club.

17732 Rea, Fred H., 3028 Chestnut st., St. Louis.
17733 Washington, Dr. Jno N., 13th and O'Fallon st., St. Louis.

Unattached.

17734 Edwards, J. W., Bowling Green.
17735 Moriarty, E. P., 17 West 9th st., Kansas City.

NEW HAMPSHIRE DIVISION—1.

Rockingham Bi. Club.

17736 Goodall, E., Portsmouth.

NEW JERSEY DIVISION—3.

Unattached.

17737 Clifton, Geo., West Hoboken.
17738 Cook, W. E., 9 Church st., New Brunswick.
17771 Hayward, C. H., 143 Hudson st., Hoboken.

NEW YORK DIVISION—20.

Brooklyn Bi. Club.

17739 Coudert, L. L., 408 Green st., Brooklyn.
17740 Fay, H. G., 480 Broadway, New York.

Buffalo Bi. Club.

17775 Mulick, James E., 140 Allen st., Buffalo.
17776 Otto, John C., 770 Elliott st., "

Harlem Wheelmen.

17741 Wyeth, W. L., 37 West 124th st., New York.

Hoosac Wheelmen.

17742 Brien, James T., Hoosick Falls.
17743 Wood, Walter A., "

Kings Co. Wheelmen.

17777 Bochm, George, 34 McKibbon st., Brooklyn.
17778 Brown, S. J., 292 Lafayette ave., "
17779 Cavanagh, James, 616 Bedford ave., "
17780 Hartman, Charles F., 130 Throop ave., "
17781 Murphy, Andrew L., 9 Wall st., "
17782 Murphy, W. F., 9 Wall st., "
17783 Rollins, Geo. W., 35 South Oxford st., "
17784 Simmonds, J. C., 86 Morton st., "
17785 Snyder, J. M., 409 Grand st., "
17786 Starrett, Robert, 166 Lynch st., "
17787 Stillwell, Ralph L., 391 Marcy ave. "
17788 Von Trotha, Cuno, 663 Bedford ave. "

Unattached.

17789 Halstead, M. O., Elmira.

OHIO DIVISION—12.

Central Wheelmen.

17790 Kroeger, Jno. H., 528 John st., Cincinnati.

Cleveland Bi. Club.

17791 Roberts, F. W., 76 Euclid ave., Cleveland.
17792 Sherwin, John, National City Bank, "

Findlay Wheelmen.

17793 Horn, Austin J., Box 328, Findlay.
17794 Weitz, Anmi P., "
17795 Withers, Ed. H., Ohio W. Glass Co., "

Springfield Wheelmen.

17747 Warder, Geo. A., Springfield.

Toledo Cycling Club.

17748 Grah, Mrs. Clara, 1310 Adams st., Toledo.

Unattached.

17749 Brown, Jos. E., 883 Pine st., Cincinnati.
17750 Wiebold, B. H., 11 Storrs st., "
17796 Campbell, J. B., Akron.
17797 Whitelaw, J. H., 37 Granger st., Cleveland.

PENNSYLVANIA DIVISION—12.

Century Wheelmen.

17751 Dietsch, Harry, 1122 Wallace st., Philadelphia.
17752 Geaylor, Louis, 1203 Federal st., "

Clarion Bi. Club.

17753 Hubler, J. A., Clarion.

Reading Bi. Club.

17798 Crawford, John, Reading.

Unattached.

17754 Lane, A. W., 1828 No. 13th st., Philadelphia.
17755 McCloskey, F. M., 4032 Chestnut st., "
17756 Sulleberger, F. B., Box 1582, "
17757 Wallis, J. Frank, 2630 E. Lehigh ave., "
17758 Conolly, J. P., 510 Lackawanna ave., Scranton.
17759 Fahrney, E. D., Waynesboro.
17760 Inglis, John, North East.
17799 Scouller, Will, "

SOUTH CAROLINA—3.

Charleston Cycling Club.

1 744 Lutjen, J. L., King and Queen sts., Charleston.
17745 Moran, John P. "
17740 Tecklenburg, J. P., 14 St. Philip st., "

VERMONT DIVISION—1.

Unattached.

17761 Parker, Chas. E., Vergennes.

WISCONSIN DIVISION—2.

Racine B. Club.

17763 Adreance, J. Wm., Racine.

Unattached.

17762 Leenhouts, Cor., 408 10th st., Milwaukee.

LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888:—

Montrose Bicycle Club, Montrose, Penn.
Portland Wheel Club, Portland, Me.
Essex Bicycle Club, Newark, N. J.
Kittanning Bicycle Club, Kittanning, Penn.
Pawtucket Bicycle Club, Pawtucket, R. I.
Columbia Wheelmen, Stockport, N. Y.
Kings County Wheelmen, Brooklyn, N. Y.
Peoria Bicycle Club, Peoria, Ill. "
Findlay Wheelmen, Findlay, Ohio.
Waterbury Wheel Club, Waterbury, Conn.
Omaha Wheel Club, Omaha, Neb.
Harlem Wheelmen, New York City.
Everett Wheel Club, Everett, Mass.
Manchester Bicycle Club, Manchester, N. H.

All membership in the League of American Wheelmen expired Jan. 1; and as all members must renew, so must all clubs. Before a club is entered on the list of 1888, the following certificate must be filed by the Secretary: "This certifies that the Blank Club will remain a League club for and during the year 1888. Blank, Blank, Sec."

Application for Membership in the L. A. W.

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ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed.

Club. *P. O. Address.*

City and State.

References:

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose $2.00; in April, May or June, enclose $1.75; in July, August or September, enclose $1.50; in October, November or December, enclose $1.25.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

NEW MAIL,

CATALOGUE 1888.



WILLIAM READ & SONS,

Boston, Mass.

WILLIAM READ & SONS, BOSTON.

NEW MAIL.

For our 1888 Catalogue we offer as the Best Preface the **Record of Actual Road Usage** for the past year of the ***NEW MAIL,*** with its Special Features. No Higher Grade in every detail; No More Successful Wheel ever appeared in the market than the New Mail Light Roadster, brought out by us last year, of American manufacture. *All Parts Steel Forgings and Strictly Interchangeable.*

THE ONLY WHEEL

having the Great Improvements — (proved an absolute success by actual test of road use for past 2 1-2 years), of

TRICWELL'S BALL BEARING HEAD,

which we control, "Perfection" Patent Strengthened Backbone and Forks and Thickened Base Rim. Never, since we have been in the bicycle business, have we received so many flattering testimonials from all parts of the country as of the last year's New Mail, and as the Testimony of users themselves is much the strongest evidence of the worth of a wheel and more satisfactory to a purchaser than a manufacturer's recommendation, we include these testimonials fully in this Catalogue on following pages and ask careful perusal, as they are the opinions of well-known and many of them hard riders. Stronger recommendations of a Wheel Cannot be Offered. Read the testimonials in full.

BUY THE BEST AT FIRST.

READ ALL THIS.

It must be admitted that a bicycle, owing to the great strain it is subject to in road use together with the many accidents liable to befall it, **CANNOT BE Made Too Well.** It must be admitted also that the pleasure of wheeling (and it is but a pleasure and enjoyment) is obtained in *full* NOT by using a second or third class machine, one which will simply *do*, but by riding the **Best,** the most **Perfectly Made,** with frictionless bearings and true adjustments. Such is also the **Cheapest,** as expense is not constantly incurred in repairs, necessary in cheaper wheels, which are advertised as good as any. It is often the case that one buys a cheap wheel thinking to change to a better afterward, but **This is the Most Expensive in the End,** for the low grade constantly needs repair, and hence outlay of money, and when a change is made for the Best (and such change is **Sure to be desired**), the wheelman has to suffer great loss on the old wheel, or pay a large difference to exchange, thus making the new mount actually cost **More** than if bought at first.

We shall keep the **New Mail** up to the **Highest Pitch** in Quality and recommend it as the **Cheapest Wheel** in the end in the Market.

☞ NOT A SINGLE BUCKLED WHEEL LAST YEAR.

GET THE BEST BOTH FOR ECONOMY AND SATISFACTION.

We make mention of this as several new grade wheels are on the market at lower prices, but the manufacturers of them have their *1st quality and best wheels* at the same price as ours. Does it stand to reason that the low price wheels are as well made or as good as their best at higher prices?

Don't be misled in supposing that they will stand the usage of the best.

☞ Fine Photograph of New Mail sent on receipt of 10c. in stamps. **New Mail Enamel, 50c., with brush.**

WILLIAM READ & SONS, BOSTON.

The GREAT SPECIALTY of the New Mail,

TRIGWELL'S BALL BEARING HEAD.

An Absolute Success. We Control It.

Full description of this head follows on succeeding pages, but since other manufacturers have made exertions to decry Ball Heads as of no advantage whatever, we are forced to refer to the fact emphatically that the true Merit of the Trigwell may be clearly understood. We wish to impress these facts, viz.: that

WE CONTROL THE TRIGWELL AND OTHERS CANNOT USE IT!

That the TRIGWELL is the ONLY BALL HEAD confining the balls so that they cannot roll out or be lost.

That we were the FIRST to adopt the Ball Head and hence have had the greatest experience with it, and declare the TRIGWELL, which we have used 2 1-2 years,

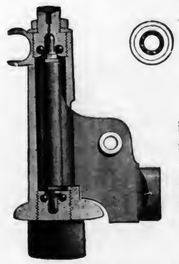
A MAGNIFICENT SUCCESS!

The best proof of this success is our declaration that for the coming year WE DO NOT ALTER the head in a *Single* Detail! Every part has been Dead Right and no change required. Is simpler for repair in case of accident, and been found More Durable than the old cone pattern.

Read the detailed description of the advantages of the Ball Head on following pages, and read the testimonials of those who have used them.

Wheelmen appreciate that a Perfectly-Made and Frictionless Head is the most important requisite for a true running wheel. As such and as THE MOST IMPORTANT MODERN IMPROVEMENT ON BICYCLES, we offer OUR SPECIALTY, the

Trigwell Ball Bearing Head.



1000 Miles Without Oiling or Adjustment.
Perfect Rigidity and Ease of Steering.
In Use Three Years with Great Approval.



Wheelmen are aware that ordinarily constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the balls **smoothly** without wear, and **one adjustment** serves for a very long time,—for months, in fact,—and no loosening nor setting up is necessary. There being no friction, **oiling is rarely needed.** These Heads are made by the finest machinery, all perfectly alike and beautifully finished, every part mathematically true, and

ALL PARTS INTERCHANGEABLE.

The rigidity of a Bicycle and the freedom in steering, is increased to such an extent that hills can be surmounted with far greater ease, and rough roads traversed with considerably less discomfort. A Ball Head will not require Lubricating or Adjusting more frequently than ONCE EVERY ONE THOUSAND MILES. The invention was awarded the Medal at the Inventions Exhibition, 1885, by a jury of experienced and practical riders.

The 100-Mile Race of the London Bicycle Club from Bath to London, was won last year on a Bicycle fitted with this Head, in 7h. 33m., against a strong head-wind for at least a third of the distance, with heavy rain falling for six hours.

The Trigwell is the Only Ball Head which confines the balls by collars, so that when the head is taken apart the balls cannot roll out and be lost.

☞ Fine Photograph of New Mail sent on receipt of 10c. in stamps. **New Mail Enamel, 50c., with brush.**

WILLIAM READ & SONS, BOSTON.

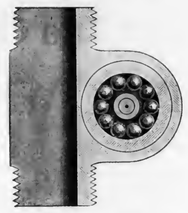


—SHOWING THE—

Neat and Close Fitting DUST SHIELD

OF THE BALL HEAD.

Having no small side screws as in the old heads. Also showing the Perfectly Turned Cones on which the balls move. These are hardened, and hence not liable to wear, as in the old pattern heads. Also can be unscrewed by the user.



Section of Head Showing Balls resting on top of Neck Centre.

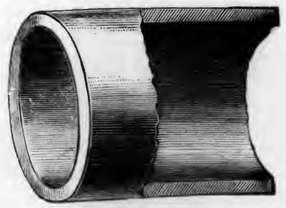
HEAD.—Trigwell's Ball Head, as used by us the last three years, and which has proved so great a success. We consider this head the greatest modern improvement on Bicycles, and we have received testimonials from all over the country in its favor. Its merits consist in smooth and perfect steering, lack of wear, and the great rigidity it gives to the whole wheel. The steering must be tried to be appreciated,—it is Perfect. Its wearing qualities are such that the wheel can be run 1200 to 1500 miles without adjustment of the head, and one oiling lasts three months. It is needless to contrast this with the action of the cone head, which every wheelman knows from experience requires adjustment every few miles. It gives GREAT ADDITIONAL RIGIDITY, as with it a PERFECT bearing in the head can be obtained, and the whole wheel rendered solid, whereas in the cone head, the instant the head is tight it "sticks" and is useless, while the Ball Head can be tightened to a great degree before any tendency to stick is observed. We have had only the most perfect success with this Head, in the great quantity of machines we have sold. There are many patterns of Ball Heads, but the Trigwell is the only one which can be taken apart without the balls falling out, with the liability of being lost, We were the first to use the Ball Head, and we consider the Trigwell the only one of merit, and our experience of two years has borne out our opinion of it. We offer it as the most important improvement made in Bicycles of late years. And we wish to impress on wheelmen the fact that the Trigwell Head, controlled by us, is the best, and in fact the only one which has had an extensive use and test.

WARWICK'S NEW "PERFECTION" BACKBONE AND FORKS.

USED ON THE NEW MAIL ALONE!

We draw attention to the following improvements in the Backbones and Side Forks, (drawings of which are below.) We think it will be evident to all that the one source of weakness in Backbones is where it joins the neck, whereby owing to the great vibration and springing of the Backbone, they do sooner or later break at that point. This can of course be obviated by using a much thicker and heavier Tube, but this not only adds to the weight at the neck end, but also the full length of the Backbone, where extra strength and weight is not required; it is to remedy these defects and to prevent the breaking which is so frequent, and at the same time to reduce the weight, giving increased thickness where it is required, and reducing it where it is not required, that we introduce this improvement to your notice. To do this the Tube is thick at one end and gradually tapered internally until it is thin at the other end. This Tube when ovalled, will make *stronger, lighter and more rigid* Backbones and Forks than have been made hitherto.

The following drawing will give some idea of the advantages claimed over ordinary goods.



Sectional and End View, Showing Neck-End of Backbone.



Sectional View, Showing Backbone and Forks when made up.



Sectional and End View, showing Back-Fork End of Backbone.

☞ Fine Photograph of New Mail sent on receipt of 10c. in stamps.

New Mail Enamel, 50c., with brush.

WILLIAM READ & SONS, BOSTON.

THE NEW MAIL

Has this Splendid Improvement in **BACKBONE** and **FORKS,** the

NEW

Warwick Perfection

PATENT FOR STRENGTH.

It is well known that in all machines backbones are liable to, and do break, causing bad accidents. The place of breakage is usually, if not wholly, at the upper end under the saddle, where is the greatest strain. We have adopted this new backbone of Warwick's, which has greater thickness of metal at the large or neck end, and tapers thinner to the small end, thus obtaining a stouter and stronger backbone with no danger of breakage, while there is no increase of weight.

FORKS are the same "Perfection" pattern, thicker at large end and tapering to the small. This gives

STRONG, RIGID FORKS.

A FACT THAT EVERY BICYCLE RIDER SHOULD TAKE NOTE OF.

The following appeared in the "Cyclist," November 17th, 1886.

It is said that when anything breaks in a carriage, the coach-builder next time increases the strength of that part. It is true he also increases the weight of the carriage, but what is that compared to safety? A friend of ours has broken five backbones this year, and in every instance they have gone in the same place, viz., just where the solid head is brazed into the tube of the backbone. What manufacturers of 'cycles do under such circumstances is to put a new backbone with *precisely* the same thickness at the point where it breaks time after time. In the spirit of the king who said, "Will no one rid me of this petulant priest?" we ask, "Will no manufacturer rise to the occasion and strengthen backbone tubes at the point where they invariably break?"

The following is our reply thereto.

BREAKAGE OF BACKBONES.

[625.]—In your last issue, under the heading of "Notes of the week," we notice a paragraph in which reference is made to the breakage of backbones, and of the fact that they always break in the same place, viz., just where the solid neck is brazed into the tube of the backbone, and your contributor asks, "Will no manufacturer rise to the occasion, and strengthen backbone tubes at the point where they invariably break?" We should like to call your contributor's attention to your advertising columns, where he will see that we manufacture a backbone in which the liability to break at the point named is entirely obviated, and this without any additional weight, so that we can fairly claim to have "risen to the occasion" which your contributor so earnestly desires.

THOMAS WARWICK & SONS.

"AN UNDISPUTED FACT."

AN ACCIDENT AND HOW IT COULD HAVE BEEN PREVENTED.



The following is taken from "WHEELING," July 21st and 28th, 1886.

'Of all the recent improvements in the Bicycle, the latest introduction of Messrs. WARWICK & SONS, in Backbones, is perhaps the most important to riders. The Neck-end of a Backbone has always been the weak spot in a light-built roadster, and many machines give there sooner or later, from the strain caused by the constant springing and the great amount of vibration, often causing nasty spills. The 'Perfection' Bone is five gauges thicker at the Neck than it is at the Back Fork end, being tapered internally; the extra thickness and strength being just where it is essential, and besides, being less weight than an ordinary Bone. We are indebted to Messrs. WARWICK & SONS for several important improvements in machine parts, and I opine that their latest introduction will prove yet another boon to Bicyclists. I have to record two cases that have come under my notice bearing upon this important subject. W——, of the Edgbaston C. C., has sustained a bad fall, through the Backbone of his Bicycle breaking. Another backbone breaker, last week, was D——, of the Dragon C. C."

The Above Accidents would not have Occurred if the Bicycles had been Fitted with the

PERFECTION BACKBONES.

☞ Fine Photograph of New Mail sent on receipt of 10c. in stamps.

New Mail Enamel, 50c., with brush.

WILLIAM READ & SONS, BOSTON.

Opinions of the Press on Warwick's "Perfection" Backbone and Fork-Sides.

From "THE CYCLIST," June 23d, 1886.

"We have just had shown us, by Messrs. WARWICK, what we consider the best improvement made in Backbones and Forks for many years. As is well known the strain on both forks and backbone is mostly close to the head, and until now this extra strain has been met by an enlarged diameter of the tubing used. Messrs. WARWICK, however, in their latest production, go farther, and taper the metal itse l as well as the tube, so that the frames are not only larger in diameter, but of a larger gauge in thickness of material at the points where most strain exists, whilst both metal and weight are reduced where the strain is least. From what we have seen of these tubes we have every reason to believe that as soon as they are known to the trade they will be largely used."

From "SPORT AND PLAY," July 5th, 1886.

"Messrs. WARWICK & SONS, of Birmingham, the well-known Bicycle Fitting and Hollow Rim Manufacturers, have recently perfected a very important and substantial improvement in the construction of Backbones and Forks, which we opine will supersede anything of the kind hitherto introduced. The invention consists of a patent method for tapering the metal from which the tubes are made, the upper part of the fork and backbone, near the neck end, where the great strain is concentrated, being of 14 gauge steel, and tapering off to 18 gauge at the lower end. By this means, greater rigidity is obtained, and the liability of breakages (which under the old system was of frequent occurrence) is reduced to a minimum, in addition to which a considerable saving in weight is effected. The invention is a very ingenious one, and we feel confident that it will be largely taken up by the bicycle and tricycle manufacturers when its merits are made known."

From "WHEELING," September 1st, 1886.

"At a time when the desire for the lightest machine obtainable is the chief desire of the tourist, and 40 lb. tricycles and 22 lb. bicycles are considered and sometimes prove, to be the correct mounts for road-races, it may not be out of place to draw more general attention to a recent improvement in the tubes from which are made forks, backbones, and frames for our lighter wheels.

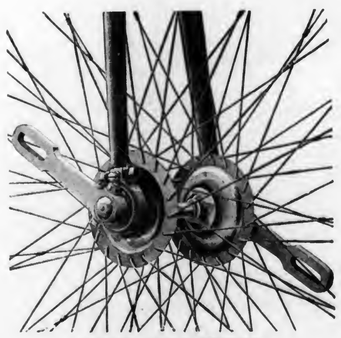
"In the usual form of backbone tubes the weakest part in proportion to the strain upon it is undoubtedly the neck-end, especially about the brazed joint of neck and tube. The rage for light machines, which is now almost universal, has had the tendency more than ever to bring this practically before us, as with the necessary reduction in weight, comes increased liability to breakage under sudden strains. Under these circumstances, aggravated as they are by the common occurrence of exchanges and sales, relegating to a 14 stone man a machine specially built for a rider of 10 stone weight only, any alteration which, without increasing weight, shall add to the strength or rigidity of our machines, is one to be welcomed as a boon and a blessing to men in these latter days, when steel for toughness and endurance as against slain flesh and blood is tested and tried and found wanting. Messrs. T. WARWICK & SONS, of Hollow Rim fame, have recently introduced a Backbone, which instead of being about 16 or 17 gauge in thickness from top to bottom is of 14 gauge thickness at the neck end, tapering internally to only 19 gauge at the end which is brazed to the backforks. This must strengthen the backbone very considerably indeed if properly brazed. We should consider such a joint unbreakable. As to weight, Messrs. WARWICK claim that the weight of the backbones and fork-sides is less than those now in use."

WE CALL SPECIAL ATTENTION TO OUR

TRUE TANGENT SPOKES

AND METHOD OF TYING.

Giving Great Rigidity to the whole wheel. No Rattle. Spokes Tied and Brazed, and Wound Seven Times!



NOTE THIS TYING.

This cut shows the NEW MAIL system of tying its Tangent Spokes at intersections. UNLIKE ANY OTHER! Tied as well as brazed and wound SEVEN TIMES, giving great strength and rigidity to the whole wheel. Impossible for Spokes to separate or rattle. True Tangent Spokes, 72 in number. DETACHABLE CRANKS. 5 to 6 inch throw.



DETACHABLE HANDLE BARS

WITH

Oval or Spade Handles.

Very Strong, in Solid Frame, and very Neat. Easily detached by merely unscrewing the two nuts each side of head. Every part interchangeable.

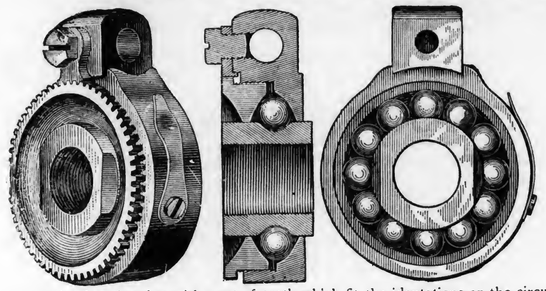
If by accident you break your Bar, we can send you a new one which you can replace yourself.

We offer it as the NEATEST and SIMPLEST in the market.

☞ Fine Photograph of New Mail sent on receipt of 10c. in stamps. ☜ **New Mail Enamel, 50c., with brush.**

WILLIAM READ & SONS, BOSTON.

BOWN'S ÆOLUS ADJUSTABLE BALL BEARINGS



USED ON THE NEW MAIL.

We recommend this as the best Bearing, as it is easily adjusted and *does not tighten* up nor *wedge* after long runs.

CONSTRUCTION.—A single row of balls is used, twelve in number, and the adjusting power of cones is made use of for adjustment, it being constructed as follows: On the axle a steel collar is secured, having two wedge-like projections left upon its outer circumference, which thus form together a conical groove in which the balls are placed. The case is separated vertically, and both halves are coned outwards; the outer or adjustment half is provided with a milled edge, and by screwing up this with the fingers, the cones are tightened concentrically upon the balls with a great degree of nicety, and the adjustment plate is prevented from unscrewing by a bracket with a set of teeth which fit the identations on the circumference of the adjusting case.

A SPLENDID RIM.

Warwick's Latest Hollow Rim with Thickened Bottom.

ENTIRELY SMOOTH. NO SEAM OUTSIDE.



A great advantage, as an outside seam looks badly and is liable by wear on the road to open. The thickened bottom stiffens the whole rim and makes a

SECURE HOLDING BED PLATE FOR END OF SPOKES.

NOT A BUCKLED RIM LAST YEAR!

Best Rubber Tires. **Strongly Cemented.**

—TO SHOW THAT—

We Have Entered into Every Detailed Part to Get Perfection,

WE PRESENT A CUT OF THE

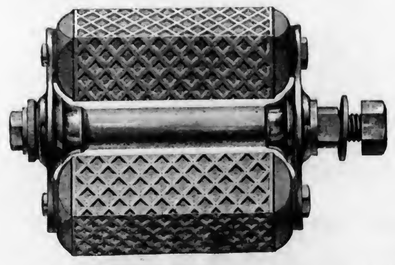
NEW MAIL'S REAR AXLE,

Which Wheelmen know is a source of trouble in many wheels, from not being made or running true. This is Mathematically

TRUE IN ITS BEARINGS,

And we call attention to its Handsome Shape and Proportions.





BALL PEDALS

—MADE WITH THE—

GREATEST NICETY

—OF—

FINEST STEEL.

Which we offer as unsurpassed in the market for true running qualities. Rubbers—the square corrugated, adapting to the form of Foot.

☞ Fine Photograph of New Mail sent on receipt of 10c. in stamps. ☜ **New Mail Enamel, 50c., with brush.**

WILLIAM READ & SONS, BOSTON.

We have thus, in the preceding pages, described in detail the construction of our Bicycles, showing a combination of improvements which can be found in

NO OTHER WHEEL.

That they are improvements and features of merit, we leave wheelmen to judge. **They are no Experiments.**

WE WERE THE FIRST TO ADOPT AND PUT IN USE THE BALL HEAD,

Believing it to be a marked and necessary improvement, and after the past two years extensive experience on all our wheels, which it is well-known are in use all over the country, and have gained their high reputation from their staunchness in hard, cross-country riding and tours, we offer the

TRIGWELL BALL HEAD

(which we obtained and judged the only one of merit,) AS A PERFEBT SUCCESS. That it is a great advantage, we refer to the many testimonials. Once having used this Ball Head, you would never go back to the common kind.

THE WARWICK NEW BACKBONE AND FORKS.

with increased thickness of metal and strength, are too obvious advantages to need explanation. The New Mail has them. Are not these three features alone (Ball Head, Perfection, or rather common-sense Backbone and Forks and our Rim) enough to decide one in choice of this Wheel?

But also we include Corrugated Square Rubber Ball Pedals, Spade Handles, Kirkpatrick Saddle, Harwood's Adjustable Step, all at the price The price of the New Mail is exactly the same as all other makes of Tangent Spoke Weeels of 1888 manufacture.

We invite careful study and inspection on next page of the perfect proportions and symmetry of this

SUPERB LIGHT ROADSTER



THE NEW MAIL.

☞ Fine Photograph of New Mail sent on receipt of 10c. in stamps. ☜

New Mail Enamel, 50c., with brush.

WILLIAM READ & SONS, BOSTON.

Prices, Including Spade Handles, Ball Head and 'Perfection' Backbone and Forks.

Believing when purchasing a high Grade Machine, wheelmen desire ALL the Latest Improvements and Features, we shall make nearly all this year's product with Ball Head and "Perfection" Backbone and Forks, and these prices include such.

Of course if these additions and improvements are *not* desired, the prices become $2.50 less to agree with other machines in the market quoted this lower. Are not these Great Improvements worth the small difference of $2.50?

PRICES.

Enameled, with Bright Parts Nickeled and Spokes Nickeled to Intersections.		Inside Leg Measure to Ball of Foot.	Enameled, with bright parts Nickeled.		Inside Leg Measure to Ball of Foot.
48 in.	$125.00	31½ in.	54 in.	132.50	34½ in.
50 in.	127.50	32½ in.	55 in.	133.75	35 in.
51 in.	128.75	33 in.	56 in.	135 00	35½ in.
52 in.	130.00	33½ in.	58 in.	137.50	36½ in.
53 in.	131.25	34 in.	60 in.	140.00	37½ in.

Half Nickel, $10.00. Full Nickled, $15.00 Extra. With Paralled Pedals, $5.00 less than above Prices.

Also these prices are for the latest wheels, made *this* year, and are exactly the same (no higher) as all other tangent wheels of *this year's* manufacture. Wheels of *previous years'* manufacture we offer less.

Get the Latest and Most Improved!

Terms,— Strictly Cash. Send cash by Express or by Boston or New York Draft and we send the wheel strongly crated, with Tool Bag and Tools. We nickel the spokes to intersections, giving a very light and handsome appearance.

TESTIMONIALS.

Cambridge, Jan. 31, 1888.

Messrs. Wm. Read & Sons:

Dear Sirs,—I have ridden for several years various machines, and think the NEW MAIL compares favorably with any, and in many respects is far superior. Last year I rode the NEW MAIL some fifteen hundred miles, and found it rigid and easy running. The Ball Bearing Head is a decided improvement over the Cone Bearing, as it allows one to keep the head tight, at the same time does not interfere with the steering. In finish I think the NEW MAIL has no superior. Yours truly,

GEO. S. PERKINS,
Capt. Cambridge Bicycle Club.

Chelsea, Mass., June 2, 1887.

Wm. Read & Sons:

Dear Sirs,—The NEW MAIL Bicycle I purchased of you the first of the season has given perfect satisfaction; it is the easiest running wheel I ever rode. The Ball Head is perfection itself. I would not be without one. Yours respectfully,

O. L. DRESSER,
Capt. Chelsea Ramblers.

Worcester, Mass., Jan. 12, 1888.

Messrs. Wm. Read & Sons:

Gentlemen,—Since purchasing the NEW MAIL of you last year I have ridden it constantly, and it pleases me in *every respect*. I think the Ball Bearing Head is the greatest improvement ever put on a Bicycle. I would never ride any other now, as I think no Bicycle is complete without it. For hill climbing I found that I could ride up the same hill much easier on the NEW MAIL than I could on my former mount. The NEW MAIL, as a whole, is far superior to any other make, and I cheerfully recommend it to those who are looking for the *best*.

Yours respectfully,
FRANK W. BARRETT,
Capt. Worcester Bicycle Club.

[*From the noted fast rider, W. E. Crist.*]

Washington, May 3. 1887.

Gents,—The NEW MAIL is the easiest wheel of any I ever tried. It is simply perfect. Yours truly,

W. E. CRIST.

New Orleans, La., Nov. 26. 1887.

Messrs. Wm. Read & Sons:

Dear Sirs,—I received from you, through your agent at this point, Mr. J. M. Gore, one of your 53-inch NEW MAILS. On this wheel I trained for the annual L. A. W. Louisiana division races, and on the day of the races rode the same, surprising both my friends and myself. My success was undoubtedly due to the easy manner in which the wheel rode. I have experienced equal pleasure on the road with the wheel, it riding as smoothly and easily as one could desire. I have ridden several makes of wheels during two years' experience as a wheelman, but much prefer your wheel to any so far ridden. Again thanking you for the good wheel you have sent me, I remain,

H. W. FAIRFAX,
Sec.-Treas. New Orleans Bicycle Club.

Pasadena, Cal., Jan. 15, 1888.

Gentlemen,—After an experience of five years with the various prominent makes of Bicycles, I would like to state that, in my judgment, the NEW MAIL of Messrs. Read & Sons is the best road machine now made.

The Ball Bearing Head, as now used, *cannot* be excelled by any appliance for facility and nicety of adjustment. It is the easiest running and most rigid wheel I ever rode, and I think I may safely say (from the tests I have given it), enjoying, as I do, the reputation of being one of the hardest road riders in the State, that for a reliable roadster, it has no equal.

CHARLES A. BIEDERMAN,
President Pasadena Cycling Club.

Winner of Lakin's Long Distance Cyclometer Contest for 1887, and holder of Pacific Coast record for one mile.

☞ Fine Photograph of New Mail sent on receipt of 10c. in stamps. ☜

New Mail Enamel, 50c., with brush.

WILLIAM READ & SONS, BOSTON.

TESTIMONIALS.—Continued.

ST. LOUIS, Dec. 31, 1877.

WM. READ & SONS, Boston:

GENTLEMEN,—Though perhaps I am rather late in the day, I write to congratulate you on the NEW MAIL. Having owned and ridden a number of different makes of Bicycles, I am thoroughly convinced that in my NEW MAIL I have the *easiest running* and *least expensive* wheel made. The strength of the *ball head* and ease of steering deserves especial mention, for since I received the NEW MAIL wheel (May 3d, 1887), I have ridden 2730 miles, and the majority of this over rough country roads; during this time, the head needed adjustment not more than five times, while with other wheels this would have to be done at least twice a week.

Respectfully yours,
ALEX. M. LEWIS,
Lieut. Missouri Bicycle Club.

[*From a Bicycle Dealer.*]

JUNE 25th.

GENTS.—I would like the agency for your NEW MAIL. I purchased one for my own riding, and I find that it is the Highest Grade Bicycle on the market. I have been in the Bicycle business a long time, and am agent for several of the leading wheels, but I think your machine superior to all others, and I put it *at the head*. Let me know if I can have the agency for it.

Yours truly.

[*From a large Dealer in Bicycles at the West.*]

WM. READ & SONS, 107 Washington St., Boston, Mass.

There is not much doubt but that I'll sell a good number of your wheels this season. I am riding the "55" myself, and I must say that it is *away up*. The "51" I sold to an old rider of four years' experience. He came into my store last Saturday and had his choice out of four of the best wheels in the market, the NEW MAIL included (all of which I had samples), and, just as I expected, he selected the NEW MAIL for his mount.

Yours respectfully.

BOSTON, June 1, 1887.

Messrs. WM. READ & SONS, Boston.

DEAR SIRS,—In 1876, while at the Centennial Exposition, I saw the first English Bicycles. I was so much pleased with their appearance that the spring following I bought one of the best. Since then I have ridden many thousand miles on different machines. I considered my last mount as good a wheel as could be bought, and was perfectly satisfied with it. But this spring I was induced to buy one of your NEW MAILS, and I have ridden it far enough now to know that after all these years of experience, I never knew what it was to be on a perfect machine before. The combinations are perfect, and I consider the Trigwell Ball Bearing Head one of the greatest improvements ever attached to a bicycle. The hills I used to walk are mounted with ease, and the machine is run as straight as a die, with scarcely any effort. I am more than pleased—I am *delighted* with it.

This testimonial is entirely unasked, and I only write to encourage you in your good work, and to advise any one in want of a first-class mount to take the NEW MAIL without question.

Respectfully,
J. L. BLACKMER, *League 14760.*

ST. LOUIS, Dec. 31, 1887.

Messrs. WM. READ & SONS, Boston, Mass.

GENTLEMEN,—It is with pleasure I write you regarding the NEW MAIL that I have ridden this year. It has proved satisfactory in every way. Is staunch, rigid, easy to ride, and light running—"a thing of beauty and joy forever." Can hardly see how it is possible to make the '88 wheel an improvement.

With compliments of the season, believe me,

Yours truly, EDWARD SELLS.

ST. LOUIS, Jan. 5, 1888.

Messrs. WM. READ & SONS, Boston, Mass.

DEAR SIRS,—Having ridden the NEW MAIL the past season with such perfect comfort and little expense for repairs, I feel that I owe you my personal thanks. The Ball Head, in particular, deserves especial mention, and is, I think, the *chief recommendation* for any first-class wheel. After having been ridden for eight months, my wheel is in perfect condition, while my expenses of repairing have only been $1.00, all told. Again thanking you,

Yours, very truly,
JONES S. IRVINS, *Mo. Bi. Club.*

TESTIMONIALS.—Continued.

ST. LOUIS, Jan. 4, 1888.

Messrs. WM. READ & SONS, Boston.

GENTS.—I have been riding the NEW MAIL the past season, and think it, by far, the best wheel I have ever ridden. My repairs have cost me nothing, and the wheel to-day is as good as when it came out of the shop.

Yours truly, J. S. FUQUA.

WHEELING, W. VA., Jan. 13, 1888.

Messrs. WM. READ & SONS:

GENTS,—I have been a constant rider of the bicycle for eight years in a portion of country where hill climbing and coasting can be indulged in to the heart's content, and during this time have ridden many of the leading wheels in the market, but never have I ridden one so nearly perfect as your NEW MAIL. It is so responsive to every motion, so little give to the perch in drawing the little wheel over ruts, and, greatest of all, the Ball Bearing Head. The Ball Head is a *great success* notwithstanding the croaking of the many who have never tried it. It is as much of an improvement over the usual form of head in use as the light roadsters of to-day are over the best bikes of 1883.

Wishing you a great trade for '88, I am truly yours,
T. A. HOGE.

PROVIDENCE, Dec. 3, 1887.

WM. READ & SONS:

DEAR SIRS,—The Ball Head on the NEW MAIL has only to be tried to be appreciated by wheelmen; with it you have a rigid head, yet easy and perfect steering.

Wheelmen who say the old Cone or hemispherical bearings are good enough for them, have but to try a wheel with your Ball Head to alter that opinion. Have ridden over two thousand miles the past season on my NEW MAIL. Respectfully yours,
JAMES L. SPEIRS,
Lieut. Rhode Island Wheelmen, Providence, R. I.

ALBANY, June 22, 1887.

Messrs. WM. READ & SONS:

GENTLEMEN,—I have been waiting to give the NEW MAIL I bought of you a thorough trial before writing. I am more than pleased with it. Last week I rode it from Albany to Poughkeepsie over roads which had just been washed, necessitating much riding through deep gravel and over stones. At the end of the run I was almost afraid to look at it for fear of finding loose spokes or started joints, but my fears were groundless. Everything was as snug as when I started. I never had a wheel before that would not have been loose in every joint at the end of such a ride. It climbs hills a third easier than my old machine.

The Ball Head is perfect, and with all the knocking around it has had shows not the slightest shake, yet turns perfectly free. It is safe to predict that next year every first-class wheel will have a Ball Head.

Yours respectfully,
CHARLES L. PALMER.

January 15, 1887.

MR. CHARLES SCHWALBACH, Agent:

DEAR SIR,—I shall ride a NEW MAIL this coming season, and to all who are in doubt as to what wheel to purchase, I would recommend the NEW MAIL.

HARRY H. FARR,
1st Lieut. Ilderan Bicycle Club, Brooklyn, N. Y.

MR. CHAS. SCHWALBACH, Agent:

DEAR SIR,—The Ball Bearing Head is a *great* success, and I would not ride a wheel without this improvement. It is the easiest running and most rigid wheel I ever rode, and can recommend to all who desire a first-class mount for the coming season. During my recent trip to Bermuda it was ridden over 200 miles there, and was universally admired by all. Yours truly,
G. L. COURTENAY.

BROOKLYN, Jan. 26, 1887.

MR. SHIPTON, Secretary to the C. T. C., says:—My views as to the merits of your new Ball Bearing Head are pretty fully expressed in the *C. T. C. Gazette* for October last, to which you are at full liberty to make reference. The eulogium then bestowed I cannot but affirm by the light of more recent experience. To put it briefly, I consider the Ball Bearing Head to be the most valid of all the modern-day improvements, and I would not be without it for twice its cost. The balls are held in place by a collar, and it is practically impossible to disarrange them.

☞Fine Photograph of New Mail sent on receipt of 10c. in stamps.☜ New Mail Enamel, 50c., with brush.

WILLIAM READ & SONS, BOSTON.

TESTIMONIALS.—Continued.

MR. HAWLEY, Hon. Sec. of the L. B. C., says:—My Bicycle was ridden about 4,000 miles last year, during which time the Ball Head was only adjusted three or four times. I certainly think this is a distinct advance in 'cycle manufacture.

MR. HY. HERBERT, Clarence B. C., says:—I cannot speak too highly of the Patent Ball Bearing Head, which is really everything that can be desired for rigidity and ease of steering.

MR. HARRY JONES, of the Haverstock B. C., says:—My record last year amounted to 8,241½ miles. I have ridden over some of the roughest roads through nearly every county in England and Wales, and can say that some of the grass roads traversed in Lincolnshire, etc., would have been quite unridable with the ordinary head, but in this and where any delicate steering is required, I have found the Ball Bearing Head invaluable, and also a great assistance in hill climbing. I have ridden it over 1,000 miles without oiling, and only adjusted it three times during the year, and the wear is imperceptible.

BOSTON, Feb. 1, 1887.

Messrs. WM. READ & SONS, Boston, Mass.

DEAR SIRS,—A few words in regard to the "Trigwell Ball Bearing Head." I have used the Trigwell Head during the past season and have covered about 2000 miles of road riding, thereby giving it a thorough trial, and I am free to say it has given perfect satisfaction. Its point of superiority over other heads is that it can be set down perfectly tight and yet will move freely and never work loose. I have never had any trouble with the balls breaking, and a single drop of oil once in a while keeps them in excellent condition. In every way it has proved a great success, and I would recommend every rider to give it a trial.

Yours, very truly, C. L. SMITH.
Late Captain Cambridge Bicycle Club.

TOLEDO, OHIO, Jan. 22, 1887.

GENTLEMEN,—One of the wheel's chief beauties lies in the Ball Bearing Head, which needs no tightening, and renders the steering easy and quick. Hereafter, no wheel will be perfect for me unless it has a ball-bearing head. Thanking you for many courtesies extended, I remain, Yours truly,
J. M. TRYON, *Sec'y-Treas. Toledo 'Cycling Club. Rep. 1st. District, Ohio Div., L. A. W.*

BROOKLYN, N. Y., Jan. 19, 1887.

The "Ball Head," as used in the MAIL, cannot be equalled by any appliance for ease and nicety of adjustment, and perfect bearing, and in riding and coasting without hands, I find a great aid. The NEW MAIL will carry me through the coming season, and equally favorable results are expected.

Yours truly, R. W. STEVENS,
Kings County Wheelmen.

[*From the well-known Captain of the Kings County Wheelmen, a long distance rider.*

BROOKLYN, Jan. 23, 1887.

GENTLEMEN,—Its improved Ball Bearing Head is indeed a success, and adds very materially to its value as a wheel for use in drills, etc. A machine possessed of these qualities, to say nothing of its graceful appearance, is certain to become popular with the wheeling fraternity. Very truly yours,
EDW. PETTUS, *Capt. C. K. W.*

MR. CHAS. SCHWALBACH, Agent.

DEAR SIR,—Out of nearly five months this season I have missed only five days' riding, and that on country roads of all grades, and have therefore thoroughly tested the Ball Head, which feature alone is incomparable and an important attraction to me, to say nothing of the material, grace or construction, its lightness, and the narrow tread, which is a very important aid in hill climbing. I have covered nearly 2,300 miles this season, and have not spent one cent for repairs.

Yours respectfully, A. E. ANDERSON.
K. C. Wheelman.

WILKES-BARRE, Jan. 18, 1887.

MR. L. L. EVANS, Agent.

DEAR SIR,—The machine I bought of you, with the Ball Bearing head, gave satisfaction in every particular. As I have owned and ridden several different makes of machines with the cone

TESTIMONIALS.—Continued.

head, I have no hesitation in pronouncing the "Ball Head" far superior in every respect, and consider it one of the great revolutions in the Bicycle. G. W. LAYCOCK.

ST. LOUIS, Jan. 13, 1888.

Messrs. WM. READ & SONS:

GENTS,—In reply to your request as to how I like the NEW MAIL, I will say that I like it very much, have given it many a hard ride over miserable roads, and have yet to spend the first dollar for repairs. Yours,
W. M. LOUDERMAN.

LAPORTE, IND., Dec. 14, 1887.,

Having ridden a number of different makes of Bicycles I find none that have the easy running and staunch qualities of the NEW MAIL and the unequaled Trigwell Ball Bearing Head. I would not ride a Bicycle without it as it is the most rigid as well as the easiest steering Head made and no Bicycle is complete without it, and as to beauty and finish the NEW MAIL stands, "the Perfection." J. E. LONN.

LAPORTE, IND., Dec. 14, 1887.

My 54-inch NEW MAIL is the easiest running, as well as the easiest steering Bicycle I ever rode. I would advise any one to get a Trigwell Ball Bearing Head on their Bicycle and they would not exchange it for another make at any price. The NEW MAIL is the Bicycle of to-day. WILLIAM LONN.

NEW ORLEANS, Nov. 19, 1887.

Messrs. WM. READ & SONS, Boston, Mass.:

DEAR SIRS,—When the "NEW MAIL" first came out here, I purchased one, and, at the request of your agent, Mr. J. M. Gore, who asked me to let him have my opinon of it, I would say that I am very well pleased with it. I find it an easy running, strong wheel. Yours truly, G. W. ANDERSON.

May 19, 1887.

DEAR SIRS,— It affords me great pleasure in saying that among the many wheels I have ridden, none have equalled the "NEW MAIL." Its hill climbing ability surprises me. I would ride no other machine if I could have a "NEW MAIL."

FRANK A. BUCKLYN.
Brown University, Prov, R. I.

MILLVILLE, N. J., Sept. 23, 1887.

Messrs WM. READ & SONS, Boston, Mass.:

DEAR SIRS,— The NEW MAIL is a daisy, runs elegantly and the steering is the height of perfection. No plain Cone Head machine will compare with it in steering. The NEW MAIL is my sixth machine in eight and a half years of wheeling, so I speak from experience. Very truly yours,
THOMAS B. SOMERS.

AUBURN, N. Y., Sept. 28, 1887.

Messrs. WM. READ & SONS:

GENTS,— I have always been prejudiced against American Machines in favor of English make. But through the guarantees of your agents, was induced to try a NEW MAIL LIGHT ROADSTER, and the season's experience in all round riding satisfies me, and I must admit it in justice to yourselves, that the NEW MAIL LIGHT ROADSTER is the machine in preference to all others.

The *Ball Head* speaks for itself. One has but to use it to satisfiy them. Have run the entire season without an adjustment and only once oiling it. Very truly yours,
ALBERT H. HAMILTON.

HUNTINGDON, IND., Sept. 9, 1887.

GENTS,—The NEW MAIL is a strong wheel, and very easy running. The Ball Head is the best I have seen, and works perfectly. No binding nor grinding in this. Wishing you best success, Yours truly,
N. SESSIONS.

NEW ORLEANS, Nov. 29, 1887.

MR. J. M. GORE, Agent for New Mail, New Orleans, LA.:

DEAR SIR,—I have been riding the NEW MAIL for about two months, and find it the finest mount I have ever been astride. As I am a very slight build, I give all credit to the wheel I ride and

☞Fine Photograph of New Mail sent on receipt of 10c. in stamps.☜ New Mail Enamel, 50c., with brush.

WILLIAM READ & SONS, BOSTON.

TESTIMONIALS.—Continued.

not to my physical power. Trusting that your wheel will prove as satisfactory to all riders as it has to me, I remain,

Yours very respectfully, E. A. JONAS.

MERIDEN, CONN., May 26, 1887.

Messrs. WM. READ & SONS:

GENTLEMEN,—My 53-inch NEW MAIL is very satisfactory. During the past four weeks I have ridden it without adjusting the head, and it is all right to-day. The wheel is a splendid hill climber and an excellent coaster, and for all around use is, in my opinion, the best made. I could say more, but this will give you my ideas on the subject, and you can quote me if it will help you.

Yours truly, WILBUR H. SQUIRE,
Meriden Wheel Club.

NEW YORK, Sept. 23, 1887.

GENTS,—I have been riding for eight years, and the NEW MAIL is the third wheel I have owned. I consider it the best wheel I have ever been on. Yours truly,

N. D. LANCASTER.

WINDSOR, NOVA SCOTIA.

WM. READ & SONS:

GENTS,—I am perfectly delighted with the NEW MAIL. It is the easiest running wheel I have ever used, and it has already secured a host of friends. I remain, Yours truly,

A. F. SHAND.

PHILADELPHIA, Oct. 4, 1887.

Messrs. E. K. TRYON, JR. & Co. Philadelphia:

GENTLEMEN,—Having ridden the NEW MAIL upwards of 600 miles, I find it to answer every purpose over rough and smooth roads. As a piece of workmanship it is excellent.

Very truly yours, J. A. BRADLEY,
Penn. Bicycle Club, Philadelphia.

WEEDSPORT, N. Y., July 13, 1887.

Messrs. WM. READ & SONS, Boston, Mass:

GENTLEMEN,—The 54-inch NEW MAIL Bicycle which I purchased of you some two months since, has given the most perfect satisfaction. During my five years experience as a wheelman, I have owned four different makes of Bicycles and have ridden others, but I consider the NEW MAIL the staunchest and easiest running of any whee I have ever ridden. I consider the Ball Bearing Head a great improvement, and, since I have tried it, and know what it is, I would *never own a wheel that did not have this kind of a head.* I have now given my wheel two months pretty hard ridding over the rough roads in this section, but *have not as yet had to adjust the Head Bearing*, in fact I have not had to adjust any Bearing on the wheel, each one being in the same position as when shipped from the factory. If I was going to have a wheel built to my own specifications I don't know where I could improve on the '87 NEW MAIL. It is certainly the prettiest looking wheel on the market.

Very truly yours,
H. D. BROWN.

BOSTON, Jan. 20 1888.

Messrs. WM. READ & SONS:

GENTS,—In reply to your inquiries as to working of my 61-inch NEW MAIL, I would say that I have but unqualified praise to bestow upon it. A Bicycle to stand the extra test of being put over all kinds of roads where pleasure and business demands one should go, must be a good one, light, durable and to be depended upon to bring the rider back with as little worry and fatigue as possible. I can say that the NEW MAIL has stood very rough usage at my hands and is apparently in just as good condition as ever.

Yours in haste,
L. F. SMALL.
Association Gymnasium.

SMITHPORT, PA., Jan. 17, 1888.

Messrs. WM. READ & SONS, Boston, Mass.:

GENTLEMEN,—The NEW MAIL is, I think, second to no wheel made. It is handsome in appearance and runs finely, and I honestly recommend it as the finest and best. I have ridden some of the best makes of wheels, and never found such an easy running machine as the NEW MAIL. The Ball Head works to perfection, while most all others have none.

Some people think a "good" wheel costs too much; well, I have had all I ever want of cheap wheels, and a person who buys a cheap one will soon see same as I did when first I thought of trying bicycling. Send me an 1888 catalogue when out.

Respectfully, C. R. SPRAGUE.

TESTIMONIALS.—Continued.

310 So. FIFTH ST., BROOKLYN, N. Y., Oct. 31, 1887.

WM. READ & SONS, 107 Washington St., Boston, Mass.:

GENTS,—Please send me picture of NEW MAIL, as I am a rider and much pleased with your machine. It makes a perfect coaster and roadster.

M. G. DENIPE.

SPRINGFIELD, ILL., Feb. 5, 1888.

WM. READ & SONS:

DEAR SIRS,—Please send me your catalogue of NEW MAILS for 1888. I bought a NEW MAIL just before the close of last season, and am very well pleased with it. The ball-head is the *only* thing. Yours,

JOHN P. FOGARTY.

ORCHARD LAKE, MICH., Jan. 21, 1888.

WM. READ & SONS:

DEAR SIRS,—I have ridden all makes of bicycles, but for completeness, easiness of running, and durability, I find that the NEW MAIL is at the head. Very respectfully,

JNO. S. ARNOLD.

COLORADO SPRINGS, Jan. 31, 1888.

WM. READ & SONS:

DEAR SIRS,—The 56-inch came safely to hand on Saturday, the 28th inst., and is in the highest degree satisfactory. You have my thanks for turning out such an elegant machine and filling the order so satisfactorily. The gentleman for whom I ordered the wheel made a trial run on it Sunday, and expresses himself in terms of the highest praise for its smooth, easy running qualities. He says: "She goes through sand easier than any wheel I ever rode."

The 52-inch also continues to give the highest satisfaction to its rider.

I think the new tapered-pin pedal hard to beat. It is the neatest thing out. Yours truly,

C. R. ARNOLD.

TRINIDAD, COL., Feb. 2, 1888.

Messrs. WILLIAM READ & SONS:

GENTLEMEN,—When I traded by C—— for the NEW MAIL, I did so because I thought the construction the most perfect theoretically. I am very much pleased to find, after four months use on our rough roads, that the workmanship is equal to the design. I have not touched the head or front wheel bearings; the hind wheel has been tightened once. The long cranks, larger hind wheel, and greater rake, are all improvements. I have not had a single fall, though I used to tip over rather easily on the ——.

I don't understand the objection to the Ball Head. Even if it only lasted for one year and then had to be renewed, it would pay to have it in the greater comfort of handling.

I wish you all luck with the NEW MAIL, and will do all I can to sell more of them. Yours respectfully,

W. DEARDEN.

VAN ETTENVILLE, N. Y.

WM. READ & SONS, Boston, Mass.:

GENTS,—Am greatly pleased with the NEW MAIL, and consider it one of the finest mounts which I ever saw.

Very respectfully yours,
HARRY BANFIELD.

☞ Fine Photograph of New Mail sent on receipt of 10c. in stamps. New Mail Enamel, 50c., with brush.

WILLIAM READ & SONS, BOSTON.

BOYS' BICYCLES.

WE HAVE TAKEN THE

AGENCY FOR NEW ENGLAND,

—FOR THE—

AMERICAN

IDEAL

BICYCLES AND TRICYCLES.

We recommend the IDEAL as the Best Boys' Wheel, and this year it has Several Improvements and a new and very handsome finish, together with Spade Handles and Cobblestone Saddle.

DESCRIPTION.

Closed head with dust shield—long neck—detachable handle bars—butt ended spokes—adjustable step—parts interchangeable—axles, fine forged steel, very strong—tapered backbone—step rubber covered to prevent slipping—Cobblestone saddle—spade handles—handle bars and break lever are Cowhorn—pedals of best rubber—bright parts nickel-plated, and each supplied with tool bag and wrench.

AMERICAN IDEAL,

WITH SPADE HANDLES.

A Finely Made and Finished Wheel.

WITH SPADE HANDLES.

Diameter of Front Wheel.	Length of Leg, Inside Measure, to Sole of Foot.	PRICE.
30 Inches,	22 Inches,	$25 00
34 Inches,	24 Inches,	30 00
38 Inches,	27 Inches,	35 00
42 Inches,	29 Inches,	40 00
44 Inches,	30 Inches,	45 00
46 Inches,	31 Inches,	50 00
48 Inches,	32 Inches,	55 00
50 Inches,	33 Inches,	60 00



IDEAL TRICYCLE,

FOR BOYS OR GIRLS.

A Finely Made Machine, and it has met a LARGE DEMAND for Girls' use. Not a Toy, but of the quality of high grade wheels.

PRICE, - - - - - 40.00.

☞ Fine Photograph of New Mail sent on receipt of 10c. in stamps. New Mail Enamel, 50c., with brush.

WILLIAM READ & SONS, BOSTON.



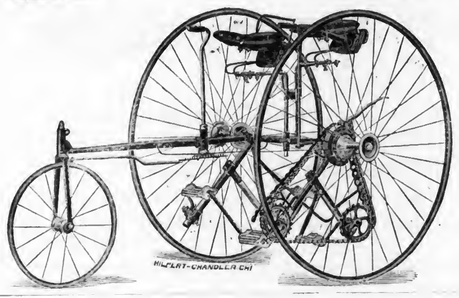
IDEAL TRICYCLE.

(FOR BOY OR GIRL.)

Diameter Drivers.	Price Standard Finish.	Price Full Nickeled.	Weight.	Weight of Crate.
30 inches.	$40 00	$55 00	47 lbs.	24 lbs.
34 "	45 00	60 00	51 "	25 "

Ball Bearings to Driving Wheels..... Extra, $ 14 00
" " " Steering Wheel..... 4 00
" " " Cranks..... 10 00

This really beautiful little machine has received every care and is listed now for its third season with a well-earned reputation of being just what we claimed for it when we introduced it to the cycling public two years ago, and of a quality both in material and manufacture that will compare very favorably with larger and costlier machines



THE AMERICAN IDEAL TANDEM.

(TWO TRACK.)

Price, Standard Finish, with—		Price, Full Nickeled, with—	
30 inch Drivers.....	$65 00	30 inch Drivers.....	$85 00
34 " ".....	70 00	34 " "	90 00

If desired with ball bearings to Drivers, extra..... $ 14 00
If " " " " " Steering Wheel, extra..... 4 00
If " " " " " Cranks, extra 10 00

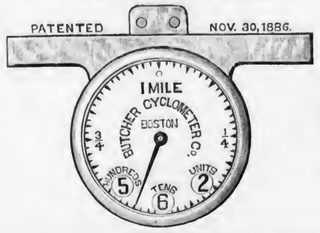
SUNDRIES.

NEW MAIL BALL PEDALS.

Perfection in Pedals. Fit any Wheel. Offered as the Finest Made and Truest Running Pedal in the Market. These should be seen to be appreciated. We are in constant receipt of testimonials in their praise. Made with the greatest nicety throughout. Don't buy without examining this make surely.

Price, $10.00 Per Pair.

THE BUTCHER CYCLOMETER.



The action of the new Stroke Cyclometer is produced by a sliding rod enclosed in the crossbar at the top. This rod, working, as it does, directly opposite to the centrifugal force of the wheel gains what has been so long sought, a reliable motion without an arm striking the fork. The sliding rod strikes at either end against a buffer, and its motion is so great in length that all possibility of jar affecting it is done away with.

PRICE, $5.00.

HARWOOD'S Detachable Safety Step.



HARWOOD'S SAFETY BICYCLE STEP

Fits any Machine. No screw holes on Backbone. By this Improved Step, a firm and positive foothold is secured when mounting or dismounting, and danger of cutting the leg is obviated by the projecting Safety Flange. The edges of the teeth are so beveled that they will not catch or tear the clothing, in case of a misstep or fall. The steps are easily applied, are light and strong, and are an ornament to the bicycle. **Price, $1.00**

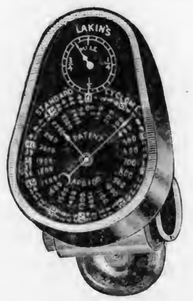
The BUTCHER CYCLOMETER



Can be read from the saddle. It registers to 10,000 miles and then returns to zero. It weighs less than twenty ounces. The weight which holds the dial always upward can be easily removed and a lamp substituded in its stead. In ordering, mention size and make of wheel.

PRICE, $10.00.

LAKIN CLYCLOMETER.



The Mile Dial is divided into Quarters, Eights, Sixteenths and Thirty-Seconds. At every revolution of the hand on the mile dial, the long hand on the large dial will move forward one figure and thus record each mile.

While it requires 50 turns of the mile hand to make one complete revolution of the long hand, it also requires 50 revolutions of the long hand to make one revolution of the short or fifty mile hand, and they all return to zero together.

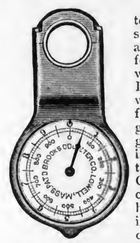
Price, $10.00.

New Mail Enamel, 50c., with brush.

☞ Fine Photograph of New Mail sent on receipt of 10c. in stamps.

WILLIAM READ & SONS, BOSTON.

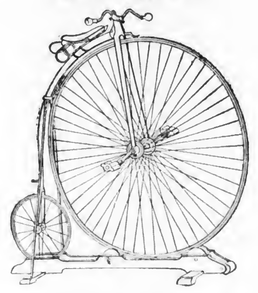
Brooks' Ideal Cyclometer. Price $5.00.

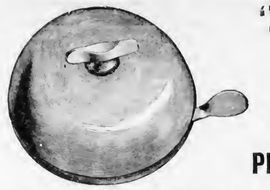


This instrument is designed to meet the demand for a strictly first-class Cyclometer at a moderate cost, and is offered with confidence that it will supply a long felt want. Being entirely without weights or springs, and its few parts being always in gear, it is the least likely to get out of order. Its weight is 11 ounces, about one-half that of other direct acting Cyclometers. The collar enclosing the hub of the bicycle has a rubber packing, rendering its attachment to hubs of different sizes very easy.

EUREKA HOME TRAINER AND BICYCLE STAND.

Price $7.50.





'Perfection' BELL.

Very Popular.

PRICE, $2.50

Lillibridge Adjustable Saddle.



PRICE, $5.00.



NEW PATTERN

Kirkpatrick Saddle.

Price, $6.00.

BUFFALO Home Trainer



Price $30.00.

NEW MAIL ENAMEL

Every Wheelman should have a Bottle of Enamel for touching up or refinishing his wheel when marred. Dries instantly. Scratches entirely obliterated. Cannot be sent by mail.

Price, with Brush, 50 Cts Per Bottle

NEW MAIL ENAMEL.



We think it has been conceded that the **ENAMEL** on New Mail Machines is the **FINEST IN THE MARKET.**

A BRILLIANT JET BLACK ENAMEL.

For the first time we offer this in the market, this year, in bottles for wheelmen's use, for refinishing wheels when scratched and marred. **Dries instantly.**

PRICE, WITH BRUSH, 50 Cts. PER BOTTLE.

☞ By a decision of P. O., Enamel *cannot* be sent by mail.

☞ Fine Photograph of New Mail sent on receipt of 10c. in stamps.

New Mail Enamel, 50c., with brush.

WILLIAM READ & SONS, BOSTON.

SECOND-HAND WHEELS.

We usually have in stock an assortment of good Second-Hand Bicycles and Tricycles, taken in exchange for other sizes, but serviceable as ever. Such we run off at very low prices, and will gladly describe what we may have on hand at the time, if you will let us know size desired. Below is a list of some now in stock, which we can forward, unless sold before receipt of order:

No.	Size.	Name of Wheel.	Finish.	Bearings.	Pedals.	Condition.	Price.
1	48	Expert.	Nickeled.	Ball.	Ball.	Fine.	50.00
2	48	Standard.	Enameled.	"	Cone.	"	30.00
3	50	Royal Mail.	"	"	Ball.	"	65.00
4	50	" " Ball-Head.	"	"	"	"	75.00
5	50	Standard.	Nickeled.	"	"	"	40.00
6	50	Premier.	Enameled.	"	"	"	35.00
7	51	Royal Mail, Ball-Head.	"	"	"	"	65.00
8	52	Champion.	"	"	"	"	50.00
9	52	"	Nickeled.	"	"	"	60.00
10	52	"	Half Nickeled.	"	"	"	55.00
11	52	"	Nickeled.	"	"	"	60.00
12	52	Expert.	"	"	"	"	65.00
13	54	"	"	"	"	"	65.00
14	54	"	Enameled.	"	"	"	75.00
15	54	Rudge.	Half Nickeled.	"	"	"	75.00
16	54	Royal Mail, Ball-Head.	Nickeled.	"	"	"	65.00
17	54	" " "	Enameled.	"	"	"	65.00
18	56	Expert.	Half Nickeled.	"	"	"	60.00
19	56	Royal Mail, Ball-Head.	Enameled.	"	"	"	65.00
20	56	Victor.	"	"	"	"	50.00
21	56	"	"	"	"	"	60.00
22	56	Club.	"	"	"	"	50.00
23	58	Rudge.	"	"	"	"	75.00
24	56	New Mail, Ball-Head.	"	"	"	"	85.00
25	55	" " "	"	"	"	"	85.00
26	54	" " "	"	"	"	"	85.00
27	53	" " "	"	"	"	"	85.00
28	52	" " "	"	"	"	"	85.00
29	50	Royal Mail.	"	"	"	New, Never used.	75.00 Cost 135.00
30	54	Royal Mail Racer.	"	"	"	"	50.00 Cost 140.00
31	56	New Rapid.	"	"	"	"	85.00
32	50	Royal Mail, Ball-Head.	"	"	"	"	85.00

☞ Above Mails are great bargains. They all have the Tangent Tied Spokes, and the wheels are as serviceable as new for use — in fact, many scarcely show any riding. Exchanged for different sizes. They will soon be taken up.

Some of the Principal Agencies for the New Mail.

ST. LOUIS, MO.	E. C. Meacham Arms Co.
CHICAGO, ILLS.	Hibbard, Spencer, Bartlett & Co.
PHILADELPHIA, PA.	E. K. Tryon, Jr., & Co.
BROOKLYN, N. Y.	Charles Schwalbach.
NEW YORK CITY.	Peck & Snyder.
WASHINGTON, D. C.	H. W Higham.
SAN FRANCISCO, CAL.	Devany, Hopkins & Co.
PROVIDENCE, R. I.	Whitten & Co.
WORCESTER, MASS.	F. W. Barrett.
SALEM, MASS.	D. Edgar Hunter.
DETROIT, MICH.	J. B. Field & Co.
INDIANAPOLIS, IND.	H. T. Hearsey.
BUFFALO, N. Y.	S. G. Le Valley.
PORTLAND, ME.	G. L. Bailey.
CLEVELAND, O.	Brush, Moore & Co.
PITTSBURGH, PA.	J. B. Kaercher.

☞ Fine Photograph of New Mail sent on receipt of 10c. in stamps. New Mail Enamel, 50c., with brush.

Lord Bury, President N. C. U.—"I have very great pleasure in saying that your "ROVER" is a very perfect machine."
THE "ROVER" has set the fashion to the world.—The Cyclist.
THE "ROVER" is one of the happiest ideas that have evolved from the mind of maker.—Bicycling News.
THE "ROVER." The fastest 50 miles ever ridden on the road was on the "Rover."—The Cyclist.
THE "ROVER" has reached the States, and is favorably received in Boston.—Tri. Journal.
THE "ROVER" Starley and Sutton are having their expectations realized.—Bicycling News.
THE "ROVER." On this machine some startling speed rates may be look for.—Bazaar.
THE "ROVER." Worthy of the high reputation enjoyed by this firm.—Illustrated Sports.
THE "ROVER" has covered the longest distance in the hour on the road.—The Cyclist.
THE "ROVER" has been attended by an enormous amount of success.—Athletic News.
THE "ROVER." For night riding its equal would be hard to find.—Bicycling News.
THE "ROVER" has proved its worth.—Illustrated Sporting and Dramatic News.
THE "ROVER." We have the highest opinion of this machine.—Irish Cyclist.
THE "ROVER" shows to what perfection cycling has arrived.—Court Journal.
THE "ROVER" is easy, comfortable, safe and a good hill climber.—Invention.
THE "ROVER" is extremely easy and pleasant.—Cassell's Family Magazine.
THE "ROVER" is quite free from the vice of side-slipping.—C. T. C. Gazette.
THE "ROVER" is the best and safest of all the Safeties.—Bicycling News.
THE "ROVER" is the best hill climber on the road.—The Presbyterian.
THE "ROVER" is built on the soundest of principles.—Weekly Budget.
THE "ROVER" is speedy, comfortable and safe.—Colonies and India.
THE "ROVER" is the King of Safeties.—Irish Cyclist and Athlete.
THE "ROVER" continues to merit my warmest confidence.—Health.

THE "ROVER" is a wonderful machine.—Hardware Trade Journal.
THE "ROVER" on which record was so badly beaten.—The Cyclist.
THE "ROVER" is very fast and safe to a degree.—C. T. C. Gazette.
THE "ROVER" attracts a great amount of attention.—Bell's Life.
THE "ROVER" was, of course, well to the fore.—Land & Water.
THE "ROVER" is a very excellent machine.—Colonies and India.
THE "ROVER" runs with remarkable steadiness.—The Bazaar.
THE "ROVER." We always use a "Rover."—Tricycling Journal.
THE "ROVER." The 100 mile race was marvelous.—Citizen.
THE "ROVER" is the fastest and safest machine.—Knowledge
THE "ROVER." This machine is *par excellence*."—Knowledge.
THE "ROVER" presents many features of interest.—Health.
THE "ROVER" is a splendid hill climber.—Bicycling News.
THE "ROVER" is a sterling machine.—English Mechanic.
THE "ROVER" is exceedingly well received.—Ironmonger
THE "ROVER" proved to be as fast as predicted.—Field.
THE "ROVER" is learned in ten minutes.—Irish Cyclist.
THE "ROVER" now so well known.—Bicycling News.
THE "ROVER" does not slip sideways.—The Cyclist.
THE "ROVER" is a perfect beauty.—Cycling Times.
THE "ROVER." The success of the year.—Bazaar.
THE "ROVER." A most luxurious vehicle.—Youth
THE "ROVER" is a perfect demon.—Wheeling.

STARLEY & SUTTON, "Meteor" Works, West Orchard, COVENTRY.

Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large Illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.



GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

Bicycles on Easy Payments.

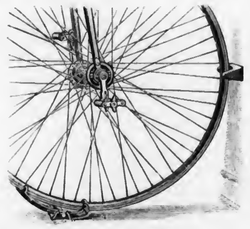
New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from $6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

THF BUFFALO BICYCLE STAND

—FOR—

CLUB HOUSES & DEALERS' WAREROOMS.



Price, 50 cents.

Buffalo Home Trainer, Price $30.

E. N. BOWEN,

385 Main St., Buffalo, N. Y.

Mfr. of Accessories. Repairing a Specialty.

BETTER THAN EVER.

PUNNETT'S JERSEY CLOTH GARMENTS.

Knee Breeches only $4 a Pair.

Club Uniforms a Specialty

Be sure and write for Samples and Measure Blanks.

PUNNETT,

Merchant Tailor and Athletic Outfitter,

ROCHESTER, N. Y.

The Brooks Ideal Cyclometer.

SIMPLEST, MOST RELIABLE and BEST.

Fully Warranted, only $5.00.

SEND FOR CIRCULAR TO

Brook's Odometer Co., Lowell, Mass.

BICYCLE CLUBS,
FAIR MANAGERS,
AND OTHERS.

—:o:—

THE WORLD'S TEAM

—OF—

CHAMPION WHEELMEN,

EVERY MAN A STAR,

IS NOW OPEN FOR ENGAGEMENT to appear on racing tracks the coming fall. The best men of the Old and New World positively belong to this agreation of CYCLING STARS, now is the time to arrange for the visit of the CYCLING CHAMPIONS of the World to appear on your tracks.

For further particulars address,

HENRY E. DUCKER,

848 Niagara St., Buffalo, N. Y.



OUR ATTENTION IS CALLED TO THE COLUMBIA ELLIPTICAL, COLD-DRAWN, SEAMLESS-STEEL, TUBULAR REAR FORKS USED ON THE EXPERT AND LIGHT ROADSTER.



CATALOGUE FREE. POPE MFG. CO., BOSTON, NEW YORK, CHICAGO.

FORKS ON COLUMBIAS

GREATEST POSSIBLE RIGIDITY FOR GIVEN WEIGHT OF METAL. | IN ONLY THREE PIECES. | A RECORD OF NEVER BREAKING OR TWISTING.

The Rudge Agency

Is continued at its old headquarters,

152 to 158 CONGRESS STREET, - - - - BOSTON,

Under the management of

H. M. SABEN.

The factory is now ready with new machines, and specialties for 1888 will be ready next month.

The 1888 Catalogue is now ready, and will be sent on application. Good Agents Wanted in unoccupied territory.

THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year. 5 cents a copy.

BOSTON, 9 MARCH, 1888.

Volume XVI. Number 19.

1

OVERMAN WHEEL CO., Boston.

Gentlemen: We, the undersigned, can vouch from experience as to the strength and superior running qualities of the "Victor" bicycles. Out of 23 members, we have 22 "Victor" riders. We find it the only wheel that will stand the rough roads and enable us to climb the hills in our rough and hilly country. Yours, etc.,

KENTON WHEEL CLUB.

Covington, Kentucky.

Above appeared in "The Wheel," Feb. 17,

COVINGTON, Ky., Feb. 28th, 1888.

OVERMAN WHEEL COMPANY, Boston, Mass.

Gentlemen: Pease find enclosed a letter from ——, of ——, Ills., together with a press copy of our reply. We have related to them a few facts about the "Victor" Bicycle, and doubt whether or not their opinion will be changed, as some people are so "hard-headed" or stupid that they fail to recognize a good Bike when they see it. A few days since a party of wheelmen were gathered together discussing the various 1888 pattern Bicycles, when one of the party remarked: "—— has bought a —— wheel," and this remark was followed with something like this from a "Victor" rider, of course: "Poor chump! I tell you boys, I really feel sorry for the fellow who is foolish enough to buy any other Bike than the 'Victor.'"

Your machines are steadily gaining favor both here and across the river in Cincinnati.

We are, yours truly, KENTON WHEEL CLUB, Edward C. Toie, Secretary.

2

3

——, Ills, Feb. 22d, 1888.

KENTON BICYCLE CLUB, Covington, Ky.

Gentlemen: We note in late bi. papers the O. W. Co.'s ad. to the effect that all of the members of your club, but one, ride Victors, finding them the only suitable wheels for your roads. As it is seldom that an entire club choose the same machine, we would be glad to know whether the testimonial is a genuine one. Sometimes such things get "twisted," you know. We enclose stamped hddressed envelope for your reply, and would like to hear from you soon.

Yours truly, —— —— ——.

COVINGTON, Ky., Feb. 28th, 1888.

Messrs. ——, ——, Ill.

Gentlemen: Yours of 22d inst. is received and contents noted. We had supposed that the authenticity of this testimonial would be doubted, but will say that our testimonial, like the wheel we ride, is true in every respect. We have learned to honor the "Victor" Bicycle and its manufacturers from long experience; that is, since that wheel was placed on the market in 1885. Our assertion that it is "the only wheel that will stand our rough roads and enable us to climb all hills in our surrounding country," is plain, unadulterated truth, ascertained after five years' experience with almost every make of wheel ridden in the United States.

We have in our club some of the hardest riders in this vicinity, and with rough and hilly roads our "Victors" are given severe tests. Three years ago, five-sixths of the members of the Kenton Wheel Club rode direct spoke wheels, and it is safe to say that had not the tangent spoke wheel come into existence this club surely would have ceased to live, as these wheels were constantly going to pieces; so great is the vibration caused by the rough roads, that it was impossible to keep the spokes tight and prevent the rim of front wheel from forming the familiar shape something like a figure "8." The "Victor" has remedied all these faults; no more loose spokes; no more "buckled" wheels; no longer are we compelled to carry with us a box of tools to be used to keep our wheels in riding condition; its hill climbing and easy running qualities are too well known for further comment.

Racing in this vicinity is done on roadster wheels; the condition of tracks will not permit the use of racers; out of 21 local races, 18 were won on "Victors;" racers who ride other makes will never refuse the chance to race on a "Victor;" in fact, in all hill climbing contests and all long distance runs, the "Victor" is preferred. Gentlemen, these are facts; we are not prejudiced; we are not the only "Victor" riders; in Cincinnati to-day nine-tenths of the wheelmen riding other than "Victors," are anxious to dispose of their present mounts, and get the most perfect wheel made. We are glad that you made inquiry of us as to the genuineness of this testimonial, as we can clearly understand how doubtful it may appear for an entire club to choose the same machine; we trust, however, that after having become more familiar with the "Victor," or after having ridden it, that you more fully appreciate its merits. Our intercourse with the Overman Wheel Company has been such as to convince us that they are too honorable to publish bogus testimonials, especially as their mails daily bring them unsolicited words of praise. We would be pleased to hear from you the opinion of the "Victor in ——. We are, respectfully yours, KENTON WHEEL CLUB, Edward C. Toie, Sec.

4

NOTE—The wheels in the Kenton Club are all highest grade, tangent spokes, hollow rims, and were not bought because they were cheap. Boys buy cheap wheels—men buy good wheels.

ONE WAY TO DETECT APES—WATCH THEM COPY THE VICTOR ADVERTISING.

Send to OVERMAN WHEEL CO. for New Catalog. - - - BOSTON.

THE CLARK CYCLE COMPANY

(Successors to SAMUEL T. CLARK & CO.)

BALTIMORE, MD.

Write for Our 1888 Catalogue.

New Rapid Roadster,

New Rapid Light Roadster,

New Rapid Safety,

QUADRANT TRICYCLE, No. 8, for Gentlemen,

Quadrant Tricycles, No. 14, for Ladies and Light Gentlemen,

Quadrant Tricycles, No. 15. Two Ladies can ride.

We desire to announce to the trade that we have secured United States agency for Jos. Lucas & Son's goods, including the celebrated

KING OF THE ROAD LAMPS,

and shall be pleased to give quotations.

Agents Wanted for our Cycles and Sundries in unoccupied territory.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞Cash must accompany the order.☜

FOR SALE—50-inch Columbia Light Roadster, standard finish, ball bearings all around, cowhorn handle bars, Kirkpatrick saddle; in first-class condition. For particulars address P. O. Box 2181, Ithaca, N. Y.

VERY CHEAP, Very Cheap—One 42-inch Facile, nearly new, latest pattern. One 42-inch Special Facile in first-class condition. Best offer accepted. For particulars write to CHARLES REED, Abington, Mass.

FOR SALE—Quadrant Tandem Tricycle, 1886 pattern, first-class condition. Call or address R. W. SOUTHWELL, 1 Dexter Row, Charlestown.

FOR SALE—58-in. "Expert;" Ball Bearings all over; drooped handles, lamp and bell; in good condition; guaranteed; best offer over $70 takes it. Address G. T. L., 30 North 3rd St., Philadelphia, Pa.

FOR SALE—52-inch American Light Champion, with extra heavy spokes in rear wheel, 1887 pattern. Been ridden only 4 months. $90.00 spot cash takes it. A. J. CUSSON, 1318 N. Jefferson street, Bay City, Mich.

FOR SALE—Over 250 Second Hand and Shop Worn Bicycles at bargain prices; send stamp for list and mention this paper. A. W. GUMP & CO., Dayton, Ohio.

FOR SALE—Rudge Bicyclette, new last June, fine order, spade handles, Townsend saddle, lamp; will sell at a bargain. Address ISAAC KNOWLDEN, 12 Warren St., New York.

FOR SALE—A Marlboro Club Tandem; new last season; in first class condition. G. J. McARTHUR, 23 Union St., Boston.

FOR SALE—56-inch Expert Columbia bicycle, full nickel, balls all round, Kirkpatrick saddle, Hill & Tolman bell, late pattern, little used, first-class condition; cost $156.50; will sell for $100 cash. Address W. M. FERGUSON, Jefferson, Iowa.

FACILE — 42-inch (ordinary 52), lamp, cyclometer, cowhorn handles, light weight, good condition, for sale or exchange (with cash), for good tandem; positive bargain to buyer before season opens. Address CASH, 398 Madison St., Brooklyn, N. Y.

FOR SALE—Marlboro' Club Tandem, $125. 587 Photo. Outfit (cost $80), $60. ☞Send stamp for particulars. H. R. BRYAN, Hudson, N. Y.

FOR SALE—51-inch Light Rudge, two-thirds nickel, made to order; good as new; cheap. Address D. G. B., 611 W. Market st., Louisville, Ky.



SPECIAL.

All Advertisements in this Department 20 cents a line.

BICYCLES, second hand, sold for owners quickly on commission. A big list for buyers to choose from. Old mounts taken in part payment for new Victors. MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York City.

PHOTOGRAPHS of noted wheelmen; send for circulars to FRANK H. ROBERTS, Collinsville, Ill.

DON'T BUY A BICYCLE until you have sent stamp to A. W. GUMP & CO., Dayton, Ohio, for list of over 250 Second Hand and Shop Worn Bicycles. Mention this paper. Second hand Guns and Bicycles taken in exchange.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.



CARTER'S
Foot Rest,
FOR THE STAR,
For Easy Coasting.
Price $1.00.

HOWARD A. SMITH & CO.,
Oraton Hall, Newark, N. J.



BICYCLES. Everything in new and second hand.
JOHN WILKINSON CO.,
55 State St., Chicago, Ill.
Send stamp for list.



WE COVER THE GROUND,

Bicycles and Tricycles for the million. High grade, medium grade law grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

☞Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.

THE JOHN WILKINSON CO.,
55 State St., Chicago, Ill.

REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

MURRAY'S,
100 Sudbury St., Boston, Mass.

SPADE HANDLES!

To fit any Bicycle - - $2.50.

Improved for 1888; making the most popular Handle on the market.

C. W. SPINNEY, Fitchburg, Mass.

This Should also Interest You.

I have just received my first consignment of the **VOLUNTEER COLUMBIA,** and am pleased to be able to offer my customers so good a bicycle at so reasonable a price. A 50-inch with all improvements, $100.00.

Old riders will, of course, prefer the Expert or Light Roadster, but those who want a first-class wheel and have only a limited sum of money to expend, should examine The Volunteer. There seems to be a big demand for Cyclometers and Lamps this Spring, and I am carrying a complete stock of all leading makes, as well as all little odds and ends incident to a cycler's outfit.

My store will be open evenings after April 1st.

GEO. R. BIDWELL,
313 West 58th Street, New York.
NEAR THE PARK.

THE FAMOUS CUSTOM-MADE
PLYMOUTH ROCK $3 PANTS.
Full Suits and Overcoats at Proportionate Prices



We sincerely believe that never before have we been able to offer our customers so good and stylish a line of **SPRING GOODS** as now our line of **Chevoit**

DO YOU WEAR
PANTS

Suiting, guaranteed absolutely all wool is **particularly** remarkable. Our smooth-faced goods are also very carefully selected to suit our trade, whose wants we know now from long experience. For 6 cents we mail you 20 samples of these cloths, self-measurement blanks so acurate that we gurantee a fit. Also **if you mention** this paper we send you a good 48-in linen tape measure. Or if you must save time, send us your **waist, inside leg, hip** and **knee** measures, together with $3, and 35c. to prepay express or postage. We guarantee safe delivery. **For any cause** a customer of ours may return his goods and receive back his money or a new garment, a guarantee of which statement may be obtained by writing to the American Express Co. (capital $20,000,000) at Boston.

N. B.—In buying goods by mail, it is a good rule to send money only to concerns that are well known throughout the country and avoid the countless imitators that spring up for a day to compete with old and regular establishments.

PLYMOUTH ROCK PANTS CO.,
18 Summer Street, BOSTON, MASS.



SECOND-HAND GUNS AND REVOLVERS
TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio,** for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

The SPRINGFIELD ROADSTER for 1888.

(Yost & McCune Patent.)

The Only Absolutely Safe Wheel Against "Headers" Made. **It is the Best, and it is also the Cheapest.** Do not buy a wheel before you see the SPRINGFIELD ROADSTER.



This is an absolutely safe wheel which retails for **$75.00,** with tools and tool bag, enamel finish, trimmed with Nickel, and plain bearlngs. One of the best wheels for all round road riding and hill climbing ever offered to the public.

Best class of cold drawn weldless steelttubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

The 1888 Pattern Springfield Roadster for $100,

Has ball bearings all around, and cow-horn handle-bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of **$25.**

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

Wholesale Distributing Offices:

MERWIN, HULBERT & CO., - New York, N. Y.
C. F. STOKES, - - - Chicago, Ill.
E. C. MEACHAM ARMS CO., - St. Louis, Mo.
E. T. ALLEN, - - - San Francisco, Cal.
JOHN P. LOVELL ARMS CO., - Boston, Mass.

Retail Salesroom: No. 147 Washington Street.

SPRINGFIELD BICYCLE MFG. COMPANY, 9 Cornhill, Boston, Mass.

Have You Seen the 1888 NEW MAIL?

SURELY GET A CATALOGUE,



OR SEND FOR A HANDSOME CARD, Illustration of it.

MAILED FREE.

WM. READ & SONS, 107 Washington St., BOSTON.

BICYCLING WORLD

"THE MULE."

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

For rates, etc., address Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.,** as heretofore.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 9 MARCH, 1888.

LEAGUE matters place us in the position where we have again to apologize for the crowding out of matter. We shall have to provide for a supplement next week, unless we can see our way clear to getting even in our regular space once more. We are scarcely on our feet as yet, but we will soon steady down into our regular swing, and all we ask is a little patience, kind sirs.

A GOOD tale reaches us via the *C. T. C. Gazette.* An Irish member of that vast organization left the Emerald Isle and went to Canada. At Montreal £6 customs duties were demanded on his cycle. He refused to pay, but now asserts that after some discussion and the production of card of membership in the C. T. C., his machine was delivered on payment of the reduced sum of 26 shillings. This is an admirable certificate of the intelligence of Canadian customs officials. Pretty soon we shall expect to hear that one can pay his hotel bills and square his tailor by "producing" his C. T. C. certificate of membership.

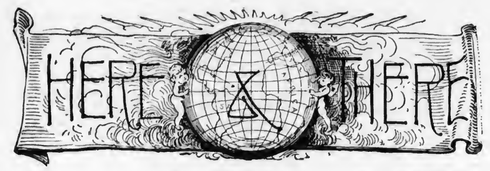
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"GENTLEMAN JOHN."

INPRESSIONS.

THE Ripley Road is perhaps the most noted road in connection with cycling in all Merrie England. It was down this road last Sunday that I (the guest of Mr. Harry J. Swindley of the *Cyclist*) rode with that gentleman on the front seat of one of Fred Cooper's tandems. I said "it was down that road;" well it was hardly that, for we journeyed from Kensington to the "Angel" at Ripley, which is at the extremity of the famous scorching ground, from the "Angel" at Ditton to the "Anchor" (at some other place, I forget the name.) Despite the muddy roads we made fair progress, following the tracks of a tandem which had gone before, driven by the bellicose Charlie Liles and the pacific Ion Poole. Past Jack Keen's place at Surbiton we journeyed, and soon pulled up at the "Angel," where a goodly number of cyclists were eating a species of yellow *blanc mange* (known as "Angel Pudding"), after having eaten of the famous roast beef for which the "Angel" is famous the *little* cycling world over. After we had partaken of some "tangle foot," we dined, and dined well. So well, indeed, that many were the complaints that were made about the tightness of waistbands, etc. After registering our illustrious names in the "Angel" register, as a special observance of the Sabbath, the day which has been set aside as a day of recreation, we pitched pennies at a clothes pin on the lawn with Tom Moore, of *Land and Water*, and others, with varying success. This innocent recreation over, the tandem was again mounted, and in company with Messrs. Liles and Poole we wheeled home, calling on the way on Fred Cooper, who was laid up with a sprained foot. After drinking Mr. Cooper's health (and our own) we again sped off back to Kensington with the Liles-Poole combination setting a very decent pace, considering the muddy roads.

AT the "Angel" that day were some men of note, among which might be mentioned C. W. Nairn of *Wheeling*, a Mr. Language, known to his confreres of the North Road Club as "John, the Baptist," from his habit of wearing a camel's hair garment, and riding in all kinds of weather, and others of the Ripley Road Club. It is said that Mr. Charles Liles is the author of the above name. On the way, the tandems, tricycles and safeties were passed in good numbers, but scarce an ordinary. It is almost bad form over here to ride an ordinary bicycle, and they may be bought cheap. The safety seems to have come to stay, and has taken a strong hold upon the wheel public. The tricycles are nearly all of the Cripper type with equal sized driving wheels, though some believe in the Humber type with long trailing back bone and a larger wheel than was at one time thought proper for use on that type of wheel. Those who have ridden this form of trike, aver that by use of the longer trailer and larger back wheel that the vibration is very much diminished, the liability to slip or skid is greatly lessened, and the steering is very much easier. There are those who claim that the Humber type is far superior to the Cripper, and some of them are not the slowest riders, by any means; but the Cripper is quite good enough for the great majority. Automatic steering has largely gone out. Several firms are building ordinary bicycles on what (in their alleged wisdom) they are pleased to call *rational lines*, that is, with an infernal amount of rake, and a very large back wheel. But though they may feel safe and comfortable, are not speedy and appearance is sacrificed very considerably?

STARLEY & SUTTON are building a safety with 36-inch front and 30-inch rear wheels, said to be both fast and comfortable. But that is what is claimed for nearly every type or make of machine under the sun, and which, as you know, means often very much or very little.

A FEW days ago I was entertained by Messrs. Low and McCandlish, of *Wheeling*, at their editorial sanctum. Several ladies graced the sanctum with their presence. The evening was spent in a delightfully informal manner, and tea was served *"a la Wheeling, one Penny."* The office boy was roused from his wonted lethargy and made several foraging trips in the neighborhood, which contributed in large measure to the success of the evening's entertainment.

I HAVE been elected to honorary membership in the Ripley Road Club, and shall fill the position of Club Liar with my usual eclat and *sang froid*.

Cune Patent.)

This is an absolutely safe wheel which retails for $75.00, with tools and tool bag, enamel finish, trimmed with Nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered to the public.

Best class of cold drawn weldless steelttubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

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THE testimonial is not unlike that of the tramp who wrote the following eulogy of Pear's soap, with which he had, he stated, scrubbed his countenance in the long ago: "I used your soap ten years ago, and have not used any other *since*."

I TRIED a safety on the snow for twenty-two miles the other day, and it answered very well, although the snow made riding heavy. It was like riding in sand, and once in a while the wheels slipped. The good folk of Peebles were astonished beyond measure to see me riding into town from Edinburgh on a "Referee" safety with lamp lit, a few nights ago. But I shall not do it again. I am not proud, and a hard and dry road is quite good enough for an easily satisfied fellow like myself. But the safety is undoubtedly *the* wheel. I shall not again ride an ordinary, as the safety is faster, safer and more comfortable. It is better than a trike on the hills, and more convenient in every way. The great thing is to get the bearings properly braced. I have a little machine with a diamond frame, that is as light and strong as anything I have seen, and it scales under 32 pounds, with saddle, pedals and brake. With a racing saddle and rat trap it weighs but 28 pounds, and is not a racer either, but would do very well for the path. As far as I have seen, there is not a spring fork on this side that compares for effectiveness with that of the Victor safety. I made a special hunt during the Stanley Show, and the above is gospel truth.

PITTSBURG and VICINITY.

"DUQUESNE."

ONE would think that the local cycling scribe would furnish the local news, but "Duquesne" admits that he was scooped on a bit of Pittsburg news by "England Pride," the *Bicycling News*. In a late issue it comments on W. A. Rowe and his prospects, then appends a biographical account of "Billy," in which it under estimates his weight about twenty-five pounds, and says he won a one-mile open *in Pittsburg* in 2.57 in the year 1885. This is news to me. I have been skirmishing round for items all winter, but failed to catch that one. Pardee won all the open events here in 1885. Ye Gods! Was Rowe here under an alias?

STOUT, the Star trick rider, is "showing" out at the Western Pennsylvania Institution for the Deaf and Dumb. He gave an exhibition at the riding school, which was much enjoyed by the riders present.

BANKER is in better shape now than ever before, and it is his intention to show Wilhelm his rear wheel this year. There is one thing sure, Wilhelm will have to work to beat him, and if they meet in the five-mile State championship this year, it will be a race and not a procession, like last year, with the tail end so far behind that it was in front. Banker has put in some good licks at the Y. M. C. A. gymnasium, and we will see what we will see.

IT is rumored that F. L. Clark, President of the S. V. W., is in training, and expects to win the one-mile novice at our first tournament. I would advise him to cable for the eleven-pound "James" racer, which was on exhibition at the Stanley Show. Either he or it would go.

W. C. COFFIN of the A. C.s has relinquished the safety and will shove an ordinary this season. He had trouble with his pedals striking curbs and stones which resulted in bending pedal pins and cranks, otherwise he was pleased with the safety, but being an expert crank rider, he preferred straight cranks to safety and bent cranks. I believe Mr. Coffin is the only one who has given the safety a thorough trial and forsaken it.

CHICAGO.

"THE MULE."

THE coming season will find cycling in Chicago ten times more popular than ever before. This is, I know, an everyday assertion, but in this instance there are solid facts behind it. Three years ago we had but one lively cycling agency in the city; now we have a dozen or more, all willing to go to any reasonable trouble and expense to extend the popularity of the wheel. Our clubs, too, have multiplied and grown rapidly. The Chicago, formerly the only club here, still exists, and gives promise of blossoming forth again in some of its former glory. The Lincolns, formed only eight months ago, has has nearly one hundred members; the Owls, the most successful club last season, is as strong as ever; the Hermes, Illinois, and other clubs all report business brisk and applications for membership plentiful. Chicago, therefore, expects to find herself somebody in the wheeling world this year.

FOR a great deal of this prosperity, Bob Garden, Ned Oliver, and Charley Leig are responsible; for aside from the interest they take in the sport, their pocket-books are interested. Garden came here to take the place of the late Major Durell, and before a month passed became a favorite. The consequence is, that he, who months ago was nnknown, now figures, as referee here, and chairman there, so that no event can possibly occur without him. As to Oliver, the old New Yorkers who knew him, as one of the proprietors of the *Wheel*, would hardly recognize him now. Prosperity smiles upon him, and a double chin would be observed, but for his luxuriant beard. Many of the old timers have retired. J. O. Blake, for example, takes very little active interest in the sport. But their places have been taken by a more enthusiastic crowd, who intend to make things boom still more.

PHIL HAMMEL, who has a rather harsh experience with the Racing Board of the League, has applied for membership of the Owls, and will be admitted. There are prospects of a road race in the near future, between Hammel and a popular amateur, the latter, of course, taking advantage of the League's refusal to recognize road racing.

TOM ROE, the man who was fortunate enough to have nearly a quarter of a million of dollars left him, and is unfortunate enough not to know what to do with it, has arranged a race between Gus Kluge and H. Fulton, the latter being under the wing of Surbridge, the Victor agent. It was to have occurred Saturday, but a morning paper has been giving all hands its opinion in such strong language that it has been postponed indefinitely. In consequence of the late Minneapolis fiasco, everything with which Roe is connected is regarded with suspicion, but it is tolerably certain he has been more sinned against than sinning, His principal fault lies in allowing himself to become the prey of a flock of vultures.

JACK PRINCE was here during the week, and spoke in an enthusiastic way of cycling in Omaha. He considers the half-mile track there second only to Springfield.

THERE is a prospect of a little racing this summer, but it will be arranged principally by our two big athletic clubs. We have two tracks already, and another will be commenced shortly.

PHIL HAMMELL is anxious to arrange a race with Percy Stone, any distance, and for any reasonable amount, and will race either here or in St. Louis. A challenge will probably be issued next week.

SURBRIDGE has moved into new quarters on Wabash Ave. The Columbia, Sprinfield roadster and Victor agencies are now all in a bunch.

THE clubs promise to furnish an abundance of news this season' and I hope to furnish sufficient to render the Chicago gossip fairly interesting.

BUFFALO.

"MERCURY."

READERS of the BICYCLING WORLD, I salute you. I most humbly beg of you to bear with me on my first appearance as a contributor to this valuable little paper. "Gentleman John," "Ratchet," "Lancelot," "Linneus," "Duquesne," and orher contributors, let me grasp your hands in good fellowship, and should you ever visit Buffalo give me a call. Come when the big tournament is held this summer.

IN your issue of February 3d I saw an item concerning the Ramblers of this city, which states that they intend giving a carnival under the guidance of Mr. Ducker. The fact is, Mr. Ducker put such a proposition before the club at a special meeting held for that purpose. It was discussed at some length, but was finally dropped on account of the season being too far advanced to make it successful. Ducker claims it requires from two to three months in which to work it up. His offer holds good yet, and the club hope to take it up and push it for all it is worth to make it a success.

I NOTICE Gideon Haynes is to go on the road for W. B. Everett & Co. We are interested in his welfare as he was formerly a Buffalo wheelman; in fact. was President of the Ramblers for a time. I believe I voice the sentiments of all his Buffalo friends in wishing him a most successful career.

RETLAW wrote a very good article on club management, but he fails to supply a long felt want, the management of "Kickers." What club is so unfortunate as not to be the happy (?) posessor of three or four of these interesting individuals. They generally show themselves just after the election of officers of the club. Now, I don't mean to insinuate that they are disappointed on account of not being elected to some office, oh, no, but, gentle reader, can you tell me the why and wherefore? Retlaw, let us hear from you.

NEW JERSEY NOTES.

"RATCHET."

THE bill which is soon to be presented to the Legislature of this State, to give cycles the same rights as are accorded to other wheeled vehicles on the roads, is not receiving as much attention from wheelmen as it should—at least not in this section of the State. Cases of "road hogism" are few and far between in this section, and for that reason it seems difficult to convince the riders here that matters are not the same all over the State. Here we have all the privileges needed; but in "South Jersey" it's the reverse, as wheelmen as a rule are treated by drivers (not only farmers and laborers, but by the so-called "upper-tendom" as well) as though wheelmen had no right to live, let alone to ride. The legislators from South Jersey have stated that they will "kill the bill," and for this reason those from this section should be "cocked and primed" to work for its passage.

THE East Orange Township Committee, at its meeting last week, appropriated $12,000 to be used on repairing and improving its roads. This means a few more streets of macadam.

THE prospects are that the cycling track of Bergen Point Athletic Club will receive a good share of patronage from members of clubs within easy reach.

THE Passaic County Wheeling and Athletic Association will soon begin the erecting of a $3,000 club house at Passaic. The Association has over one hundred members. The initiation fee is $10.

IT is pleasant to hear the words of gratification expressed by local members of the L. A. W. at the resumption of the League organship by the BICYCLING WORLD. If I had time and space I could quote you many such pleasant expressions.

LONG ISLAND NOTES.

"WING-FOOT."

A LIST of prices at Hulet's Hotel, Hempstead, from one of the fraternity at that place, would be interesting to the rest of us. The Garden City Hotel management refuses to reduce prices below their present exorbitant rate of $1.25 for dinner, 75 cents for lunch, $3.00 for supper, lodging and breakfast, and the Stewart Arms is scarcely more favorable. A great deal is said of *good* hotels. I'd like to wager that I can name one that will break the record for general poorness. For first place I pick out the Jericho Hotel, and anybody who has been so unfortunate as to have been caught there over night will bear out what I say. Here, as is the case everywhere on the Island away from potent, civilizing influence of the summer boarder, there seems to prevail a chronic state of ignorance and blindness to improvement, all the more remarkable because of the proximity of the metropolis. Time and the wheel will cure this, I hope.

To the wheelmen, one of the pleasantest features of hotel appurtenances on the South side, where lakes are so frequent and water so plentiful, is the plunge bath. The idea makes one shiver these days, but in the heat of a July day, what could be more invigorating than a stop at Stellenwerf's for an "all over" bath in cool lake water, when on the way to Patchogue.

THE Ilderans of Brooklyn have decided to consolidate with the Brooklyn Bi. Club, the latter practically absorbing the former. The Brooklyns are rapidly recruiting, and should have close to one hundred and fifty members by the opening of the riding season. Five of this club enjoyed (?) a little spin down to Coney Island and back on Sunday morning, returning with various momentos with which they decorated the club house. These included a ship's

The SPRINGFIELD ROADSTER for 1888.

(Yost & McCune Patent.)

The Only Absolutely Safe Wheel Against "Headers" Made.
It is the Best, and it is also the Cheapest.
Do not buy a wheel before you see the SPRINGFIELD ROADSTER.



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These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

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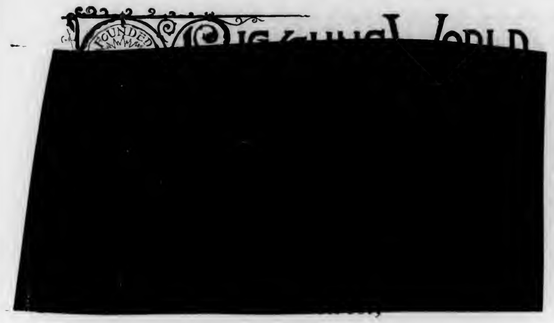
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C. W. FOURDRINIER. J. S. DEAN.

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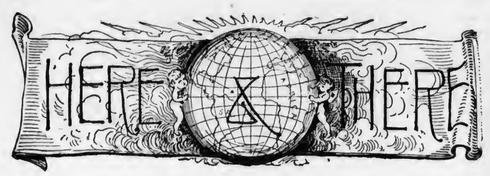
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INPRESSIONS.

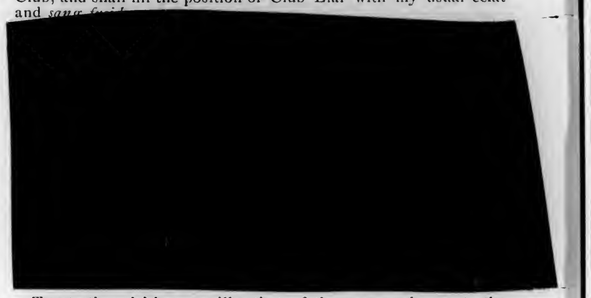
THE Ripley Road is perhaps the most noted road in connection with cycling in all Merrie England. It was down this road last Sunday that I (the guest of Mr. Harry J. Swindley of the *Cyclist*) rode with that gentleman on the front seat of one of Fred Cooper's tandems. I said "it was down that road;" well it was hardly that, for we journeyed from Kensington to the "Angel" at Ripley, which is at the extremity of the famous scorching ground, from the "Angel" at Ditton to the "Anchor" (at some other place, I forget the name.) Despite the muddy roads we made fair progress, following the tracks of a tandem which had gone before, driven by the bellicose Charlie Liles and the pacific Ion Poole. Past Jack Keen's place at Surbiton we journeyed, and soon pulled up at the "Angel," where a goodly number of cyclists were eating a species of yellow *blanc mange* (known as "Angel Pudding"), after having eaten of the famous roast beef for which the "Angel" is famous the *little* cycling world over. After we had partaken of some "tangle foot," we dined, and dined well. So well, indeed, that many were the complaints that were made about the tightness of waistbands, etc. After registering our illustrious names in the "Angel" register, as a special observance of the Sabbath, the day which has been set aside as a day of recreation, we pitched pennies at a clothes pin on the lawn with Tom Moore, of *Land and Water*, and others, with varying success. This innocent recreation over, the tandem was again mounted, and in company with Messrs. Liles and Poole we wheeled home, calling on the way on Fred Cooper, who was laid up with a sprained foot. After drinking Mr. Cooper's health (and our own) we again sped off back to Kensington with the Liles-Poole combination setting a very decent pace, considering the muddy roads.

AT the "Angel" that day were some men of note, among which might be mentioned C. W. Nairn of *Wheeling*, a Mr. Language, known to his confreres of the North Road Club as "John, the Baptist," from his habit of wearing a camel's hair garment, and riding in all kinds of weather, and others of the Ripley Road Club. It is said that Mr. Charles Liles is the author of the above name. On the way, the tandems, tricycles and safeties were passed in good numbers, but scarce an ordinary. It is almost bad form over here to ride an ordinary bicycle, and they may be bought cheap. The safety seems to have come to stay, and has taken a strong hold upon the wheel public. The tricycles are nearly all of the Cripper type with equal sized driving wheels, though some believe in the Humber type with long trailing back bone and a larger wheel than was at one time thought proper for use on that type of wheel. Those who have ridden this form of trike, aver that by use of the longer trailer and larger back wheel that the vibration is very much diminished, the liability to slip or skid is greatly lessened, and the steering is very much easier. There are those who claim that the Humber type is far superior to the Cripper, and some of them are not the slowest riders, by any means; but the Cripper is quite good enough for the great majority. Automatic steering has largely gone out. Several firms are building ordinary bicycles on what (in their alleged wisdom) they are pleased to call *rational lines*, that is, with an infernal amount of rake, and a very large back wheel. But though they may feel safe and comfortable, are not speedy and appearance is sacrificed very considerably?

STARLEY & SUTTON are building a safety with 36-inch front and 30-inch rear wheels, said to be both fast and comfortable. But that is what is claimed for nearly every type or make of machine under the sun, and which, as you know, means often very much or very little.

A FEW days ago I was entertained by Messrs. Low and McCandlish, of *Wheeling*, at their editorial sanctum. Several ladies graced the sanctum with their presence. The evening was spent in a delightfully informal manner, and tea was served *"a la Wheeling, one Penny."* The office boy was roused from his wonted lethargy and made several foraging trips in the neighborhood, which contributed in large measure to the success of the evening's entertainment.

I HAVE been elected to honorary membership in the Ripley Road Club, and shall fill the position of Club Liar with my usual eclat and some gold



THE testimonial is not unlike that of the tramp who wrote the following eulogy of Pear's soap, with which he had, he stated, scrubbed his countenance in the long ago: "I used your soap ten years ago, and have not used any other *since*."

I TRIED a safety on the snow for twenty-two miles the other day, and it answered very well, although the snow made riding heavy. It was like riding in sand, and once in a while the wheels slipped. The good folk of Peebles were astonished beyond measure to see me riding into town from Edinburgh on a "Referee" safety with lamp lit, a few nights ago. But I shall not do it again. I am not proud, and a hard and dry road is quite good enough for an easily satisfied fellow like myself. But the safety is undoubtedly *the* wheel. I shall not again ride an ordinary, as the safety is faster, safer and more comfortable. It is better than a trike on the hills, and more convenient in every way. The great thing is to get the bearings properly braced. I have a little machine with a diamond frame, that is as light and strong as anything I have seen, and it scales under 32 pounds, with saddle, pedals and brake. With a racing saddle and rat trap it weighs but 28 pounds, and is not a racer either, but would do very well for the path. As far as I have seen, there is not a spring fork on this side that compares for effectiveness with that of the Victor safety. I made a special hunt during the Stanley Show, and the above is gospel truth.

PITTSBURG and VICINITY.

"DUQUESNE."

ONE would think that the local cycling scribe would furnish the local news, but "Duquesne" admits that he was scooped on a bit of Pittsburg news by "England Pride," the *Bicycling News*. In a late issue it comments on W. A. Rowe and his prospects, then appends a biographical account of "Billy," in which it underestimates his weight about twenty-five pounds, and says he won a one-mile open *in Pittsbueg* in 2.57 in the year 1885. This is news to me. I have been skirmishing round for items all winter, but failed to catch that one. Pardee won all the open events here in 1885. Ye Gods! Was Rowe here under an alias?

STOUT, the Star trick rider, is "showing" out at the Western Pennsylvania Institution for the Deaf and Dumb. He gave an exhibition at the riding school, which was much enjoyed by the riders present.

BANKER is in better shape now than ever before, and it is his intention to show Willelm his rear wheel this year. There is one thing sure, Wilhelm will have to work to beat him, and if they meet in the five-mile State championship this year, it will be a race and not a procession, like last year, with the tail end so far behind that it was in front. Banker has put in some good licks at the Y. M. C. A. gymnasium, and we will see what we will see.

IT is rumored that F. L. Clark, President of the S. V. W., is in training, and expects to win the one-mile novice at our first tournament. I would advise him to cable for the eleven-pound "James" racer, which was on exhibition at the Stanley Show. Either he or it would go.

W. C. COFFIN of the A. C.s has relinquished the safety and will shove an ordinary this season. He had trouble with his pedals striking curbs and stones which resulted in bending pedal pins and cranks, otherwise he was pleased with the safety, but being an expert crank rider, he preferred straight cranks to safety and bent cranks. I believe Mr. Coffin is the only one who has given the safety a thorough trial and forsaken it.

CHICAGO.

"THE MULE."

THE coming season will find cycling in Chicago ten times more popular than ever before. This is, I know, an everyday assertion, but in this instance there are solid facts behind it. Three years ago we had but one lively cycling agency in the city; now we have a dozen or more, all willing to go to any reasonable trouble and expense to extend the popularity of the wheel. Our clubs, too, have multiplied and grown rapidly. The Chicago, formerly the only club here, still exists, and gives promise of blossoming forth again in some of its former glory. The Lincolns, formed only eight months ago, has has nearly one hundred members; the Owls, the most successful club last season, is as strong as ever; the Hermes, Illinois, and other clubs all report business brisk and applications for membership plentiful. Chicago, therefore, expects to find herself somebody in the wheeling world this year.

FOR a great deal of this prosperity, Bob Garden, Ned Oliver, and Charley Leig are responsible; for aside from the interest they take in the sport, their pocket-books are interested. Garden came here to take the place of the late Major Durell, and before a month passed became a favorite. The consequence is, that he, who months ago was unknown, now figures, as referee here, and chairman there, so that no event can possibly occur without him. As to Oliver, the old New Yorkers who knew him, as one of the proprietors of the *Wheel*, would hardly recognize him now. Prosperity smiles upon him, and a double chin would be observed, but for his luxuriant beard. Many of the old timers have retired. J. O. Blake, for example, takes very little active interest in the sport. But their places have been taken by a more enthusiastic crowd, who intend to make things boom still more.

PHIL HAMMEL, who has a rather harsh experience with the Racing Board of the League, has applied for membership of the Owls, and will be admitted. There are prospects of a road race in the near future, between Hammel and a popular amateur, the latter, of course, taking advantage of the League's refusal to recognize road racing.

TOM ROE, the man who was fortunate enough to have nearly a quarter of a million of dollars left him, and is unfortunate enough not to know what to do with it, has arranged a race between Gus Kluge and H. Fulton, the latter being under the wing of Surbridge, the Victor agent. It was to have occurred Saturday, but a morning paper has been giving all hands its opinion in such strong language that it has been postponed indefinitely. In consequence of the late Minneapolis fiasco, everything with which Roe is connected is regarded with suspicion, but it is tolerably certain he has been more sinned against than sinning, His principal fault lies in allowing himself to become the prey of a flock of vultures.

JACK PRINCE was here during the week, and spoke in an enthusiastic way of cycling in Omaha. He considers the half-mile track there second only to Springfield.

THERE is a prospect of a little racing this summer, but it will be arranged principally by our two big athletic clubs. We have two tracks already, and another will be commenced shortly.

PHIL HAMMELL is anxious to arrange a race with Percy Stone, any distance, and for any reasonable amount, and will race either here or in St. Louis. A challenge will probably be issued next week.

SURBRIDGE has moved into new quarters on Wabash Ave. The Columbia, Sprinfield roadster and Victor agencies are now all in a bunch.

THE clubs promise to furnish an abundance of news this season and I hope to furnish sufficient to render the Chicago gossip fairly interesting.

BUFFALO.

"MERCURY."

READERS of the BICYCLING WORLD, I salute you. I most humbly beg of you to bear with me on my first appearance as a contributor to this valuable little paper. "Gentleman John," "Ratchet," "Lancelot," "Linneus," "Duquesne," and orher contributors, let me grasp your hands in good fellowship, and should you ever visit Buffalo give me a call. Come when the big tournament is held this summer.

IN your issue of February 3d I saw an item concerning the Ramblers of this city, which states that they intend giving a carnival under the guidance of Mr. Ducker. The fact is, Mr. Ducker put such a proposition before the club at a special meeting held for that purpose. It was discussed at some length, but was finally dropped on account of the season being too far advanced to make it successful. Ducker claims it requires from two to three months in which to work it up. His offer holds good yet, and the club hope to take it up and push it for all it is worth to make it a success.

I NOTICE Gideon Haynes is to go on the road for W. B. Everett & Co. We are interested in his welfare as he was formerly a Buffalo wheelman; in fact. was President of the Ramblers for a time. I believe I voice the sentiments of all his Buffalo friends in wishing him a most successful career.

RETLAW wrote a very good article on club management, but he fails to supply a long felt want, the management of "Kickers." What club is so unfortunate as not to be the happy (?) posessor of three or four of these interesting individuals. They generally show themselves just after the election of officers of the club. Now, I don't mean to insinuate that they are disappointed on account of not being elected to some office, oh, no, but, gentle reader, can you tell me the why and wherefore? Retlaw, let us hear from you.

NEW JERSEY NOTES.

"RATCHET."

THE bill which is soon to be presented to the Legislature of this State, to give cycles the same rights as are accorded to other wheeled vehicles on the roads, is not receiving as much attention from wheelmen as it should—at least not in this section of the State. Cases of "road hogism" are few and far between in this section, and for that reason it seems difficult to convince the riders here that matters are not the same all over the State. Here we have all the privileges needed; but in "South Jarsey" it's the reverse, as wheelmen as a rule are treated by drivers (not only farmers and laborers, but by the so-called "upper-tendom" as well) as though wheelmen had no right to live, let alone to ride. The legislators from South Jersey have stated that they will "kill the bill," and for this reason those from this section should be "cocked and primed" to work for its passage.

THE East Orange Township Committee, at its meeting last week, appropriated $12,000 to be used on repairing and improving its roads. This means a few more streets of macadam.

THE prospects are that the cycling track of Bergen Point Athletic Club will receive a good share of patronage from members of clubs within easy reach.

THE Passaic County Wheeling and Athletic Association will soon begin the erecting of a $3,000 club house at Passaic. The Association has over one hundred members. The initiation fee is $10.

IT is pleasant to hear the words of gratification expressed by local members of the L. A. W. at the resumption of the League organship by the BICYCLING WORLD. If I had time and space I could quote you many such pleasant expressions.

LONG ISLAND NOTES.

"WING-FOOT."

A LIST of prices at Hulet's Hotel, Hempstead, from one of the fraternity at that place, would be interesting to the rest of us. The Garden City Hotel management refuses to reduce prices below their present exorbitant rate of $1.25 for dinner, 75 cents for lunch, $3.00 for supper, lodging and breakfast, and the Stewart Arms is scarcely more favorable. A great deal is said of *good* hotels. I'd like to wager that I can name one that will break the record for general poorness. For first place I pick out the Jericho Hotel, and anybody who has been so unfortunate as to have been caught there over night will bear out what I say. Here, as is the case everywhere on the Island away from potent, civilizing influence of the summer boarder, there seems to prevail a chronic state of ignorance and blindness to improvement, all the more remarkable because of the proximity of the metropolis. Time and the wheel will cure this, I hope.

TO the wheelmen, one of the pleasantest features of hotel appurtenances on the South side, where lakes are so frequent and water so plentiful, is the plunge bath. The idea makes one shiver these days, but in the heat of a July day, what could be more invigorating than a stop at Stellenwerf's for an "all over" bath in cool lake water, when on the way to Patchogue.

THE Ilderans of Brooklyn have decided to consolidate with the Brooklyn Bi. Club, the latter practically absorbing the former. The Brooklyns are rapidly recruiting, and should have close to one hundred and fifty members by the opening of the riding season. Five of this club enjoyed (?) a little spin down to Coney Island and back on Sunday morning, returning with various momentos with which they decorated the club house. These included a ship's

hawser, sugar-scoop, clam-shells, a Christmas tree in parts, and the O'Leary belt, the latter having been presented to the beauty of the club, by Pa Neptune, in appreciation of his temerity, the thermometer being about 15 degrees above, and the wind blowing at 25 miles per hour.

THE Huntington Bicycle Club has changed its name to the "Huntington Bicycle Social Club," and has rented a commodious clubroom, having taken in about thirty new members. The officers of the new club are Douglas Conklin, President; Geo. M. Tiloston, Vice President; H. F. Rogers, Secretary and Treasurer; and Dr. Turner, Surgeon. For natural scenery, I consider the views about Huntington and Cold Spring unequalled on the Island.

It seems queer that with the daily example of so many visiting wheelmen before them, there should be so few cyclers on the South Side. The natural advantages are all in their favor, yet I know of but two between Hempstead and Patchogue, and one of these is the newsman at Bay Shore.

NEWS AND COMMENT.

HARRY COREY has stopped making records on the path, but for a railroad record we think the following will certainly stand. He writes: "I had an engagement last Sunday in Boston, but Saturday night found me in Syracuse, and an engagement ahead of me in Philadelphia for 9 A. M. Monday. How to leave Syracuse Saturday night, be in Boston on Sunday and Philadelphia on Monday at 9 A. M. was a puzzler, but while thinking the matter over in the railroad station in Syracuse at 9 P. M., the Boston express came through and after a hasty calculation I jumped on board and went to bed. Woke up in Boston Sunday morning, went to church, had a talk with our Secretary (E. W. Pope), spent a mighty pleasant afternoon, and took the 6.30 Sunday night for Philadelphia, arriving at 7 o'clock Monday morning."

MR. H. B. HART of Philadelphia made us a pleasant call last Tuesday.

ROWE is credited by the English papers with placing Crocker at the head of the American professionals left in this country.

THERE were nine hundred visitors to the Pennsylvania Bicycle Club house in Philadelphia, on Washington's Birthday. We think this must be the biggest on record.

W. S. DOANE is back from the West on business. He may go back out West again, or he may stay East in the interests of the concern he expects to be with this season.

OUR friend, the *Item's* deduction that because the percentage of gain made in the League is only 18 per cent. for 1887, as against 101 per cent. and 92 per cent., that something must have been out is not quite just. It must be remembered that in 1885 and 1886 a comparatively small proportion of riders were League members, while now the percentage is much larger, it necessarily follows that the percentage of *increase* must be lower because the material outside the national organization is less in numbers.

WE have been in personal communication with Mr. Wells of Philadelphia and Mr. Shurman of Lynn in regard to a hill-climbing contest on Corey Hill. It is agreed between them that each contestant shall start alone, and as this was a concession on Mr. Shurman's part, he asks that Mr. Wells make the first attempt. July 14 is the date preferrred by Mr. Shurman. In all probability Mr. Shurman will be in Philadelphia during the next month, and articles of agreement will no doubt be entered into by the Philadelphia and the Lynn gentlemen. Mr. Wells has announced his intention of tackling Corey Hill next July, match or no match.

WE beg the Philadelphia *Item's* pardon for overlooking the announcement made by the *Item*, that the WORLD had been appointed official organ. We also beg to make the *amende honorable*, for our hasty works caused by our error in not noting the *Item's* news on the subject. The *Item* returns good for evil as follows: "The BICYCLING WORLD above all the existing cycling periodicals deserved to get the official organship of American National Cycling Association, and that it did get it was noted in the *Item*, but the WORLD was presumably so happy that it passed over what it evidently was looking for. It is all right friend WORLD, Philadelpeia wishes you a longer lease of life than the *Bulletin* was fated to have."

"KARL KRON is at work again, and he now has his little pile of newspaper criticisms on his book "Ten thousand miles on a bicycle," ready to fire off at any one who ventures to send him a one-cent stamp. This compilation of criticisms fills no less than 123 pages regular pamphlet size, and it is, so to speak, the son of its father, the great X miles." We have one or two communications from K. K., on the above and kindred subjects, which shall see the light of day through our columns at any early day.

To those who want to buy or to sell a second-hand bicycle we commend our "For Sale and Exchange" column. Now is the time to sell second-hand machines.

THE Lynn Cycle Track will be kept in good shape during the coming season. Mr. Murphy, the present proprietor, asserts that the present surface will not be disturbed.

THERE is some faint chance that the American team, together with a "European attachment" of the best they have over there, will visit this country this fall. If war in Europe breaks out it will rather knock the Senator's plans for a Continental campaign.

MR. SAM'L T. CLARK, of the Clark Cycle Co., of Baltimore, has just returned from a very successful trip abroad. This firm will push with increasing vigor the interests of the New Rapid cycles and the Quadrant tricycle. We shall hope to hear from the firm in regard to any specialties that they may have to present to the public.

ROWE and Howell will ride three races for $500 a side,—a one, five, and ten mile race. The winning of two out of three to take the stakes. The first race, five miles, to be run off at the Belgrave-road Grounds, Leicester, on Saturday, April 14. To be on the mark at 4.30 in the afternoon. The second match (one mile) to be run off at Wolverhampton on April 28, and the ten-mile match at Coventry on Saturday, May 12. To be on the mark for the mile match at 3 o'clock in the afternoon, and for ten mile match at 5 o'clock in the afternoon.

THE cowboys and the cyclists will have another go at each other, The parties agree to contest a six-day, eight-hour-per-day race at Royal Agricultural Hall, London, commencing March 19, and ending March 24. The race to be for a purse of £250. The cowboys to use an unlimited number of mustangs, and to have use of the outside track, and the bicyclists the inside raised track. The cowboys to change at will, and the bicyclists each thirty minutes. Each side to be allowed the use of an extra man in case of accidents only.

A LEAGUE member from Washington writes us as follows: "Answering your criticisms in a recent issue of the BI. WORLD, are not your remarks on the unsuitability of the two-wheeled machine for ladies on a par with the generally conceived impression that to ride a bicycle a lady had to straddle it? Can any style of bicycle throw as much mud as a tricycle, surrounded top and bottom as one necessarily is with the three or four wheels? We have used the ladies' bicycle, we fear you have not, and we know it much cleaner than any tricycle can be; and as to whether ladies will ride them, you should come to Washington and see with what zeal they are doing it, mud or no mud."

REV. WM. JOHNSON is the only clergyman in St. Louis who rides a wheel. Let us hope that his example will cause more of the brain-worked St. Louis gentlemen of the cloth to take to the cycle as an anihilator of time and an enemy to dyspepsia. Speaking of the reasons why clergymen do not cycle more generally, Mr. Johnson sensibly says: "Probably clergymen imagine that they will lose in dignity. Let me say that is a mistake. I do not think that there is a clergyman who will say that he has dropped a single inch in the estimation of any person whose opinion is worth having. They have lost nothing, and on the contrary have gained health, renewed youth and happiness.

A SURPRISE PARTY.

Having received a most cordial invitation to be present at a surprise party to be given at Amaranth Hall, Wellington, Mass.; we found ourselves on the train bound for that pretty suburban retreat at 6.25 P. M., last Saturday. The "surprised," if we may be permitted to coin a fitting word, was Mr. Charles Hopkins, of Wellington, and the "surprisers" (again a liberty with the English language) were the members of the Ladies' North Shore Tour of 1887 and a few of their friends. During the interval between our arrival and the appearance of Mr. Hopkins, those inclined tripped the light fantastic. On the arrival of the beneficiary and after hand-shaking all round a most enjoyable impromptu entertainment was given. Music, both vocal and instrumental, recitations, and fancy dancing went to make up a most excellent entertainment. Miss Carrie Hayden danced one of the Spanish national dances in an exceedingly graceful manner, and then this versatile young lady impersonated Topsy in a way that showed unbounded talent. Mrs. Ober gave a humorous recitation of how a woman applied for a

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Marion, Ind., Feb. 22d, 1888.

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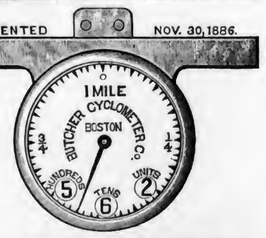
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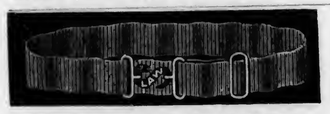


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F. P. EDMANS & CO.,
TROY, N. Y.

divorce on the ground that her husband was an inveterate "joiner," —he would "join" everything in the shape of a secret society. Then followed some delightful guitar and cello music by Mrs. Hopkins, Miss Sternes, and Mr. Barker. Miss Sternes also sang. Miss Gardiner gave the sad story of Genevera with intensity and much dramatic force. Mr. Barker sang that good old song, "Ben Bolt," and also a humorous one on the delights (?) of old bachelorhood. Mr. Page's stories of how two "dead broke" Chicago drummers "came it" on a Sunday School were mirthful and well told. Miss Nellie Sturtevant gave a most remarkable pantomime of the story by Adelaide Proctor, and the "Faithful Soul." It was a very clear exposition of what can be done by pantomime alone. "Bridget and the Tricycle," an original composition by Mrs. Hopkins, was inimitably rendered by that lady. It is one of the best things of the kind it has ever been our pleasure to hear. Miss Fay Davis read very piquantly a satirical portrayal of true love, "Modern True Love." It was a dainty little morsel of rhetoric. Alas, trains won't even wait for editors, and so we had to leave, as the merry-making commenced to wax fast. A Virginia reel and then a bolt for the station. With the exception of three we believe every member of the North Shore Tourists were present. Won't some one "surprise" us some more? We like it.

L. A. W. BOARD OF OFFICERS' MEETING.

The convention held at the Grand Union Hotel last Monday, was called to order promptly at 10 o'clock by President Kirkpatrick, but no business could be transacted until the report of the Committee on Credentials was received. This committee consisted of Messrs. W. H. Emery of Boston, W. W. Share of Brooklyn, and W. R. Tucker of Pennsylvania, and they finished their task at 11.30. The report showed that the number of members of the Board present was 49, and that they represented 103 proxies. The proxies of Sandford Northrup of New Jersey and B. S. Rose of New Jersey were rejected because the owners had neglected to renew their membership before March 1. The report was accepted without debate.

Mr. Tucker, a recently appointed representative from Pennsylvania asked for recognition, and his appointment was at once confirmed, so that he might be allowed to address the meeting. He spoke at considerable length on the case of John A. Wells, whose appointment to membership in the Board had been refused confirmation at the last meeting of the Board. He said that he spoke without prejudice and with only a desire for justice. He wished to state that in his opinion a serious mistake would have been made had Mr. Wells been elected Secretary-Editor, considering that gentleman's financial connection with the *Bulletin*, but he did think that it was only fair that a committee of five unprejudiced members should be appointed to investigate the charges made or to be made against him.

Mr. Clapp objected, stating that no charges had been made against Mr. Wells in this matter. It was simply a question of his confirmation.

Mr. Tucker admitted the truth of this, and amended his motion accordingly.

The President then appointed the committee as follows: Messrs. Dunn of Ohio, Mealy of Baltimore, Kendall of Boston, and Brewster of St. Louis. The committee at once retired, and were not heard from again until late in the afternoon.

Secretary Bassett read the following appointments as having been made since the last meeting of the Board of Officers: Chief Consuls—R. H. Polk of Montgomery, Ala.

Representatives—George S. Atwater, of Washington; Thomas Bray, of Chicago; E. P. Blake, of Bloomington; Samuel T. Clark, J. Kemp Bartlett, Jr., of Baltimore; Wm. A. Mosman, of Jamaica Plain; Edward C. Hodges, of Boston; L. B. Graves, of Minneapolis; Robert Holm, E. L. Mockler, of St. Louis; Harry G. Stuart, of Kansas City; T. H. Pollock, of Plattsmouth; Dr. Henry Jackson, of Salem, N. J.; C. C. Byers, of Parkersburg, W. Va.; Geo. Dakin, of Buffalo; E. K. Austin, of Flatbush; J. M. Warwick, of New York; J. R. Knowlson, of Troy; A. H. Brown, of Toledo; W. R. Tucker, John A. Wells, of Philadelphia.

All the above were confirmed, except the appointment of John A. Wells, which was laid on the table.

The roll call showed the following members of the board to be present: From New York—George R. Bidwell, C. H. Luscomb, W. W. Share, K. L. Clapp, N. M. Beckwith, W. S. Bull, A. M. Dickinson, J. R. Knowlson, C. S. Butler, J. C. Gulick, A. B. Barkman, W. H. DeGraaf, E. A. Schriver, I. R. Adriance, H. C. Spaulding, Gerry Jones, F. B. Graves, J. W. Clute, G. M. Gesbitt and J. R. Knowlson. Massachusetts—H. W. Hayes, W. H. Emery, G. W. Parker, A. W. Robinson, C. S. Howard, Abbot Bassett, W. G. Kendall, W. R. Maxwell, H. S. Wallison, J. B. Seward, and E. B. Coleman. California—J. W. Gibson. Connecticut—W. M. Frisbie. District Columbia—E. F. Pettingill and G. S. Atwater. Maryland A. E. Mealy. Missouri—W. M. Brewster. New Jersey—J. H. Cooley, L. H. Porter, C. F. A. Kinch, Jr. Ohio—James R. Dunn and T. J. Kirkpatrick. Pennsylvania—G. A. Jessup, J. E. Carpenter, Kirk Brown, Frank Read, J. E. Harder, J. J. Van Nort, J. A. Dayton and W. R. Tucker. Rhode Island—C. S. Davol and H. L. Perkins.

Vice President Hayes took the chair at this time, to allow President Kirkpatrick to appear before the Wells Investigating Committee.

The Treasurer's report was presented by Mr. Brewster. The report showed that the receipts, including the balance on hand Oct. 14 and $70 received from life membership fees, to be $666.01. The expenditures have been, John C. Gulick, Attorney's fees, $340.45; balance, $325.56; less life membership reserve fund, $295.00; cash on hand, $30.56.

Small bills amounting to a total of $245.61 remain unpaid because of lack of funds.

Secretary Bassett presented his report as follows:

In presenting my report at this time it gives me pleasure to note that the affairs of the League, so far as this office is concerned, presented never before, during my incumbency, so promising an outlook. The office is relieved of the expense of the *Bulletin*, is guaranteed an income for the year, and the attention of the Secretary can now be turned in part towards other work than the weekly preparation of a paper. Moreover, the office is out of debt. All sums due the divisions last year have been paid, and we are now in possession of funds sufficient to pay every dollar we owe, and, furthermore, we shall be able to settle with the divisions in full on next quarter day, unless the funds now in hand and at our command are drawn upon by the Treasurer to meet bills in his hands for legal services dating back to 1886, and which of right should be paid. We have been carrying many an inheritance of this kind, and when these are cancelled we have only our own burdens to carry, and these we can easily maintain.

One year ago it was stated that an earnest effort would be made to make the *Bulletin* self-sustaining, and this statement was coupled with a promise that if failure ensued it would be confessed. During the year our hopes were raised at times, and we believed that we could attain our end, but the winter months covered us with confusion, and we gave up all hope of profit from the paper under the existing order of things.

It will be remembered that the present management took charge of the paper, and had to accept contracts from the largest advertisers at prices far below cost, and thus at the outset we had to give up all thoughts of any considerable income from the *Bulletin*. During the first two months of the year we had to publish at great expense several very long stenographic reports of meetings, and it was to be expected that there would be a loss. In March the income for advertising came within $10 of paying the printer's bills. In the months of April, May, June, July and August the receipts were in excess of the bills for printing, but after that, and to Jan. 1st, when cycles were housed and trade was dull the *Bulletin* went behind. We entered into a contract in September with a very capable advertising agent to take full and exclusive control of the advertising department outside of the cycling interest, and the Secretary relaxed his efforts to obtain business. The arrangement was not productive of much new business.

The following tables give comparisons of the business for the past two years:

Copies printed, 1887	609,950
Copies printed, 1886	484,150
Excess in 1887	125,800

Cost to print, 1887	$12,373 80	Cost to print, 1886	$13,808 76
Rec'd Advt., 1887	10,611 10	Rec'd Advt., 1886	10,337 85
Loss, 1887	$1,762 70	Loss, 1886	$3,470 91
Accts. to profit and loss, '87.	$426 59	Act's to profit and loss, '86.	$1,034 06

The experiences of the year told us one thing, and that very plainly, and that is that the *Bulletin* could only be made to pay by conducting it as a business enterprise, in which a large amount of money must be sunk before any profits could be realized. It is no small undertaking for the League to undertake to furnish each and every member with a paper that by all precedents is worth $1 in the market, to conduct all of its clerical work, pay legal expenses, etc., etc., and all this for 64 cents per capita. The League is without capital, and it has no money to lose even though down the vistas of the future it may discern the glare of a prospective profit.

But we can congratulate ourselves that a well-known and responsible publishing house has come forward to try the experiment for us, and to demonstrate if it be feasible for a paper to pay a profit with no income save from its advertising. A weekly paper will go to each and every member of the League during 1888.

The expenses of the Secretary's office for the year have been $5687.96. Of this sum $3000 belongs to the first six months, and $2000 to the second. During the year to come it is very probable that the expenses will be cut down below even the figures of the last six months. Included in the office expenses is the sum of $500 for postage paid on correspondence which may indicate the work done by the Secretary in this direction.

Appended we give statistical tables showing the membership of the League for 1886 and 1887, and the renewals for 1887 and 1888. The renewals for 1888 are not yet completed, for they are still coming from the remote divisions, and many will have to be added.

Totals Shown.

Membership, 1886	10,264
Renewals, 1887	7,707
Membership, 1887	11,939
Renewals, 1888	
Applications, 1888, to March 2	639
Life members	48

Membership to Date.

Renewals	7,761
Applications published	639
Applications on hand	53
Life members	48
	$501

League of American Wheelmen—Financial Statement, Feb. 28, 1888.

Cash on hand		$2824 79
Accts. receivable, good		1512 40
Accts. receivable, doubtful		515 56
Due Colorado on 1887 (protest pending)	$3 87	
Due divisions on renewals and applications to date.	3360 00	
Due A. Mudge, printing	850 12	
Due on other accts	74 10	
Present worth	324 72	
	$4852 81	$4852 81

The report of the Executive Committee was presented by Vice President Hayes. It was as follows:

The report of the Executive Committee at this time will be very brief, as the reports of the Secretary and Treasurer cover the more important acts of our Committee since the last meeting.

Many measures for the good of the cause have suggested themselves to us, but the lack of funds under which we have labored has prevented our availing ourselves of them, and our administration has been necessarily confined to our financial needs.

Your committee have endeavored to economize in every way, saving a dollar whenever possible, always in the endeavor to free ourselves from the heavy hand of debt which has come down to us as a legacy.

We had hoped and have worked to make our official organ a source of income to us, but have labored in vain, and finding that the great drain upon our finances came from this source we looked about for the best means of freeing ourselves from the burden upon us.

Acting under the authority vested in us, we have arranged with a reliable and well-known publishing firm to take charge of the official organ upon terms that we consider highly advantageous to us.

We have arranged to give the members a bright and newsy weekly paper as heretofore, and at the same time relieved ourselves of the risk and responsibility of running a newspaper which we have now concluded it is not the province of the League to do.

As the *Bulletin* was running behind at the rate of about $100 per week, we closed the contract as speedily as possible, without waiting to submit our plan to the Board, as we felt that the plan and proposals as offered by the BI. WORLD Co. were so advantageous to us that they would commend themselves at once to every member of the Board, and at the same time result in saving of about $500 to us, which we need very much. Both the BI. WORLD Co. and ourselves were anxious to have the contract fixed at once, as in case the same is terminated at the end of one year, we are then in a better position at the opening of the advertising season to take up our respective papers again if we see fit.

This we trust we shall not be obliged to do, and hope that the contract upon which we have entered may be continued many years to the advantage of all concerned.

Your committee feel that a great weight has been taken from their shoulders and those of the League in this matter, and our energies can now be applied to matters which shall advance the interests of our cause in many ways.

But to do this we must have the assistance and co-operation of every member of our organization and we have plans now under consideration by us, which we trust when submitted to you will command your generous support. While we have rid ourselves of the burden that has been upon us in the last few years, the marks of its weight are still upon us, and our endeavor must be in the few months left of our administration to place our League upon its feet financially, and when this is accomplished your next Executive Committee can, wiping out the past, start fresh upon a new and prosperous career.

T. J. KIRKPATRICK,
H. W. HAYES,
GEO. R. BIDWELL.

The report was unanimously accepted, and the action of the committee in relating to the *Bulletin* consequently approved.

Chairman Butler of the Rules and Regulation Committee presented the following report:

To the President and Members of the Board of Officers, L. A. W.:

GENTLEMEN: At a meeting of this Board, called to meet in New York, on the 5th and 6th of March next, your Committee on Rules and Regulations will submit the following changes in the By-Laws for your consideration:—

ARTICLE IV.

ELECTIONS.

Section 1. Sect. 2. First line: Substitute June for March.
Second line: Substitute July for March.
Fourth line: Substitute June for March.
Sixth line: Substitute 15th of July for tenth day of April.
Eighth line: Substitute first day of August for the twentieth day of April.
Sect. 3. Fifth line: Substitute June for March.
Seventh line: Substitute 15th July for 10th April.
Eleventh line: Substitute 1st for 20th.
Twelfth line: Substitute August for April.
Sect. 4. First line: Substitute 15th for 1st, and August for May.

The sections which we propose to amend now stand on the books as follows:—

Section 1. During the month of March, each year, the Secretary shall cause to be printed in the official organ a voting blank for Chief Consuls and Representatives, together with a statistical table, showing the number of Representatives each State is entitled to. And there shall also be published in the *Bulletin*, at the same time, full and explicit directions to members regarding the votes which are to be sent to the Secretary-Editor, and full and explicit directions from the Chief Consuls of States where special regulations governing the ballot have been adopted.

Sect. 2. Each member who was admitted, or whose dues were paid up to the first day of March shall be entitled to one vote for Chief Consul for the State wherein he resides, and one vote for each Representative that his State is entitled to on March 1. Except in divisions where special regulations governing the ballot have been adopted, each vote shall be signed by the member voting it and returned to the Secretary before the tenth day of April, and by him delivered to the Committee on Rights and Privileges. This committee shall sort and count the votes, and make a return of the same to the President on or before the twentieth day of April; the person obtaining the largest number of votes in each State for Chief Consul shall be elected, and person receiving the largest number of votes as Representatives shall be elected.

Sect. 3. Each State Division may make such rules and regulations, not inconsistent with the Constitution of the League, regarding the method of apportioning, casting, and counting the vote for Chief Consul and Representatives as its officers may adopt, providing only that the number of Representatives so chosen shall be indicated by the membership of the Division on March 1. Each vote shall be signed by the member voting, and in this case returned to the Secretary of his Division before the tenth day of April. A correct copy of such special regulations and official notice of their adoption shall be filed in the office of the Secretary of the League to render this permission operative, and in such cases the vote shall be canvassed in the Division, and the result thereof certified by the Secretary of the Division to the President of the League on or before the twentieth day of April in each year.

Sect. 4. The President shall, on or before the first day of May, declare the result of the election, cause the same to be published without delay in the official organ, and also notify every member of the Board of Officers and person so elected of the result.

The object of these changes is to place the annual elections in the summer, at a time when wheelmen are most active. Also to correspond to the dates fixed upon in the reorganization that the next election may be deferred to July, when it may be held under the new constitution. This will enable the reorganization scheme to go into effect at once, instead of lying over for one year from next July.

CHARLES S. BUTLER, Chairman.
WM. W. SHARE,
WINSLOW TRACY WILLIAMS.

The report was adopted, and in consequence the changes in rules will go into immediate effect.

Chairman Luscomb of the Rights and Privileges Committee reported that no matter had been referred to them since the last meeting which required an expenditure from the League treasury.

The Membership Committee reported that it had no cases on hand, and no reports were received from the Committees on Racing and Transportation.

Chairman Luscomb reported for the Committee on Re-organization. He stated that since the committee was appointed a year ago, its members had carefully studied the subject of re-organization, and had consulted and received valuable advice from many of the League's old and prominent members. They had endeavored to frame their report in accordance with the wish of the greatest number of members, and had given particular attention to the primary object of their work, the granting of more power to the State Divisions. The committee had received numerous letters of advice on the advisability of abolishing the amateur distinction, and a request to do away with the rule had been received from the Iowa Division. The draft of the proposed new constitution was then read, as follows:

PROPOSED CONSTITUTION "L. A. W."

ARTICLE I.

Section 1. This organization shall be known as the League of American Wheelmen.

Sect. 2. Its objects are to promote the general interests of cycling; to ascertain, defend and protect the rights of wheelmen; to facilitate touring and to secure improvement in the condition of the public roads and highways.

ARTICLE II.

Sect. 1. The League shall be a confederation, composed, First, of all State Divisions now having one hundred or more resident League members, and such as may hereafter reach that limit, and

Second, of one or more Territorial Divisions of not less than one hundred League members each, constituted of League members not connected with State Divisions.

Sect. 2. State Divisions shall organize by the adoption of this Constitution and the election of a Chief Consul, a Vice Consul and Secretary-Treasurer and representatives, as hereinafter provided.

Sect. 3. States and other geographical tracts, containing less than one hundred League members shall be grouped into Territorial Divisions containing not less than one hundred members each. Such Divisions shall be designated and located by the Committee on Membership and Appointment, due regard being had to geographical situation. After such appointment, each Territorial Division shall organize as provided in the case of State Divisions and in the event of their failure to select the officers prescribed in Sect. 2 of this Article, within two months after apportionment, the President of the League shall appoint.

Any subdivision of such Territorial Division attaining the limit of one hundred may, upon application to the Committee on Membership and Apportionment, be declared and created a State Division, entitled to all rights and privileges as such, provided such action shall not reduce such Territorial Division below one hundred. The action of the Committee on Membership and Apportionment shall be subject to review before the Committee on Rights, Privileges and Appeals, at the instance of any subdivision claiming a grievance.

ARTICLE III.

Sect. 1. Any amateur wheelman of good character, eighteen years of age or over, shall, with the endorsement of two League members, or three reputable citizens, be eligible to membership in this League upon payment of the initiation fee and dues, as provided in this Constitution and By-Laws, and the By-Laws of his Division.

Sect. 2. The name of each applicant for membership must be published in the official organ, and unless within two weeks thereafter, a protest shall be filed with the Membership Committee, he shall become a member of the League.

Sect. 3. Each such applicant shall pay to the Secretary of the League an initiation fee of one dollar and the sum fixed by the Division in which he shall become a member, for annual dues; such dues to be paid on or before May 1st in each year. The Secretary shall retain from such annual dues and from all renewals, an annual per capita tax of fifty cents.

The balance of such annual dues and the whole amount of the initiation fee shall be returned by the Secretary to the Secretary-Treasurer of the Division, quarterly.

Sect. 4. Any member failing to pay his dues as above provided before the first day of July following, his membership shall be forfeited and the Secretary shall cause his name to be stricken from the rolls. Any member having thus defaulted, can again become a member only in the manner provided in Sect. 1 of this Article.

Sect. 5. Each Division must, on or before the first day of April, file in the office of the Secretary of the L. A. W. a certificate stating the amount fixed as its annual dues, and in default thereof the amount shall be fixed by the Executive Committee of the League.

ARTICLE IV.

Sect. 1. The management of the League shall be vested in a National Assembly, consisting of the Chief Consuls, Vice-Consuls and Delegates from the several Divisions, to be elected as hereinafter provided, which shall have power to make by-laws for the guidance of the League, to establish regulations for the government of Divisions in the relations to the League and to each other, and to generally direct and decide in all matters not provided for in this Constitution. Fifteen members personally present shall constitute a quorum for the transaction of business.

Sect. 2. Each Division shall elect a Chief Consul, Vice-Consul, Secretary-Treasurer and Representatives annually, between the 15th day of July and the 15th day of August, as follows:

One Representative for each 100 resident League members, also one Representative from each League Club of not less than twenty members, and an additional Representative for each fifty members upon its roll on July 1st. Club Representatives to be chosen each by the Club of which he is a member. These shall constitute the Division Board of Officers.

Sect. 3. Each Division shall adopt for its guidance, By-Laws, Rules and Regulations, not inconsistent with the National Constitution and By-Laws. The term of office of all Division Officers shall commence on the 1st day of September in each year.

Sect. 4. Each State Division Board of Officers shall hold its annual meeting in the month of September, and shall then elect from the Division one Delegate for each two hundred members upon its roll on September 1st. Such Delegates, together with the Chief Consul and Vice-Consul, shall constitute the National Assembly of the League of American Wheelmen.

ARTICLE V.

Sect. 1. The Annual Meeting of the National Assembly shall be held on the third Monday in February in each year.

Sect. 2. Special business meetings shall be called by the President upon the written request of not less than fifteen delegates, and from not less than five Divisions; thirty days notice of such meeting must be given in the official organ, with a statement of the business to be transacted at the meeting, and no other business shall be considered.

ARTICLE VI.

Sect. 1. The officers of the League shall be a President, Vice-President, Treasurer and Secretary, who shall be elected by the National Assembly, at the annual meeting, provided, however, that the Secretary shall hold office as long as he shall render satisfactory service. The National Assembly may, however, by a two-thirds vote of the members and proxies present at any meeting, declare the office of Secretary vacant and hold an election for his successor, one month's notice thereof having been given.

Sect. 2. There shall be the following National Committees:

I. Executive and Finance.
II. Membership and Appointment.
III. Rights, Privileges and Appeals.
IV. Rules and Regulations.
V. Improvement of Highways.
VI. Transportation.
VII. Racing.

Sect. 3. Officers and Chairmen of Standing Committees, if not members of the National Assembly when chosen, shall be members of that body during their term of office.

ARTICLE VII.

Sect. 1. This Constitution may be altered or amended by a majority of the members voting in person or by proxy at a Constitutional Convention called therefor.

The President shall call such a convention upon the written demand of not less than fifty members, at least ten from each of five Divisions, giving one month's notice thereof, by publication in the official organ.

Proxies for unattached members may be cast, but no member may vote more than twenty-five such proxies.

Fifty members personally present shall constitute a quorum.

ARTICLE VIII.

Sect. 1. The League shall provide and furnish an official organ, to be known as the *L. A. W. Bulletin*, which shall be distributed to the membership without charge.

ARTICLE IX.

Sect. 1. Any wheeling club in the United States that shall have in its by-laws a provision requiring every active member to be a member of the League of American Wheelmen, and that shall file annually with the Secretary of the L. A. W. a certificate thereof, shall become a League Club, and entitled to all the privileges accorded League Clubs under this Constitution. The number of votes that any League Club shall be entitled to cast, through its delegates, at any Constitutional Convention, shall be one vote for every member of said club in good standing upon the rolls of the League. Representatives from League Clubs shall file with the Secretary a certificate of their election, signed by the President and Secretary of the club which they represent.

CHARLES T. LTSCOMB,
CHARLES S. BUTLER,
JAMES B. DUNN,
GEORGE R. BIDWELL,
} Committee on Reorganization.

Vice-President Hayes moved that the report be referred to the Constitutional Convention which it was proposed to hold in Baltimore next June.

Mr. Clapp thought it was desirable to discuss some of its provisions, so as to be able to make recommendations to the Constitutional Convention. Several others agreed with Mr. Clapp, and there seemed to be considerable opposition against the clause which allows League clubs special representatives. Mr. Hayes' motion finally prevailed, however, and the committee was continued, with instructions to prepare a set of bye-laws for consideration at the Convention in June.

Mr. Kirk Brown entered a complaint regarding the trouble that members distant from Philadelphia have in obtaining the League uniform. After some discussion, during which Mr. Bidwell stated that the Philadelphia firm had the contract for furnishing the suits for three years and that he had heard of no complaints, the matter was referred to the General Committee on Grievances.

The following letter was then read:

T. J. Kirkpatrick, President, and Board of Officers, L. A. W.

It is with great pleasure that I act to-day in accordance with the instructions of a large and representative meeting of this division, held on the evening of January 7, in this city, and on behalf of the Maryland Division and the citizens of Baltimore, do most cordially invite the League of American Wheelmen to hold its next annual meeting in this city on the 18th, 19th and 20th of June next.

Should it be your pleasure to accept the above invitation, the members of this division will endeavor to make the ninth annual meet the most successful one in the history of the L. A. W. Awaiting your reply, we are

Most fraternally yours,
A. E. MEALY, Chief Consul.
R. M. LOCKWOOD, Sec.-Treasurer.

On motion of Chief Consul Jessup, the invitation was accepted with thanks.

A recess for dinner, and to await the Wells' committee report, was taken at 1 o'clock.

The committee remained in session until nearly 5 o'clock. They were then ready to make a report, but this was rendered unnecessary by the unexpected resignation of Mr. Wells. The resignation was accepted by Chief Consul Jessup, and this, of course, effectually settled the matter, for the committee had been appointed solely for the purpose of considering the justice of his confirmation as a member of the board. A desire was expressed by a few of the members to hear the report of the committee, but this was deemed unwise by the majority. Mr. Jessup expressed in very warm terms his appreciation of the courtesy extended the Pennsylvania Division in this matter, and said that whatever had been the decision of the investigating committee, the State would have been content. Mr. Wells stated in his letter of resignation that he would be a candidate for representative at the next election. If he is elected by the League members of his state the Board of Officers will probably make no effort to prevent him taking his seat.

Eugene Aaron was once more the subject of discussion by the board. Mr. Read, of Pennsylvania, made some very severe criticisms upon certain actions of that gentleman, and asked for a return of the bond which he had signed when Aaron was made Secretary-editor. He thought that under the circumstances he should not be held responsible for the money which it was claimed the ex-Secretary still owed the League.

Mr. Beckwith moved that Mr. Read be given his bond and that the whole matter be dropped forever. The motion prevailed unanimously.

There being no further business for consideration, the board adjourned at 5.30 o'clock.



ABBOT BASSETT, Secretary-Editor.

LEAGUE OFFICERS.

PRESIDENT.—T. J. Kirkpatrick, Springfield, Ohio.

VICE PRESIDENT.—H. W. Hayes, 103 State St., Boston, Mass.

TREASURER.—W. M. Brewster, 309 Olive St., St. Louis, Mo.

SECRETARY-EDITOR.—Abbot Bassett, 22 School St., Boston, Mass.

EXECUTIVE COMMITTEE.—T. J. Kirkpatrick, H. W. Hayes, Geo. Bidwell, 313 W. 58th St., New York City.

STANDING COMMITTEES.

MEMBERSHIP.—James R. Dunn, Massillon, Ohio; Dr. G. Carlton Brown, 40 Orchard St., Elizabeth, N. J.; Harry H. Hodgson, 13 Carondelet St., New Orleans, La.

RIGHTS AND PRIVILEGES.—C. H. Luscomb, 289 Broadway, New York; Winfield S. Slocum, *Herald* Building, Boston, Mass.; A. Moore Berry, 421 Olive St., St. Louis, Mo.

RULES AND REGULATIONS.—C. S. Butler, 263 Main St., Buffalo, N. Y.; W. W. Share, 336 Navy St., Brooklyn, N. Y.; W. T. Williams, Norwich, Conn.

RACING BOARD.—Dr. J. H. Cooley, Plainfield, N. J.; W. M. Brewster, 309 Olive St., St. Louis, Mo.; Chas. H. Potter, 69 Superior St., Cleveland, Ohio; Gerry Jones, Binghamton, N. Y.; Sanford Lawton, Springfield, Mass.; Col. Geo. Sanderson, Scranton, Pa.

TRANSPORTATION.—Burley B. Ayres, 152 S. Hoyne Avenue, Chicago, Ill.; Fred. T. Sholes, Box 93, Cleveland, Ohio; Geo. R. Bidwell, 323 West 58th St., New York; W. S. Bull, 369 Main St., Buffalo, N. Y.

TOURMASTER.—W. S. Bomberger, Hagerstown, Md.

BUREAU OF INFORMATION.—A. B. Barkman, Chairman, No. 608 Fourth Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

FOREIGN MARSHAL, Joseph Pennell, care of S. S. Morgan, Old Broad St., London, England, can be applied to for information regarding roads and routes abroad by intending tourists. Always enclose stamp.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 129—Total 68.

BOSTON, March 9, 1888.

CALIFORNIA DIVISION—2.

San Francisco Bi. Club.
17800 Currah, J. M., 413 Bush st., San Francisco.
Unattached.
17801 Waite, F. W., Riverside.

CONNECTICUT DIVISION—6.

Hartford Wheel Club.
17802 Smith, R. F., 148 Wethersfield ave., Hartford.
17803 Shew, W. A., 159 " "
Naugatuck Wheel Club.
17804 Dayton, A. W., Naugatuck.
Waterbury Ramblers.
17805 Hughes, W. G., Waterbury.
Unattached.
17806 Bennett, Fred. F., 236 Main st., Hartford.
17807 Johnson, Morgan, 262 Main st., "

DELAWARE DIVISION—5.

Wilmington Wheel Club.
17808 Baird, Chas. M., 903 W. 6th st., Wilmington.
17809 Elliott, Clarence A., 127 Elliott ave., "
17810 Hukill, A. Wallace, 429 E. 5th st. "
17811 Kurtz, F. L., 4th and Poplar sts., "
Unattached.
17812 Pierson, C. E., 502 Market st., "

DISTRICT OF COLUMBIA DIVISION—1.

Unattached.
17813 Jenkins, Dr. Ralph, Homœopathic Hospital, Washington.

FLORIDA—8.

Jacksonville Wheelmen.
17814 Benedict, W. N., Jacksonville.
17815 Caldwell, H. W. "
17816 Emery, Geo. W., "
17817 Hosmer, L. D., "
17818 Parker, M. L., "
17819 Ritzewoller, Alex., "
17820 Sanderson, E. M., "
17821 Wilson, Lorenzo A., "

ILLINOIS DIVISION—4.

Illinois Cycling Club.
17822 Story, F. A., 788 Walnut st., Chicago.
17823 Strecker, Geo., 48 Fowler st., "
17824 Toepel, A. F., 336 Ohio st., "
Quincy Bi. Club.
14825 Thompson, Thos. E., 25 N. 5th st., Quincy.

INDIANA DIVISION—1.

Indiana Wheelmen.
17826 Hay, Thomas, 18 Martindale Bk., Indianapolis.

IOWA DIVISION—1.

Unattached.
17827 McAuley, J. F., Box H, Osceola.

KANSAS DIVISION—1.

Olathe Wheelmen.
17828 Gale, E. P., Olathe.

KENTUCKY DIVISION—1.

Unattached.
17829 Russell, Tom, Maysville.

MARYLAND DIVISION—1.

Unattached.
17830 Knoop, J. F., 1538 W. Baltimore st., Baltimore.

MASSACHUSETTS DIVISION—16.

Conomo Bi. Club.
17831 Hersey, Alfred E., Box 175, Manchester.
Unattached.
17832 Atkinson, Chas., 32 Pemberton sq., Boston.
17833 Jones, E. W., Commonwealth Bank, "
17834 Kilby, Quincy, Hotel Chapman, "
17835 Doogue, Wm., Manchester.
17836 Patch, H. R., 87 Cedar st., Malden.

MICHIGAN DIVISION—2.

Star Bi. Club.
17837 Beadle, Harry E., 36 Myrtle st., Detroit.
Unattached.
17838 Robbins, N., Jr., Grand Haven.

MISSOURI DIVISION—1.

Unattached.
17839 Peckham, Geo. F., Street Dept., City Hall, St. Louis.

NEBRASKA DIVISION—1.

Plum Creek Wheel Club.
17840 Powell, Ben E., Plum Creek.

NEW JERSEY DIVISION—2.

Unattached.
17841 Ahern, H. Edw., Summit.
17842 Williams, J. M., "

NEW YORK DIVISION—13.

Albany Bi. Club.
17843 Minch, Chas. H., 465 Madison ave., Albany.
Albany Wheelmen.
17844 Van Wie, John Jr., Post Office, "
Manhattan Bi. Club.
17845 Allen, A. C., Jr., 62 Cedar st., New York.
17846 Kane, Frank deG., 204 W. 23d st., "
17847 Ritter, Washington, 30 Broad st., "
Pawling Bi. Club.
17867 Cole, Albert S., Pawling.
Walton Bi. Club.
17848 Hodge, R. J., Walton.
17849 Pond, E. W., "
Unattached.
17850 Allis, J. W., Little Falls.
17851 Batchelder, A. G., "Courier" Office, Buffalo.
17852 Boyd, F. J., 98 Cannon st., Poughkeepsie.
17853 Corey, Charles D., McGrawville.
17854 Rich, Frank H., 285 Alexander ave., New York

OHIO DIVISION—3.

Central Wheelmen.
17855 Milholland, Geo. W., Lockland.
Unattached.
17856 Bowen, Fred. J., 324 W. 3d st., Dayton.
17857 Marriott, E. L., Dupont.

PENNSYLVANIA DIVISION—4.

Unattached.
17858 Gray, Addison H., Franklin.
17859 Kelly, E. J., Monongahela City.
17860 Mears, Fred. K., 10 N. 6th st., Philadelphia.
17861 Wheeler, Mrs., S. A., 468 S. Main st., Wilkes Barre.

RHODE ISLAND DIVISION—3.

Kent Co. Wheelmen.
17862 Weld, Charles H., East Greenwich.
Unattached.
17863 Bugbee, Geo. W., 140 Clifford st., Providence.
17864 Carr, Franklin, 337 Friendship st., "

TENNESSEE DIVISION—2.

Clarksville Cyclers.
17865 Hodgson, Lee, Clarksville.
17866 Payne, Alex. G., "

Application for Membership in the L. A. W.

....., 188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,.....

Club,..... *P. O. Address*,.....

City and State,.....

References:.....,.....,.....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance, In January, February or March, enclose $2.00; in April, May or June, enclose $1.75; in July, August or September, enclose $1.50; in October, November or December, enclose $1.25.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888:—

Walton Bicycle Club, Walton, N. Y.
Weedsport Bicycle Club, Weedsport, Pa.
Lockport Wheelmen, Lockport, N. Y.
Buffalo Ramblers, Buffalo, N. Y.
College Hill Bicycle Club, College Hill, O.
Marion Bicycle Club, Marion, Ohio.
Omaha Wheel Club, Omaha, Neb.
Ottawa Wheelmen, Ottawa, Kansas.
Albany Wheelmen, Albany, N. Y.
Jacksonville Wheelmen, Jacksonville, Fla.

All membership in the League of American Wheelmen expired Jan. 1; and as all members must renew, so must all clubs. Before a club is entered on the list of 1888, the following certificate must be filed by the Secretary: "This certifies that the Blank Club will remain a League club for and during the year 1888. Blank, Blank, Sec."

RENEWALS.

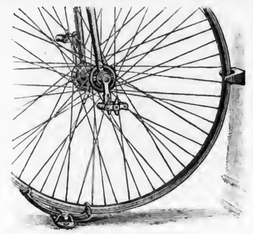
BOSTON, March 3, 1888.

List 13.

The following renewals are received to date:

Arkansas	1	Nebraska	45
California	34	New Hampshire	9
Colorado	1	New Jersey	149
Connecticut	101	New York	400
Dakota	2	North Carolina	2
Delaware	11	Ohio	197
District of Columbia	8	Pennsylvania	200
Georgia	1	Rhode Island	33
Illinois	114	Tennessee	7
Indiana	40	Texas	3
Iowa	7	Utah	3
Kansas	21	Vermont	12
Kentucky	11	Virginia	5
Louisiana	3	West Virginia	7
Maine	60	Wisconsin	10
Maryland	51	Canada	1
Massachusetts	267	Nova Scotia	1
Michigan	33		
Minnesota	9	Total	1970
Missouri	48		

THE BUFFALO BICYCLE STAND
—FOR—
CLUB HOUSES & DEALERS' WAREROOMS.



Price, 50 cents.
Buffalo Home Trainer, Price $30.
E. N. BOWEN,
385 Main St., Buffalo, N. Y.
Mfr. of Accessories. Repairing a Specialty.

STEEL BALLS
FOR ANTI-FRICTION BEARINGS.
—OF BEST CAST STEEL.—
HARDENED, GROUND AND BURNISHED,
.16 to 3 diam. Samples and Prices on application.
SIMONDS ROLLING-MACHINE CO.
FITCHBURG, MASS.

BETTER THAN EVER.
PUNNETT'S
JERSEY CLOTH GARMENTS.
Knee Breeches only $4 a Pair.
Club Uniforms a Specialty
Be sure and write for Samples and Measure Blanks.
PUNNETT,
Merchant Tailor and Athletic Outfitter,
ROCHESTER, N. Y.

The Brooks Ideal Cyclometer.
SIMPLEST, MOST RELIABLE and BEST.
Fully Warranted, only $5.00.
SEND FOR CIRCULAR TO
Brook's Odometer Co., Lowell, Mass.

THE BICYCLING WORLD
Job Office.
Estimates made on all sized jobs from a Business Card up to a Full Catalogue.
12 Pearl St Boston, Mass.

Lord Bury, President N. C. U.—"I have very great pleasure in saying that your "ROVER" is a very perfect machine."
THE "ROVER" has set the fashion to the world.—The Cyclist.
THE "ROVER" is one of the happiest ideas that have evolved from the mind of maker.—Bicycling News.
THE "ROVER." The fastest 50 miles ever ridden on the road was on the "Rover."—The Cyclist.
THE "ROVER" has reached the States, and is favorably received in Boston.—Tri. Journal.
THE "ROVER" Starley and Sutton are having their expectations realized.—Bicycling News.
THE "ROVER" On this machine some startling speed rates may be look for.—Bazaar.
THE "ROVER," Worthy of the high reputation enjoyed by this firm.—Illustrated Sports.
THE "ROVER" has covered the longest distance in the hour on the road.—The Cyclist.
THE "ROVER" has been attended by an enormous amount of success.—Athletic News.
THE "ROVER." For night riding its equal would be hard to find.—Bicycling News.
THE "ROVER" has proved its worth.—Illustrated Sporting and Dramatic News.
THE "ROVER." We have the highest opinion of this machine.—Irish Cyclist.
THE "ROVER" shows to what perfection cycling has arrived.—Court Journal.
THE "ROVER" is easy, comfortable, safe and a good hill climber.—Invention.
THE "ROVER" is extremely easy and pleasant.—Cassell's Family Magazine.
THE "ROVER" is quite free from the vice of side-slipping.—C. T. C. Gazette.
THE "ROVER" is the best and safest of all the Safeties.—Bicycling News.
THE "ROVER" is the best hill climber on the road.—The Presbyterian.
THE "ROVER" is built on the soundest of principles.—Weekly Budget.
THE "ROVER" is speedy, comfortable and safe.—Colonies and India.
THE "ROVER" is the King of Safeties.—Irish Cyclist and Athlete.
THE "ROVER" continues to merit my warmest confidence.—Health.



THE "ROVER" is a wonderful machine.—Hardware Trade Journal.
THE "ROVER" on which record was so badly beaten.—The Cyclist.
THE "ROVER" is very fast and safe to a degree.—C. T. C. Gazette.
THE "ROVER" attracts a great amount of attention.—Bell's Life.
THE "ROVER" was, of course, well to the fore.—Land & Water.
THE "ROVER" is a very excellent machine.—Colonies and India.
THE "ROVER" runs with remarkable steadiness.—The Bazaar.
THE "ROVER." We always use a "Rover."—Tricycling Journal.
THE "ROVER." The 100 mile race was marvellous.—Citizen.
THE "ROVER" is the fastest and safest machine.—Knowledge
THE "ROVER." This machine is *par excellence*."—Knowledge.
THE "ROVER" presents many features of interest.—Health.
THE "ROVER" is a splendid hill climber.—Bicycling News.
THE "ROVER" is a sterling machine.—English Mechanic.
THE "ROVER" is exceedingly well received.—Ironmonger.
THE "ROVER" proved to be as fast as predicted.—Field.
THE "ROVER" is learned in ten minutes.—Irish Cyclist.
THE "ROVER" now so well known.—Bicycling News.
THE "ROVER" does not slip sideways.—The Cyclist.
THE "ROVER" is a perfect beauty.—Cycling Times.
THE "ROVER." The success of the year.—Bazaar.
THE "ROVER." A most luxurious vehicle.—Youth
THE "ROVER" is a perfect demon.—Wheeling.

STARLEY & SUTTON, "Meteor" Works, West Orchard,
COVENTRY.



OUR ATTENTION IS CALLED TO THE COLUMBIA ELLIPTICAL, COLD-DRAWN, SEAMLESS-STEEL, TUBULAR REAR FORKS USED ON THE EXPERT AND LIGHT ROADSTER.



CATALOGUE FREE. POPE MFG. CO., BOSTON, NEW YORK, CHICAGO.

FORKS ON COLUMBIAS

GREATEST POSSIBLE RIGIDITY FOR GIVEN WEIGHT OF METAL. | IN ONLY THREE PIECES. | A RECORD OF NEVER BREAKING OR TWISTING.



The Rudge for 1888.

(Catalogues Now Ready.)

This favorite line of cycles is presented for 1888 with renewed confidence that no better machines are offered on the American market.

If YOU have not chosen your mount for the season don't fail to examine the RUDGE catalogue.

H. M. SABEN.

152 Congress Street, Boston.

Is there is an agent for the RUDGE in your vicinity? If not apply as above.

THE BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year. 5 cents a copy. | BOSTON, 16 MARCH, 1888. | Volume XVI. Number 20.

1

OVERMAN WHEEL CO., Boston.

Gentlemen: We, the undersigned, can vouch from experience as to the strength and superior running qualities of the "Victor" bicycles. Out of 23 members, we have 22 "Victor" riders.

We find it the only wheel that will stand the rough roads and enable us to climb the hills in our rough and hilly country. Yours, etc.,

KENTON WHEEL CLUB.

Covington, Kentucky.

Above appeared in "The Wheel," Feb. 17,

COVINGTON, Ky., Feb. 28th, 1888.

OVERMAN WHEEL COMPANY, Boston, Mass.

Gentlemen: Pease find enclosed a letter from ——, of ——, Ills., together with a press copy of our reply. We have related to them a few facts about the "Victor" Bicycle, and doubt whether or not their opinion will be changed, as some people are so "hard-headed" or stupid that they fail to recognize a good Bike when they see it. A few days since a party of wheelmen were gathered together discussing the various 1888 pattern Bicycles, when one of the party remarked: "—— has bought a —— wheel," and this remark was followed with something like this from a "Victor" rider, of course: "Poor chump! I tell you boys, I really feel sorry for the fellow who is foolish enough to buy any other Bike than the 'Victor.'"

Your machines are steadily gaining favor both here and across the river in Cincinnati.

We are, yours truly, KENTON WHEEL CLUB,
Edward C. Toie, Secretary.

2

3

——, Ills, Feb. 22d, 1888.

KENTON BICYCLE CLUB, Covington, Ky.

Gentlemen: We note in late bi. papers the O. W. Co.'s ad. to the effect that all of the members of your club, but one, ride Victors, finding them the only suitable wheels for your roads. As it is seldom that an entire club choose the same machine, we would be glad to know whether the testimonial is a genuine one. Sometimes such things get "twisted," you know. We enclose stamped addressed envelope for your reply, and would like to hear from you soon.

Yours truly, —— —— ——.

COVINGTON, Ky., Feb. 28th, 1888.

Messrs. ——, ——, Ill.

Gentlemen: Yours of 22d inst. is received and contents noted. We had supposed that the authenticity of this testimonial would be doubted, but will say that our testimonial, like the wheel we ride, is true in every respect. We have learned to honor the "Victor" Bicycle and its manufacturers from long experience; that is, since that wheel was placed on the market in 1885. Our assertion that it is "the only wheel that will stand our rough roads and enable us to climb all hills in our surrounding country," is plain, unadulterated truth, ascertained after five years' experience with almost every make of wheel ridden in the United States.

We have in our club some of the hardest riders in this vicinity, and with rough and hilly roads our "Victors" are given severe tests. Three years ago, five-sixths of the members of the Kenton Wheel Club rode direct spoke wheels, and it is safe to say that had not the tangent spoke wheel come into existence this club surely would have ceased to live, as these wheels were constantly going to pieces; so great is the vibration caused by the rough roads, that it was impossible to keep the spokes tight and prevent the rim of front wheel from forming the familiar shape something like a figure "S." The "Victor" has remedied all these faults; no more loose spokes; no more "buckled" wheels; no longer are we compelled to carry with us a box of tools to be used to keep our wheels in riding condition; its hill climbing and easy running qualities are too well known for further comment.

Racing in this vicinity is done on roadster wheels; the condition of tracks will not permit the use of racers; out of 21 local races, 18 were won on "Victors;" racers who ride other makes will never refuse the chance to race on a "Victor;" in fact, in all hill climbing contests and all long distance runs, the "Victor" is preferred. Gentlemen, these are facts; we are not prejudiced; we are not the only "Victor" riders; in Cincinnati to-day nine-tenths of the wheelmen riding other than "Victors," are anxious to dispose of their present mounts, and get the most perfect wheel made. We are glad that you made inquiry of us as to the genuineness of this testimonial, as we can clearly understand how doubtful it may appear for an entire club to choose the same machine; we trust, however, that after having become more familiar with the "Victor," or after having ridden it, that you more fully appreciate its merits. Our intercourse with the Overman Wheel Company has been such as to convince us that they are too honorable to publish bogus testimonials, especially as their mails daily bring them unsolicited words of praise. We would be pleased to hear from you the opinion of the "Victor in ——. We are, respectfully yours, KENTON WHEEL CLUB,
Edward C. Toie, Sec.

4

NOTE—The wheels in the Kenton Club are all highest grade, tangent spokes, hollow rims, and were not bought because they were cheap. Boys buy cheap wheels—men buy good wheels.

ONE WAY TO DETECT APES—WATCH THEM COPY THE VICTOR ADVERTISING.

Send to OVERMAN WHEEL CO. for New Catalog. - - - BOSTON.

THE CLARK CYCLE COMPANY

(Successors to SAMUEL T. CLARK & CO.)

BALTIMORE, MD.

Write for Our 1888 Catalogue.

New Rapid Roadster,

New Rapid Light Roadster,

New Rapid Safety,

QUADRANT TRICYCLE, No. 8, for Gentlemen,

Quadrant Tricycle, No. 14, for Ladies and Light Gentlemen,

Quadrant Tandem, No. 15. Two Ladies can ride.

We desire to announce to the trade that we have secured United States agency for Jos. Lucas & Son's goods, including the celebrated

KING OF THE ROAD LAMPS,

and shall be pleased to give quotations.

Agents Wanted for our Cycles and Sundries in unoccupied territory.

This Should also Interest You.

I have just received my first consignment of the **VOLUNTEER COLUMBIA,** and am pleased to be able to offer my customers so good a bicycle at so reasonable a price. A 50-inch with all improvements, $100.00.

Old riders will, of course, prefer the Expert or Light Roadster, but those who want a first-class wheel and have only a limited sum of money to expend, should examine The Volunteer. There seems to be a big demand for Cyclometers and Lamps this Spring, and I am carrying a complete stock of all leading makes, as well as all little odds and ends incident to a cycler's outfit.

My store will be open evenings after April 1st.

GEO. R. BIDWELL,

313 West 58th Street, New York.

NEAR THE PARK.

FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. ☞ Cash must accompany the order. ☜

FOR SALE—48-in., '87, Special Star; balls to small wheel; hollow framing, ramshorn bars and spade handles; cricket saddle, Lakin's Standard Cyclometer. In perfect condition. Price $115. A. B. SCHNEIDER, 37 Stebbins st., Springfield, Mass.

SPRINGFIELD TANDEM—Used last season; in good condition. For Sale Cheap. JOSEPH SMITH, 27 Winthrop st., Charlestown, Mass.

FOR SALE—50-inch Columbia Light Roadster, standard finish, ball bearings all around, cow-horn handle bars, Kirkpatrick saddle; in first-class condition. For particulars address P. O. Box 2181, Ithaca, N. Y.

FOR SALE—52-inch American Light Champion, with extra heavy spokes in rear wheel, 1887 pattern. Been ridden only 4 months. $90.00 spot cash takes it. A. J. CUSSON, 1318 N. Jefferson street, Bay City, Mich.

FOR SALE—A Marlboro Club Tandem; new last season; in first class condition. G. J. McARTHUR, 23 Union St., Boston.

FOR SALE—Marlboro' Club Tandem, $125. 5x7 Photo. Outfit (cost $80), $60. ☞ Send stamp for particulars. H. R. BRYAN, Hudson, N. Y.

JOHN HARRIOTT,

MANFACTURER OF

Bicycle and Athletic Medals,

CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

3 Winter Street, - Boston, Mass:

STEEL BALLS

FOR ANTI-FRICTION BEARINGS.

Of Best Steel. Hardened, Ground and Burnished. -16 to 3 diam. Samples and Prices on application. SIMONDS ROLLING MACHINE CO., Fitchburg, Mass.

SPECIAL.

All Advertisements in this Department 20 cents a line.

BICYCLES, second hand, sold for owners quickly on commission. A big list for buyers to choose from. Old mounts taken in part payment for new Victors. MANHATTAN WHEEL EXCHANGE, 19 Cortlandt street, New York City.

FOR SALE—Over 250 Second Hand and Shop Worn Bicycles at bargain prices; send stamp for list and mention this paper. A. W. GUMP & CO., Dayton, Ohio.

DON'T BUY A BICYCLE until you have sent stamp to A. W. GUMP & CO., Dayton, Ohio, for list of over 250 Second Hand and Shop Worn Bicycles. Mention this paper. Second hand Guns and Bicycles taken in exchange.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.



CARTER'S

Foot Rest,

FOR THE STAR.

For Easy Coasting.

Price $1.00.

HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.



BICYCLES. Everything in new and second hand.

JOHN WILKINSON CO.,

55 State St., Chicago, Ill.

Send stamp for list.



WE COVER THE GROUND,

Bicycles and Tricycles for the million. High grade, medium grade law grade, all the best in the world for the money. Bicycles for gentlemen, Tricycles for ladies, Bicycles for boys, Tricycles for misses.

20 Different styles, 20

☞ Second-hand Bicycles bought, sold and exchanged. Send stamp for the most complete WHEEL catalogue ever printed.

THE JOHN WILKINSON CO.,

55 State St., Chicago, Ill.

* * * BICYCLE CLUBS,

* * * FAIR MANAGERS,

* * * AND OTHERS.

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*T*H*E*

W*O*R*L*D*'S T*E*A*M

—OF—

CHAMPION WHEELMEN,

E*V*E*R*YM*A*N**A**S*T*A*R**

IS NOW OPEN FOR ENGAGEMENT to appear on racing tracks the coming fall. The best men of the Old and New World positively belong to this aggregation of CYCLING STARS, now is the time to arrange for the visit of the CYCLING CHAMPIONS of the World to appear on your tracks.

For further particulars address,

HENRY E. DUCKER,

848 Niagara St., Buffalo, N. Y.

Send 6c for 20 Samples and rules for

Measuring, for Coats, Pants, Vests & Overcoats.

Sent by Mail or Express Prepaid.

Mention this paper *when you order*, and we will give to each purchaser a pair of **PANT STRETCHERS.** The best invention ever made for taking out wrinkles and bagging at the knees, and shaping the bottoms of Pants.



VESTS, $2.25 **COATS $8.00**

Suits, $13.25 to $30.00.

Also, Manufacturers of Bicycle and Tennis Suits and Fancy Uniforms.

BAY STATE PANTS CO., Custom Clothiers

34 Hawley St., Boston, Mass.

GET THE BEST!

The Standard Cyclometer.

Greatly Improved for 1888.

Simplest and Best Instrument ever Invented.

The Reasons Why:

It has stood the test for accuracy.

It has proved itself the strongest and best made cyclometer on the market.

It has been in use several years, and its merits are well established among wheelmen.

an be read from the saddle, and used with or without the hub lantern.

A positive and continuous action, making it reliable in every respect.



REGISTERS 2500 MILES.

We have given the manufacture of the Cyclometer careful investigation and study, with a resolute determination to remedy all defects, and at last we pace upon the market an instrument that seems absolutely perfect in all its workings. *We furnish a certificate of accuracy with all instruments.* In ordering give size and make of wheel, also size of axle, and length of axle between the hub shoulders inside. Price, with balance weight and lantern attachment, **$10.00.**

J. A. LAKIN & CO.,

Send for Circular. WESTFIELD, MASS.

The Brooks Ideal Cyclometer.

SIMPLEST, MOST RELIABLE and BEST.

Fully Warranted, only $5.00.

SEND FOR CIRCULAR TO

Brook's Odometer Co., Lowell, Mass.

The SPRINGFIELD ROADSTER for 1888.

(Yost & McCune Patent.)

The Only Absolutely Safe Wheel Against "Headers" Made.
It is the Best, and it is also the Cheapest.
Do not buy a wheel before you see the SPRINGFIELD ROADSTER.



This is an absolutely safe wheel which retails for **$75.00,** with tools and tool bag, enamel finish, trimmed with Nickel, and plain bearings. One of the best wheels for all round road riding and hill climbing ever offered to the public.

Best class of cold drawn weldless steeltubing in handle-bars, backbone and side forks. Other parts of the best steel drop forgings. In every way first-class as to its workmanship and material.

The 1888 Pattern Springfield Roadster for $100,

Has ball bearings all around, and cow-horn handle-bars, spade handles, enamel finish, trimmed in nickel, with tools and tool bag, workmanship and material such as used in all high grade wheels. The mechanical construction of these two wheels is identical. Those who purchase plain bearings can at any time have ball bearings added, if they so desire, at the additional cost of **$25.**

These wheels are safe, speedy, good road wheels, and reliable in every respect. Do not fail to examine before purchasing 1888 mount.

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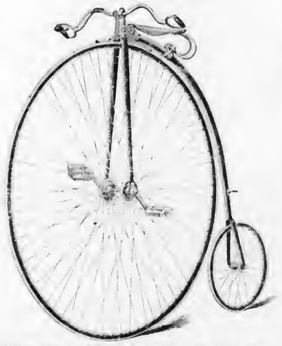
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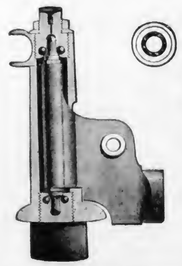
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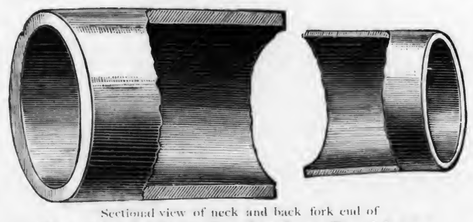
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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

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EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 16 MARCH, 1888.

TO correspondents: We suppose your contributions are laying quietly in some snow drift. Many are missing up to the time of closing the forms.

THE new *Wheel* seeks success in the "pursuit of a mind-your-own-business-and-keep-your-nose-clean policy." We trust the latter occupation will not seriously interfere with Brother Prial's editorial duties.

W. E. CRIST, "a famous American amateur," is to visit England this summer, and join a team of racing men. We wonder if some one won't pry into Crist's affairs and ask him what are his means of support.

JUST as we go to press we are advised that the "Liberty bill," relating to the use of bicycles and tricycles on the roads of New Jersey, was passed by the Senate of that State last Wednesday afternoon, and now becomes a law. This is one more nail in the coffin of genus "Road Hog." Jersey will no longer be looked on as an alien country.

TO the ladies we desire to say a word in reply to numerous inquiries as to whether a portion of our paper will not be devoted to their use. We most sincerely hope that the ladies will use the columns of our paper in free interchange of ideas and opinions. Any ladies who may desire to favor us with letters treating of the sport from a feminine point of view may rest assured that we shall be most delighted to give same attention and space.

IF our paper is late this week the fault cannot be placed at our door. The storm, such as has not visited this region in years, has caused a congestion of mail at the post office that will take days to start moving in a normal way again. Six days work will have to be crowded into three or four days, and so some one will have to suffer delay and inconvenience. The storm has also shut off some of our correspondents' usual contributions.

OUR Washington correspondent is right in thinking that we have not ridden a lady's bicycle. We have, however, ridden tricycles and safeties and we still maintain the opinion that rear-driving safeties are dirtier than tricycles. We would be pleased if our friend would send us a description of the safety Washington ladies are riding with such zeal and satisfaction. We are gal enough to wish the ladies to have the best of machines, be they of two or three wheels.

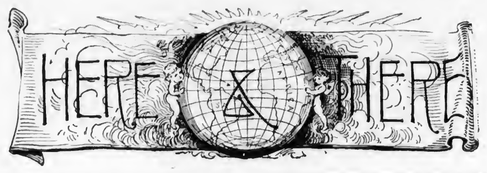
THE town of South Scituate, Massachusetts, has changed its name to Norwell, in honor of Mr. Henry Norwell of the firm of Shepard & Norwell of this city. It is reported that Mr. Norwell proposes to testify his appreciation of the honor by increasing the income of the town about $2500 per annum for a term of ten years. As he has been elected surveyor of the town's highways it is fair to presume that they will be well looked after, and that is the reason we note the change of name of South Scituate.

IN the matter of brakes on safeties of the rear-driving class, there seems to prevail an opinion among the most experienced riders of this type that the best is a band brake on the rear wheel. Although we have never tried a band brake except on tricycles, we are inclined to the belief that it would be an improvement over the ordinary spoon. It certainly is the cleaner of the two, and its effectiveness is in no wise effected by the state of the road. But be the brake spoon or band, it should preferably be applied to the driving wheel.

IF one can judge from the number of road racing fixtures, England's wheelmen do not propose to abandon that branch of the sport even if the Union say him nay. How absurd of any one to think they would. Is it likely that ardent wheelmen who will violate the law of the Realm and run the risk of arrest for "furious driving" will meekly bow to the edict of an association. *Wheeling* is the only English cycling paper that seems to regard the question rightly and believes in letting the proper public authorities manage matters within their jurisdiction without outside interference.

WE are gratified to announce that the American team will return to this country in August, and will inaugurate a series of races in the fall. The American team, however, will not have the field clear to themselves, as it is the intention of the best English and continental professionals to also cross the water and try conclusions on some of our best tracks. So anxious are we to do all in our power to resuscitate the waning interest in cycle racing that we deem the proposed coming of the flower of the professional ranks of sufficient importance to editorially call the attention of clubs and race meeting projectors to the fact. Manager Morgan expects to make a season of some ten weeks, commencing the latter part of August, and right here let us say that the high standing of the team's squareness in the English estimation should be a guarantee that the same straight methods will be followed in this country. We believe that, with the advent of these men, the lagging interest in cycle racing will revive. In order to help along the cause we would suggest that race-projecting clubs and associations address Mr. Morgan in our care or the care of Mr. H. E. Ducker, 858 Niagara avenue, Buffalo, N. Y., and particulars will be forwarded by Mr. Morgan or his agents as soon as possible. We want to see racing "move on" this fall, and we think we see in the coming of the professionals a lever to "move" same.

J. G. MURGATROYD, a supporter of Fred Wood, deposited a forfeit to bind a match for Wood to ride Rowe, or any other member of the American team, any distance from one to twenty-five miles, for £50 (open to £100) a side. The race to take place a month after Wood's return to England from the Antipodes.



WASHINGTON.

"C. RICHARDS D."

For three weeks past I have not been able to forget the fact that my tandem is stored away in Boston, in curl papers and vaseline, and that I am under sunny skies, wheelers. We at the Hub, do not realize how much the Washington cycler and cycleress have to be thankful for in the way of dry and ridable streets throughout the greatest portion of the year; or how advantageously they may use the wheel in business; but it is a fact that cycling has come down to a more practical common-sense and matter-of-fact basis here, than in other city in the country. There are doubtless scores of riders in Washington, who know little and care nothing for clubs, or the League, or wheel runs, or meets, or any of the parade business of cycling, but who only keep a wheel for every day use, as they would a horse and carriage. A prominent physician of the city, one who attended President Garfield in his last illness, keeps a tricycle solely for night practice—to save time and horseflesh, and he may be taken as the type of a large class.

The fair sex appear to ride in the same business-like way. In front of Columbian University, one sees locked wheels at all hours of the day, and some of these, particularly during the hours when a public course of lectures are being delivered, are ladies' tricycles. I saw one of these riders "arrive", a few days ago, and the "business" way that she pulled her three-wheeler over the curb, and onto the sidewalk, and, drawing from her hand-satchel a chain and lock, secured it, made me wish that Boston streets were paved with concrete, that the sight might be an every day occurrence with us. But the ladies who ride for pleasure, are decidedly in the minority, by far the larger portion seeming to be young ladies in their teens, or just entering. The practice of hiring wheels, too, is so common, that I fear few wheel riders among ladies are wheel owners.

And speaking of lady riders, I have lived to see ladies riding a bicycle, and a pretty sight it is, let me assure friend "Daisy", and all other feminine cycling friends at the East. The mount and dismount, I have felt must be an objectionable feature to the use of the two-wheeler by a woman; but both are done so quietly, so quickly, and so simple that the middle aged cycler who is obliged to execute a series of gymnastic movements, everytime he mounts his wheel, is led to ask: "Why isn't this the thing for me?" As to the bicycle itself, the idea of constructing a modern safety with a U frame, is so absurdly simple, the query suggests itself every day. Why hasn't it been done before? And if all future ladies riders of the bicycle, shall ride as gracefully as three or four I have seen upon the streets of Washington, there is but one thing to be said: That a woman on a bicycle is far more graceful and pleasing an object than the average lady tricycler, and that is saying a great deal. I have ridden this machine in Washington, both on concrete and dirt roads, and find it quite steady, a feature I am told which makes it easy for a lady to learn to ride it. However, as I am stating simple impressions, I will not ask Eastern friends to take my word for it, but only counsel them to "wait and see". But the ladies' bicycle will have a future, I am sure.

As my key to the cosy club house of the "Capitals" (large Capitals) was found to be quite free from rust, it has admitted me to frequent meetings (and greetings) with old friends during my visit here. Among them may I mention as the brightest, the festivities incident to the annual celebration of Washington's Birthday. It is too late now to give you an account of all the mirth provoking doings of that merry night, but suffice it to say that from the opening remarks of the counsel for the plaintiff, in the case of Hashaway vs. Jenkins, suit for breach of promise of marriage, to Pyramus and Thisbe (extravagantly rendered) and to the digestibles and non-digestables, fluids, etc., which followed, it was *Capital* throughout. For originality, good fellowship, and ability to run a club on business principles for the benefit of the club as a whole, the Capital Bi. Club offers an example which might be profitably emulated by clubs located "not a thousand miles" from the gilded dome on Beacon Hill. However, club life in the present, in this conntry, is going through an evolution period, and the same may be said of the ort of *cycling*, for that matter.

KANSAS CITY.

"MENTOR."

As a matter of course the initial number of the World was looked for with considerable interest by wheelmen here. On Tuesday I dropped into the United Wheelmen's rooms and I found quite a group reading the new official organ. One and all expressed themselves as more than pleased with the new paper.

A number of members of the United Wheelmen are agitating the leasing of more commodious quarters. The majority of the members are residents of the East side, and it is expected that the new club will be located east of Main street. Only by constant agitation will the project be carried through to a successful issue.

The United Wheelmen have adopted the black jersey uniform, with black stockings and hook-down cap.

C. B. Ellis has united with the club, and one by one the old-time feeling is gradually dying out. Charlie states that he intends doing more riding this season than ever before.

Apropos riding Captain Haynes assures me that the club runs this season will be worthy of the name. Wheelmen now are itching for the riding season to open up.

Harry Ashcroft, of Dodge City, Kas., late of this city, is fast becoming the Baron Munchausen of the wheeling fraternity. Sunday's *Times* contains an account of a ride he made out in Kansas in a blizzard.

It is not generally known that the Hon. John M. Glover, who is an aspirant for gubernational honors in this State is a brother of Grif Glover, of St. Louis, who is a Rambler from way back. This should result in Mr. Glover's election to the highest office in the State.

Harry G. Stuart, Secretary of the United Wheelmen, is engaged on a plan for the forming of a library in the club. He should receive the support of every member in this literary move.

There seems to be a demand for wheeling songs. Who will be the first to meet the "long-felt want?"

A well-known wheelman here is thinking seriously of touring to California this summer.

DETROIT.

"TWINKLER."

At the annual meeting of the Detroit Bicycle Club, the following officers were elected: President, C. A. Lightner; Vice President, A. F. Peck; Secretary, R. Traub; Treasurer, John Hanley; Captain, P. N. Jacobsen; and First and Second Lieutenants, Messrs. Lane and Larmour. The new President, Mr. Lightner, is a hustler, and if the Detroit Bi. Club doesn't do some lively work this season he will know the reason why. Captain Jacobsen is now in New Orleans.

Ferry avenue has been paved with asphalt (Detroit's first move in the direction of better pavements), and already our wheelmen are showing their appreciation by frequent visits.

Who will be the first to ride to the *Pointe* this season? is a question which is already agitating the minds of our wheelmen. Several tried the experiment on Washington's Birthday, but they had to give it up as a bad job.

Like our Eastern brethren we want better roads; but the special point of our petitions is: "Oh Father(s) (City Fathers), give us, we pray thee, better pavements, like unto Ferry avenue."

NEWS AND COMMENT.

An English sea captain, who is also a great cyclist, always takes along a bicycle and when he touches land, and roads will permit, he takes a spin into the country. He lately took a trip to the Bananas Island, off the West coast of Africa. None of the inhabitants had ever seen such a thing before, and terrified mothers on beholding the frightful thing would hurriedly pick up their open-eyed and open-mouthed progeny and scoot for the woods with all celerity, and then they would remain until the "danger" had passed.

'Tis said that Neilson has gone into the boot and shoe business

The versatile Senator Morgan claims relationship with Secretary-Editor Bassett.

Woodside and Allard are to ride a ten-mile match on Easter Saturday at Coventry.

The tandem safety is having some severe tests in England, and so far the verdict is most favorable.

Mr. Milton S. Wood of Baltimore is in town. He is looking after and getting material for the League meet programme.

For the amateur to sell his prizes for filthy lucre is sufficient to cause his suspension at the hands of the N. C. U.

Rowe has already been winning some minor races in England. His style of riding and appearance are universally commented on favorably.

Dick Howell remarked that he "would not be beaten by Rowe for all he could see." *Mr.* Sullivan made a similar remark in regard to *Mr.* Mitchell.

It is very doubtful if a single manufacturer or dealer will have a "team" in their employ next season. They are not like Oliver Twist, they *have* had enough.

President Kinch and F. S. Miller, of the Union County Wheelmen, are, with several others, engaged in a project to erect an $8000 athletic club house in Westfield, N. J.

The pessimists and optimists in England are all aglow in discussing the changes of German competition in the cycle trade. We think the optimists have the best of it.

"The merry little yankee," Temple, met with a bad fall at Newcastle-on-Tyne last month. It put the lad on his back for a few days, but we are pleased to note that no bones were broken.

The Lord Mayor of London and all the members of Parliament are to be invited by the management to witness the next great race between cowboys and cyclists to be held in London this month.

We have not the result of the six-day race lately run in London, but Young and Battensby were sticking to one another at last accounts, there being only one lap between them at the end of the third day.

"It is an ill wind," etc., again is proven from the fact that the unsettled state of affairs on the Continent have no doubt been a strong factor in driving the Senator and his "galaxy of talent" back to the land where the eagle screams.

We wish to congratulate the *Wheel* and *Cycling Trade Review*, our Phœnix-like New York contemporary, on its appearance since the change. The heading is very artistic, and the new make-up is very attractive. We congratulate Mr. Prial.

Good news, that contained in Senator Morgan's letter, printed on another page, announcing that he and his team of English, French and American flyers will be in this country next August. This means a boom in racing and consequently we rejoice.

Engleheart's strong-hold is the rear-driving safety. We doubt, however, if Rowe will consent to ride the dwarf machine in the ten-mile match to take place Easter Saturday with the Englishman. Rowe is not used to this type, and we fear defeat, in case he consents to ride the safety.

W. S. Maltby is in town for a few days. He called on us and stated that after a few months' more exhibition riding through the Eastern States, he would abandon trick riding as a means of livelihood. He is open to engagements, and any letters addressed to him in care of this office will be forwarded.

The Boston Road Book is out this week. Mr. C. A. Underwood, of the Jamaica Plain Club, the compiler and publisher, has taken especial pains to have this the most complete work of the kind ever issued No Boston rider of cycles can afford to be without one. The book is printed by the Bicycling World Co.

Are the members of the American team really experiencing a change of heart, or are the girls at Newcastle-on-Tyne, England, who attend church, especially attractive? The reason for this query is the following, taken from Senator Morgan: "This is Sunday night and the boys have gone to church, while I stay at home and attend to my correspondence."

They have real Christians out on the Pacific slope. Dr. Johnson, of San Francisco, while driving his horse lately, accidentally ran into Mr. U. Rice, who was riding a bicycle. Contrary to the usual custom, the good doctor, instead of swearing like mad at the injured wheelman, went back to his assistance and offered to pay damages, if any. We call the doctor a "thoroughbred."

W. E. Crist, one of the best American amateurs, sails for England in about two weeks to take part in races during the coming season. W. F. Knapp and Crocker will go over at the same time to join the glad throng of professionals now in England. These two men go over under the auspices of Frank Dole, and will in no way be connected with manager Morgan's merry men, except as they meet in competition. T. W. Eck goes with the party.

Sidewalk riding in Warren, R. I., will be suppressed, and very properly too.

The wheelmen of Elizabeth, N. J., in trying to influence the religious societies of their city to purchase tricycles for the clergymen are doing good missionary work. This kind of proselyting seems rather like turning the tables doesn't it?

The mail and telegraph failing us we are not able to give the result of the six-day race which took place at Philadelphia last week. At last accounts Rhodes led at 134 miles, and all the rest right up within a few laps. It was any body's race on Thursday.

A reference to the official announcements at the head of our editorial column will disclose the fact that the Bicycling World Co. has placed Mr. Geo. D. Hazard, No. 83 Equitable Building, in charge of its advertising department. We would refer our readers to this official announcement.

Another scheme is being pushed in Rochester, N. Y., to build a cycle track along the right side of the Boulevard to the lake. There has already been guaranteed $200 by F. L. Hughes, R. A. Punnet, Wilmot Castle and Thompson & Kenfield, provided it is finished by June 1. It is to be four feet wide, and it is proposed to charge five cents for the round trip, the guarantors taking $200 worth of tickets and disposing of them as they see fit.

We never saw a worse day in Boston than last Monday was. It snowed, it rained and it blew a gale, the very heavens seemed to appreciate the fact that Boston's darling, Boston's little tin god, John Lawrence Sullivan had met with defeat at the hands of one Charles Mitchell, a blarsted Britisher. Boston was a sad place last Saturday and Monday (to say nothing of Sunday), bank presidents, railroad Directors, millionaires, boot blacks and newsboys, alike, showed evidence of crushing calamity. On the crowded streets, all one had to whisper was the name of that hated pug, Mr. Mitchell, and the crowd would disperse and fly from you as from one afflicted with leprosy. Yes, Boston is sad, and so is Sullivan, we hear. Now, if the Fates wish to crush us entirely they will see to it that Howell beats Rowe. What is there in life worth living for in case of such a dire double catastrophe?

The wheelmen of Northampton, Mass., Springfield and Holyoke, are determined that the proposed cinder path between Holyoke and Northampton shall be an accomplished fact by next fall. The distance is 10 miles over pretty tough roads. The scheme is as follows: To begin with, permission must be obtained from proper authorities, and the path will be located as near the fence as possible and away from the highway so that teams in passing shall not drive over the path and cut it up. About three feet from the boundary fence was the distance aimed at by the constructors of the Binghampton path. The ground is first picked and dug up to the depth of about one foot, and all sods, stones, roots etc., that would tend to crop uot after a little wear are thrown out, then the path is rake smooth and rolled thoroughly with a heavy roller. Next come the cinders or, if cinders are not available, ashes makes a good substitute; another rolling of these, and if possible after a rain, when the whole is moist, makes a most desirable path. There are places where deep gulches caused by small streams, are met with and in some cases it is more expedient to construct a rough trestle work and bridge these places than to fill them up. The way this is done is by bringing the trestle work up to the desired height, making a good flooring, perfectly ridable and put a rail on each side sufficiently high for safety. Three hundred dollars has already been subscribed, and there is no doubt but that the required amount, some $700 to $800, will be forthcoming.

WHEEL CLUB NEWS.

The annual meeting of the Rhode Island Wheelmen was held Feb. 13th, and the following officers were elected: President, James A. Kinghorn; Vice President, Ansel L. Sweet; Treasurer, Howard L. Perkins; Secretary, Wm. A. Bennett; Captain, James L. Speirs; First Lieutenant, A. F. Titus; Second Lieutenant, Geo. P. Hutchins; Trike Lieutenant, Geo. L. Cooke.

The Brooklyn (N. Y.) club now propose to build a new club house.

The Fort Wayne (Ind.) Bicycle club held an informal reception and smoker at their rooms Saturday evening last, March 10.

The Winona Bicycle club have issued regular blanks and rules for use of those who intend to compete for the long distance record for 1888.

The Rhode Island Wheelmen, of Providence, gave a most enjoyable ladies' night last Friday. The lady friends of members presented the club with a handsome French clock.

OFFICERS for 1888 of the Cambridge Bicycle Club: President, John Amee; Captain, Geo. A. Perkins; Secretary, Geo. A. Nash; Treasurer, J. H. Daggett; Executive Committee, above officers and Emmons C. Ellis; C. A. Underwood, J. H. Grimes.

AT the annual business meeting of the Toledo Cycling Club, held March 5th, the following were chosen officers for 1888 and 1889: President, Fred Boice; Vice President, Geo. S. Mills; Secretary and Treasurer, Geo. S. Waite; Captain, H. Richards; Lieutenant, W. Morgan; Color Sergeant, J. H. Kitchen; Bugler, W. Howell; Members of Club Committee, President, Vice President, Jno C. Keller, and Smith Comly.

THE Wanderers' Bicycle club, of Toronto, last week elected officers as follows: Hon. President, C. H. Riggs; president and vice-president, C. P. Orr and F. T. Morphy; captain and vice-captain, G. H. Orr and D. Nasmith; first lieutenant, B. Brown; second lieutenant, A. S. Rennie; third lieutenant, Geo. Toye; secretary and recording secretary, H. J. Sylvester and J. H. Taylor.

THE Hudson County Wheelmen, of Jersey City, N. J., have elected the following officers for the ensuing year: President, Dr. E. W. Johnson; secretary, Theo. F. Merseler, Jr.; treasurer, Carman Nichols; captain, E. P. Baggot; first lieutenant, W. E. Eldridge; second lieutenant, F. J. Gubelman; sergeant, F. C. Sheldon; R. G., W. Robertson, Jr.; L. G., H. C. Pearsal; bugler, G. L. Bettcher; color bearer, N. E. Feury.

AT the annual meeting of the Capital City Cycling club, Washington, D. C., held last week Tuesday evening at the Hotel Palace, the following officers were elected for the ensuing year: President, T. F. Sheridan; vice-president, R. N. Baker; secretary-treasurer, W. S. Reed; board of directors, William E. Henkle, Frank Channing, A. A. Billingsley, the president, vice-president, and secretary-treasurer; captain, W. S. Reed; first lieutenant, William H. Burt; second lieutenant, Robert Walker; bugler, A. T. Westlake; color bearer, A. A. Billingsley; quartermaster, J. P. Fogarty. Two new members were mustered in at this meeting, Ralph N. Baker and A. T. Westlake.

ON the evening of March 1st the Essex Bicycle Club, now the oldest club in the League of American Wheelmen, if not the oldest bicycle club in America, held its ninth annual meeting, electing the following officers for the ensuing year: John B. Lunger, President; Frederick J. Keer, Vice President; Wm. S. Righter, Secretary and Treasurer; E. Eugene Sargeant, Captain; Madison Alling, Lieutenant; Elwood C. Harris, Charles Joy and Herbert W. Knight, as members of the Executive Committee. After the usual routine club business, and a general debate as to the best means to advance the welfare of the L. A. W., a recess was taken, while all the members present proceeded to do the usual wheelmen's justice to a dinner furnished by one of our most popular caterers, when the viands having given place to the cigars and the flowing bowl, the meeting was continued, the reports read, the debates taken up, with an unusual display of wit Not till the hands of the clock, like our wheels, had traveled round many times, did the meeting adjourn.

AN event of much interest to Holyoke Wheelmen occurred Friday evening of the past week. It was the inaugural entertainment of the Holyoke Bicycle Club at their new quarters in Rigali's High Street block. Some thirty wheelmen were present, and the presence of talented musicians and singers rendered it an occasion of much enjoyment to those present. The most pleasant feature, however, was the presentation to the club, by Mr. H. M. Senior, the President, of a valuable oil painting, representing the windward work of the Volunteer and Thistle, the handiwork and gift of his wife. The club is now in a flourishing condition, and has club rooms fitted up in elegant style. The officials of the club at the present time are: President, H. M. Senior; Secretary, E. H. Meader; Vice President, M. Druce; Captain, F. L. Arms. The Holyoke Northampton cinder path scheme will soon be a *fait accompli* as the united exertions of Messrs. H. M. Farr and E. C. Clarke have brought the required fund to a point, not far from the necessary amount. The League division treasury and other generous wheelmen need not hesitate in sending along their subscriptions, however small, to further the good cause.

AS explained last week, pressure on our space made it necessary to hold over a good deal of interesting matter, among which was an interesting article on the reception given by the Kings County Wheelmen, at their new club house, No. 1255 Bedford Ave., Brooklyn. The affair took place on the evening of Feb. 21, and was one of the most successful ever given by any club. City officials and prominent business men of Brooklyn and New York were present. Speeches were made by many, and a fine time generally was had. The K. C. W. club house is one more added to the already long list of palatial club houses in the country. The present Board of Officers of the Kings County Wheelmen is composed as follows: Franklin W. Loucks, President; F. W. Lovejoy, Vice President; Melville H. Leighton, Secretary; T. S. Snyder, Treasurer; Malcomb L. Bridgman, Captain; H. J. Hall, Jr. First Lieutenant; T. C. Crichton, Second Lieutenant; R. W. Steves, Color Bearer; E. R. Nichols, Bugler. The Board of Trustees of the club consists of F. W. Loucks, F. W. Lovejoy, M. H. Leighton, M. L. Bridgman, A. R. Smith, Charles Schwalbach, Henry J. Hall. We wish we had space to describe the house in detail, but we have not. The club was formed in April, 1880, and has steadily grown into prominence and strength, as one of the foremost clubs of the United States.

EVER since the Long Island Wheelmen took posession of their new and elegant club house, on Bedford avenue last fall, they have continued to grow in numbers until their quarters threaten to become to small to accomodate them. Althought known as "The Fossils," there appears enough life in them to cause some people to doubt whether the name is suitable to them. Since the season closed when riding ceased to be particularly enjoyable, they have indulged in all sorts of in-door amusements. Billiards, pool, and bowling is well patronized every evening. Besides, every week one night is devoted to some special entertaintment, which is always successfully and enjoyably carried out. This is largely due to the untiring efforts of Mr. Clark, who is chairman of the Entertainment Committee. The season opened with a "house warming," to which were invited representatives of other clubs, and members of the press, at which time the house was taxed to its utmost capacity. Following this came a ladies reception, tendered to the ladies friens of the members—a very swell affair when the house was well filled. Since then each alternate Saturday night, an interesting programme has been arranged and enjoyed by members and their male friends only—known as stag night. Two weeks ago Saturday night, "A Mock Trial" was given with great success, and was reported by the press. Last Saturday night was a "stag night" again; a "smoker" was the entertainment for that evening. This consists of various entertaintments, such as music, vocal and instrumental, and readings. Cigars, tobacco and pipes, are liberally provided, and a light supper served later in the evening, and members and their male friends enjoy it in an informal way. Saturday, the 25th., was what is known as "ladies night," which on the Saturday evenings following between the "stag nights. This is an entertainment provided for the members and their ladies friends, and generally consists of music and dancing. A very well arranged programme was enjoyed by about seventy-five persons on this occasion. There would have been a much larger attendance, probably, had the weather not been so threatning,

"BALTIMORE IS ALL RIGHT."

A SKETCH OF THE PROGRAMME.

WELL, it is a positive fact that the League will now meet in Baltimore on the 18th, 19th, and 20th of June next, as the invitation of the Maryland Division was accepted, at the meeting of the Board on March 5th in New York. Consequently every member of the L. A. W. should begin arranging matters so that he can attend. Baltimore at the season named is in her prime, and can afford much real pleasure and enjoyment to her visitors. This coming meeting is the most important one since the organization of the association, and it is the duty of every member, who possibly can, to be present and take part in the re-organization of the L. A. W., as the report of the Re-organization Committee was referred over by the Board of Officers at their meeting, to the general meeting in Baltimore on June 19th. Consequently those members of the League who are interested in the management of the organization, should make special efforts to be present, but whatever they do, we hope they won't stay at home, and then kick because things did not go to suit themselves. Well, what inducement is old Baltimore going to offer for the L. A. W. members to visit her? She is going to receive them with open arms, and in such a way that no one but Marylanders can, as the hospitality of Maryland is peculiar and pleasing in itself, and every one who visits her will always vouch for her welcome to all strangers. The programme of the meet will be as follows: First day, 10 A. M.—Meeting of Board of Officers; 2.30 P. M.—Meeting of L. A. W. for re-organization; 8.30 P. M.—Meeting of Board of Officers. During the morning of the first day, the visitors will be shown through the different club houses, and other places of interest, while the Board of Officers are in session, and in the afternoon every one, Rank and File, will be in attendance at the meeting for re-organization, etc. In the evening, while the Board of Officers are again holding their meeting, others will spend the evening at the club houses, or enjoy a moon-light run through the Parks, or join the ladies' evening run.

Not So Simple But Fact.

Marion, Ind., Feb. 22d, 1888.

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A thoroughly good roadster bicycle, with coned rubber pedals.

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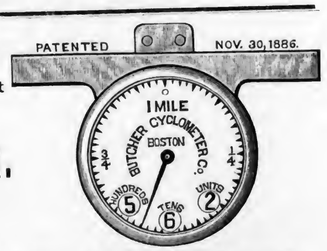
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THE PARADE WILL FORM

at 9 or 10 A. M. the second day, the route of which will be very short, and over easy riding ground, and will disband in Druid Hill Park, where the League photograph will be taken, and then all join a most pleasant run of two and one-half miles over a fine road to the Arlington Driving Park, here a substantial lunch will be served, and at 3 P. M. the races will begin. Nothing will be left undone by which good sport and close races can be had; already some of the country's fastest men have promised to be on hand. Then wheel back to town via Druid Hill Park. Get supper at 8.30, report at a hall which will be secured, and then enjoy a gigantic Smoker, with plenty of "good, not so good, and horrible music" in attendance. Here the evening will be spent as each individual fancies best.

Third day—At 8.30 A. M., the 25-mile editors' race will be run at Druid Lake (or at least an invitation will be tendered the editors to run this race at Baltimore, which will probably be accepted). After this race (should it be run) the tours and runs will be started, of which there will be many, and any visitors coming to the meet without wheels will miss a great deal of pleasure, and many sights well worth seeing in and around the city. These runs will mostly be short, will take in many most beautiful and romantic spots in the suburbs of the city, and will return to the city in time to take steamer for down the Bay; except one route, which will be to take in the finest stretch of shell road in the country (no exceptions). This route will probably embrace about twenty miles of superb riding, and will be met about ten miles down the river by the excursion party. This excursion referred to will be

THE GRAND WIND-UP OF THE MEET

of the L. A. W. No more of those stiff and tiresome banquets where we must be tortured by speech-making, etc., but we wind up with a grand old time. In imagination please follow me in what will occur. At 3 o'clock the L. A. W. will leave the Baltimore Pier, embarked on one of the finest and largest excursion steamers in the country, occupied only by the L. A. W. members, a few selected friends, and many of the Baltimore ladies. After visiting different points of interest in the harbor, the course will then be turned outwards, and accompanied by a magnificent band which will be engaged in concert, a stop will be made to pick up the tourists who had started out in the morning via the shell road. Then all aboard once more, and we will pass out into the world renowned Chesapeak Bay. By this time the orchestra in the dancing saloon will have started up, and the wheelmen can enjoy the fascinations of dancing on a highly polished and waxed floor, while others above can enjoy the hurricane deck, the open-air concert by Baltimore's best military band. While all this is happening we will have been ploughing the waves, till a little ahead we will notice the tall steeples, and recognize a large building, off the starboard bow. what is it? As I live, we are approaching

THAT ANCIENT CITY, ANNAPOLIS,

the capital of old Maryland, and here we slip past a huge training ship, now a man-of-war, and now we slow gracefully up to the wharf of the Naval Academy. Here we will disembark; the band will go with us and station itself on the lawn in the Naval Academy grounds, while we are looking around seeing the many interesting sights. We shall spend an hour, visiting different points of interest, the State House, the Governor's residence, and many old land-marks of revolutionary fame. At last the steamer's whistle calls "all aboard," and we suppose we are to return direct to Baltimore. But no, it is only 6 o'clock and we have hardly commenced; now we back out from the wharf, turn round, and the steamer picks its way out the narrow channel of the River Severn. Now, we enter the Bay once more, and round a tremendous bluff that stands boldly out from the shore. What place is that we see where all those magnificent buildings are, decorated with bunting of all descriptions? What a beautiful place! That is Bay Ridge, the "Coney Island" of Baltimore. Here we land, and once more tread upon terra-firma. Now it is about seven o'clock, what is to be done? Off here is an immense open Dancing Pavilion, with full orchestra playing full blast. Off there is a Gravity Railway, over yonder is a long stretch of bath houses, and the

BOYS AND GIRLS ARE HAVING A GOOD TIME

splashing in the salt water. Down there is an immense music stand, occupied by a full brass band in concert, and Innes, the trombonist, is playing a solo, or some other specialist is performing. What is that in the centre? That is the dining hall, which seats 1200 people; there at 8 P. M. we have a supper, and oh! such a supper! By eleven o'clock we have had plenty to eat, tired of dancing, and almost tired of living. But the moon has come out to greet us, and is staring down at us as if he was about half or three-quarters full, so we get on board the steamer once more and pull out from the wharf. But, Bang! Bomb!! Phiz!!! the earth turns inside out; oh no, 'tis only a few parting fireworks; they will soon die out in smoke, so we will let her go for Baltimore, and land at the pier about one o'clock Thursday morning, and the Ninth Annual Meeting of L. A. W. will be over, and old Baltimore shakes hands all round, alas, the best of friends, old and new, must part. By next week all committees will be in shape for publication, and members can get all information necessary. But don't miss coming to Baltimore June 18th, 19th and 20th. "SKIB."

AGED RIDERS.

HERE is an item that should start the ball of competition rolling in a new direction. The writer is a prominent wheelman living in a well-known cycling centre: "Let us start a championship for 'aged' riders. I am fifty-one years old, have been a rider of the bicycle for six years, and am good for fifty miles a day with the boys. Is this 'record?'"—*Bi. World, March 2.*

If any reply is wanted to the above, permit me to state that I am sure the "riders" will respond to such an invitation.

An "old man's" race would be something unique, and it would be lots of fun to see the gray-beards "whoop her up." Make the youngest limit forty (40) years, allow a handicap for ages over that; have a race of say ten miles.

How would the next league meet do? I understand there is a good ten-mile course in Baltimore.

Talking about ages, there is one rider in Brooklyn, N. Y., eighty odd and several beyond the forty-year limit. One lively old bird at Mystic, Conn., has lots of "go" in him, and is something over sixty at that. Several elderly riders in New York City and New Jersey can show up some ancient metal of the right sort, headed by "Ixion," who must be fifty-five at least." "No. 5550."

ROAD RACING.

I HAVE been watching with considerable interest the discussion and fight that is going on in England on the road racing question. The great trouble seems to be that the N. C. U. and its supporters are handling the matter in a half-hearted way. I do not feel at present able to define my feelings as to whether road racing is desirable or not. Certainly it is one thing or the other, it is either flesh or fish, it cannot combine both in one. I am strongly of the opinion that the position taken by the BICYCLING WORLD to the effect that the local authorities and race promoting club should decide the matter. By this method the question would adjust itself without the aid or interference of any national organization. I, however, think that in case of the refusal of the local authories to permit road racing over the highways under their jurisdiction if riders persist in racing in defiance of such refusal, then the national body could step in and supplement the punishment of the civil authorities by denying the right of amateur status to the wrong doer. It seems to me that this is the way to meet the difficulty. Let the national body follow the lead of the local authorities, it will be perfectly safe in so doing. This half way of dealing with the matter appears to me to be absurd. Why prohibit road races for all distances under 100 miles? The fact that the N. C. U. or the L. A. W. "permitting" road races for all distances of 100 miles and over would in no way change the attitude of the local authorities. The local law authorities will refuse to be influenced by any ruling that the N. C. U. may make as to what distances may be run, therefore, why make any such foolish rule? Make it imperative that the road race promoters do not race in direct opposition to the commands of the authorities and the distances to be run will be of small moment. When the custom becomes a nuisance, road racing must be stopped, and all law-abiding cyclists will combine to aid in stopping it. Let the protest and command come from the People first, and then it will be time enough for the N. C. U. or the L. A. W. to take action. I think that the action of the L. A. W. in withdrawing its moral support from the practice is perhaps a wise move, but I firmly believe that any other action than that of supplementing the road authorities' action is foolish and arrogant in the extreme. SANDY.

HOT ON A BICYCLE.

"I DON'T know how long ago it is since I began to learn to ride a bicycle," remarks Mr. James Payn in one of his recent notes in the *Illustrated London News*; but it is certainly more than three years. It was at some establishment in Piccadily which had a slanting floor. This was supposed to be a great advantage, because the machine went of itself, and, as the proprietor of the place asserted, 'encouraged you.' Nobody ever went there that I ever heardof except myself; but dead men tell no tales. As I rushed down that declivity by the dim gaslight, I used to wonder whether others had attempted to perform the same reckless feat and fallen victums to their foolhardiness. If you did'nt turn the machine sharply when

you arrived at the bottom, you were as dead as the wall. I had given two guineas for twelve lessons, and was bound to go through them: but, after the first, I hired a boy, as I gave out to instruct me, but in reality to ensure my personal safety. He ran by my side, and I clung to him with one hand, and sometimes with both, as Mr. Winkle on the ice clung to Sam Weller. When I learnt to go alone, I stationed him with his back to the wall, ostensibly to give me verbal directions; but of course it was understood that he was to prevent a catastrophe, which, being very stout for his age, he was well fitted to do. His presence there gave me great confidence, though I protest it never made me careless—no, not for a single instant—but I let myself go rather more freely than I should have done. I am sorry to have to record it for the sake of our common nature, but, forgetful of the loyalty due to his employer—he had not one trace of that feudal feeling which was once our country's pride—he dodged at the critical moment, and, but for a spasm of terror which turned the handle of the vehicle, I should not now be alive to relate his treachery. The machine was shattered to fragments; but—the Welsh are right, I think, in attributing a certain malevolence as well as ill-luck to some inanimate objects—in its last agonies it bit me severely in the leg. I have never been 'hot upon bicycles' since then."

MARCH CYCLING.

LATITUDE OF BOSTON.

The sun was bright and warm,
And the roads were smooth and hard,
So we trundled out our wheel,
And adventured country-ward.

The buds were peeping out,
And the birdies chirped and twittered;
And over all the landscape
Merry sunbeams glanced and glittered.

But twenty miles from home
A blizzard swooped down on us;
And we'd only cycling togs—
And airy ones—upon us!

Next morning we were found
In a cake of solid water,
And it took more ardent spirits
To revive us than it ought'er.

This was a week ago,
So we're not as yet quite thawed out;
But if by June, it comes out warm,
We may get that cycle sawed out.

PEDALS.

A NEW KIND OF A LIAR.

They have found a new kind of a club liar down in Maine, "hard-featured, rock-bound Maine." It seems the boys had started in mild on the subject of art and the capabilities of artists. One of the party having just returned from Boston where he had viewed the two great cycloramas, and he had been expatiating on the wonderful illusion of these paintings, thus starting the ball a'rolling. Things got pretty hot, the lies were getting to be unctious and indigestible, when finally the climax was reached by Snodders, familiarly known as the "boozer," giving the following: "You know, boys," said Snodders, with a whiskey and watery wink, "how hard 'tis to get good liquor in Maine. You fellers have been lying pretty hard, but what I'm tellin' you is *sober* truth." ("Sobriety and Snodders," the combination caused audible grins.) "Well," continued Snodders, "you know what an artist Bob Simmons is? One night there was a possul of us over at old Simmons' house, and we got arter Bob to paint us a pictur'. He said he didn't feel like paintin', and kept on makin' excuses, till old Simmons went out and fetched in a bucket of paint an' a bresh an' told Bob that he jest must paint some sort of pictur', whuther or no. Wall, Bob he took up the bresh an' begun to slosh it arom' till the fust thing we knowd he had done painted the pictur' of a jug. It was jest as nachul as any jug I ever seed, an' when I tuck it up an' sorter shuck it I heard sumthin' slosh. I turned it up, I did, and hanged ef thar wasn't whiskey in it. We let in to drinkin' it, an' it wan't long till we was all drunk."

Up to this moment little Dick Stokes—"Sleepy Dick" he was called—spoke up for the first time, and said with a yawn, "Boys, those are all shameful lies, now I'll tell you a true story, there ain't no fun in an impossible lie. Yes, boys, my story is true, and I'll bet my bicycle agin yours, Snodders, that I can prove the truth of my story."

"Wait till I hear your yarn," said Snodders.

"Here goes," replied "Sleepy Dick." "You fellers all know Sam Hadley, and know he can ride his bicycle as well as paint a picture. Well, I was in Bill Rickets' store the other day, and Sam had just ridden up on his machine and was in the store guying Rickets. We got discussing art, and so to show his skill and to amuse me he got a pot of black paint, and painted a bicycle, and I'll be darned if it wasn't so well done that Jim Harkins came along, took the durn thing, jumped on board of it, and rode down street like mad."

"I'll take yer bet," shouted Snodders. "Now prove the truth of the story."

"Well, you see, it was this way," said "Sleepy," after having indulged in a good yawn, and rubbed his eyes. "You know that old second-hand bike Rickets has had in his store for so long? Well, Sam just took a brush and some black paint and began to paint that old machine all over. You'll mind, boys, I didn't say Sam painted a *picture*, but a bicycle!!"

The howl that went up drowned the noise of the slamming door, as Snodders escaped; as for Dick, he only said in a sleepy tone of expostulation, "you should *not* lie so, boys, it is not moral," and then he tilted his chair back, and slumber once more held him as her own. Next day Dick put up Snodders' bicycle at auction, and Snodders "bought it in" for $25.00 and drinks for the crowd.

A REMONSTRANCE FROM STARLEY & SUTTON.

Editor Bicycling World: In your issue of Feb. 3d., we see it stated that we have not got over our aversion to American visitors. The writer of these words, expresses the very reverse of the fact, when he tries to make us out as prejudiced, or in anyway selfish or close minded. We are always most happy to welcome any one from America, and if it gives them pleasure, to show them over the works. The whole tone of remarks are caddish in the extreme! If you will make any enquiries you like from any authorities in this country, you will find that their opinion of the firm of Starley & Sutton is to tally different to what any one would imagine it to be, after reading the remarks of your correspondent. We have been recommended by Messrs. Iliffe & Sturmey to place an advertisement with you, as your paper is a good medium, and we don't think they would have done so, unless your paper was carried on impartially, and we therefore bring the remarks of the "Senator" before you, as we fear they have escaped your notice.

Yours truly, STARLEY & SUTTON.

[We are very glad to print the above, and we can only say, we think the "Senator" did not fully weigh the import of his remarks which, unfortunately, found space in our columns.—Ed.]

THE ENGLISH, FRENCH AND AMERICAN TEAMS WILL BE HERE IN AUGUST.

Editor Bi. World:

After very careful consideration of the subject, the American team, that has earned for itself a popular repute in this country and the wide world over, has decided to return to America in August next. The numerous letters received by the manager of the team from intended tournament projectors, and Mr. Henry E. Ducker in particular, and the energy of the Bicycling World in advocating reform in cycle racing, have in a great measure done much in deciding our return from, and to forego lucrative engagements both in Great Britain and the Continent. Further, our interest in American cycling has also to a great extent made this step imperative on our part. It is well known through various causes that cycle racing has been practically a failure in America for the past two years, through causes known and unknown; and considering our future will probably be cast in the sport, we have decided to return and add our mite in endeavoring to place cycling on the popular plane it deserves to be. There is no reason why cycling should not in the near future be the national pastime of the United States. It certainly deserves to be more than the sports which now rule supreme. If the programmes of the several projected meetings are announced early I have no reason to doubt that several fast English and French champions will cross the briny to meet Americans in battle on the cinder path. I heartily concur in class-racing for amateurs and professionals, and must congratulate the American press, and Bi. World in particular, in the campaign they have inaugurated to introduce same. I think the rules of the National Trotting Association of America, with a few alterations, could be made acceptable for class racing. Let us all, then, unite in making a radical reformation in the sport, and endeavor to make the year 1888 a jubilee year in cycle racing for the United States of America, which will undoubtedly be the means of improving not only the sport, but the cycle industry generally. With road riding I have little to do, but it seems to me the suggestion of Col. Albert Pope last year as to appointing a surveyor to look after the road question, is just as important and commendable as class racing to popularize the pastime. I hope the manufacturers, now that they are freed from "team expenses," will lend a generous, helping hand (as they always have done) in making tournaments paying to the promoters. The generous help of the editors of the general press will, I have no doubt, be continued, and to them we must, in a great measure, look for success in all our undertakings. We owe them much for the past, we expect from them much for the future. For my part, representing the American team, I will use every endeavor to do all in my power to assist the same. Any information regarding the addresses of cyclist both in this country and the Continent I will be happy to furnish, and will use any influence I possess to secure their entries. All letters to the London *Sporting Life* (148 Fleet St.) will be attended to. With greeting to all from the American team, I remain yours, "Senator" Morgan.

London, Eng., March 1st.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

Some of the English daily newspapers are taking a stand against road racing.

The Clark Cycle Co. have placed an order for 750 New Rapid bicycles alone. This is a splendid order, and shows the kind of a swathe this concern intend to cut.

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e Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in adary or March, enclose $2.00; in April, May or June, enclose $1.75; in July, August); in October, November or December, enclose $1.25.
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you arrived at the bottom, you were as dead as the wall. I had given two guineas for twelve lessons, and was bound to go through them: but, after the first, I hired a boy, as I gave out to instruct me, but in reality to ensure my personal safety. He ran by my side, and I clung to him with one hand, and sometimes with both, as Mr. Winkle on the ice clung to Sam Weller. When I learnt to go alone, I stationed him with his back to the wall, ostensibly to give me verbal directions; but of course it was understood that he was to prevent a catastrophe, which, being very stout for his age, he was well fitted to do. His presence there gave me great confidence, though I protest it never made me careless—no, not for a single instant—but I let myself go rather more freely than I should have done. I am sorry to have to record it for the sake of our common nature, but, forgetful of the loyalty due to his employer—he had not one trace of that feudal feeling which was once our country's pride—he dodged at the critical moment, and, but for a spasm of terror which turned the handle of the vehicle, I should not now be alive to relate his treachery. The machine was shattered to fragments; but—the Welsh are right, I think, in attributing a certain malevolence as well as ill-luck to some inanimate objects—in its last agonies it bit me severely in the leg. I have never been 'hot upon bicycles' since then."

MARCH CYCLING.
LATITUDE OF BOSTON.

The sun was bright and warm,
And the roads were smooth and hard,
So we trundled out our wheel,
And adventured country-ward.

The buds were peeping out,
And the birdies chirped and twittered;
And over all the landscape
Merry sunbeams glanced and glittered.

But twenty miles from home
A blizzard swooped down on us;
And we'd only cycling togs—
And airy ones—upon us!

Next morning we were found
In a cake of solid water,
And it took more ardent spirits
To revive us than it ought'er.

This was a week ago,
So we're not as yet quite thawed out;
But if by June, it comes out warm,
We may get that cycle sawed out.

PEDALS.

A NEW KIND OF A LIAR.

They have found a new kind of a club liar down in Maine, "hard-featured, rock-bound Maine." It seems the boys had started in mild on the subject of art and the capabilities of artists. One of the party having just returned from Boston where he had viewed the two great cycloramas, and he had been expatiating on the wonderful illusion of these paintings, thus starting the ball a'rolling. Things got pretty hot, the lies were getting to be unctious and indigestible, when finally the climax was reached by Snodders, familiarly known as the "boozer," giving the following: "You know, boys," said Snodders, with a whiskey and watery wink, "how hard 'tis to get good liquor in Maine. You fellers have been lying pretty hard, but what I'm tellin' you is *sober* truth." ("Sobriety and Snodders," the combination caused audible grins.) "Well," continued Snodders, "you know what an artist Bob Simmons is? One night there was a possul of us over at old Simmons' house, and we got arter Bob to paint us a pictur'. He said he didn't feel like paintin', and kept on makin' excuses, till old Simmons went out and fetched in a bucket of paint an' a bresh an' told Bob that he jest must paint some sort of pictur', whuther or no. Wall, Bob he took up the bresh an' begun to slosh it aroun' till the fust thing we knowd he had done painted the pictur' of a jug. It was jest as nachul as any jug I ever seed, an' when I tuck it up an' sorter shuck it I heard sumthin' slosh. I turned it up, I did, and hanged ef thar wasn't whiskey in it. We let in to drinkin' it, an' it wan't long till we was all drunk."

Up to this moment little Dick Stokes—"Sleepy Dick" he was called—spoke up for the first time, and said with a yawn, "Boys, those are all shameful lies, now I'll tell you a true story, there ain't no fun in an impossible lie. Yes, boys, my story is true, and I'll bet my bicycle agin yours, Snodders, that I can prove the truth of my story."

"Wait till I hear your yarn," said Snodders.

"Here goes," replied "Sleepy Dick." "You fellers all know Sam Hadley, and know he can ride his bicycle as well as paint a picture. Well, I was in Bill Rickets' store the other day, and Sam had just ridden up on his machine and was in the store guying Rickets. We got discussing art, and so to show his skill and to amuse me he got a pot of black paint, and painted a bicycle, and I'll be darned if it wasn't so well done that Jim Harkins came along, took the durn thing, jumped on board of it, and rode down street like mad."

"I'll take yer bet," shouted Snodders. "Now prove the truth of the story."

"Well, you see, it was this way," said "Sleepy," after having indulged in a good yawn, and rubbed his eyes. "You know that old second-hand bike Rickets has had in his store for so long? Well, Sam just took a brush and some black paint and began to paint that old machine all over. You'll mind, boys, I didn't say Sam painted a *picture*, but a bicycle!!!"

The howl that went up drowned the noise of the slamming door, as Snodders escaped; as for Dick, he only said in a sleepy tone of expostulation, "you should *not* lie so, boys, it is not moral," and then he tilted his chair back, and slumber once more held him as her own. Next day Dick put up Snodders' bicycle at auction, and Snodders "bought it in" for $25.00 and drinks for the crowd.

A REMONSTRANCE FROM STARLEY & SUTTON.

Editor Bicycling World: In your issue of Feb. 3d., we see it stated that we have not got over our aversion to American visitors. The writer of these words, expresses the very reverse of the fact, when he tries to make us out as prejudiced, or in anyway selfish or close minded. We are always most happy to welcome any one from America, and if it gives them pleasure, to show them over the works. The whole tone of remarks are caddish in the extreme! If you will make any enquiries you like from any authorities in this country, you will find that their opinion of the firm of Starley & Sutton is to tally different to what any one would imagine it to be, after reading the remarks of your correspondent. We have been recommended by Messrs. Iliffe & Sturmey to place an advertisement with you, as your paper is a good medium, and we don't think they would have done so, unless your paper was carried on impartially, and we therefore bring the remarks of the "Senator" before you, as we fear they have escaped your notice.

Yours truly,
STARLEY & SUTTON.

[We are very glad to print the above, and we can only say, we think the "Senator" did not fully weigh the import of his remarks which, unfortunately, found space in our columns.—Ed.]

THE ENGLISH, FRENCH AND AMERICAN TEAMS WILL BE HERE IN AUGUST.

Editor Bi. World:

After very careful consideration of the subject, the American team, that has earned for itself a popular repute in this country and the wide world over, has decided to return to America in August next. The numerous letters received by the manager of the team from intended tournament projectors, and Mr. Henry E. Ducker in particular, and the energy of the Bicycling World in advocating reform in cycle racing, have in a great measure done much in deciding our return from, and to forego lucrative engagements both in Great Britain and the Continent. Further, our interest in American cycling has also to a great extent made this step imperative on our part. It is well known through various causes that cycle racing has been practically a failure in America for the past two years, through causes known and unknown; and considering our future will probably be cast in the sport, we have decided to return and add our mite in endeavoring to place cycling on the popular plane it deserves to be. There is no reason why cycling should not in the near future be the national pastime of the United States. It certainly deserves to be more than the sports which now rule supreme. If the programmes of the several projected meetings are announced early I have no reason to doubt that several fast English and French champions will cross the briny to meet Americans in battle on the cinder path. I heartily concur in class-racing for amateurs and professionals, and must congratulate the American press, and Bi. World in particular, in the campaign they have inaugurated to introduce same. I think the rules of the National Trotting Association of America, with a few alterations, could be made acceptable for class racing. Let us all, then, unite in making a radical reformation in the sport, and endeavor to make the year 1888 a jubilee year in cycle racing for the United States of America, which will undoubtedly be the means of improving not only the sport, but the cycle industry generally. With road riding I have little to do, but it seems to me the suggestion of Col. Albert Pope last year as to appointing a surveyor to look after the road question, is just as important and commendable as class racing to popularize the pastime. I hope the manufacturers, now that they are freed from "team expenses," will lend a generous, helping hand (as they always have done) in making tournaments paying to the promoters. The generous help of the editors of the general press will, I have no doubt, be continued, and to them we must, in a great measure, look for success in all our undertakings. We owe them much for the past, we expect from them much for the future. For my part, representing the American team, I will use every endeavor to do all in my power to assist the same. Any information regarding the addresses of cyclist both in this country and the Continent I will be happy to furnish, and will use any influence I possess to secure their entries. All letters to the London *Sporting Life* (148 Fleet St.) will be attended to. With greeting to all from the American team, I remain yours. "Senator" Morgan.

London, Eng., March 1st.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

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ABBOT BASSETT, Secretary-Editor.

LEAGUE OFFICERS.

PRESIDENT.—T. J. Kirkpatrick, Springfield, Ohio.

VICE PRESIDENT.—H. W. Hayes, 103 State St., Boston, Mass.

TREASURER.—W. M. Brewster, 309 Olive St., St. Louis, Mo.

SECRETARY-EDITOR.—Abbot Bassett, 22 School St., Boston, Mass.

EXECUTIVE COMMITTEE.—T. J. Kirkpatrick, H. W. Hayes, Geo. Bidwell, 313 W. 58th St., New York City.

STANDING COMMITTEES.

MEMBERSHIP.—James R. Dunn, Massillon, Ohio; Dr. G. Carlton Brown, 40 Orchard St., Elizabeth, N. J.; Harry H. Hodgson, 13 Carondelet St., New Orleans, La.

RIGHTS AND PRIVILEGES.—C. H. Luscomb, 280 Broadway, New York; Winfield S. Slocum, *Herald* Building, Boston, Mass.; A. Moore Berry, 421 Olive St., St. Louis, Mo.

RULES AND REGULATIONS.—C. S. Butler, 263 Main St., Buffalo, N. Y.; W. W. Sharc, 330 Navy St., Brooklyn, N. Y.; W. T. Williams, Norwich, Conn.

RACING BOARD.—Dr. J. H. Cooley, Plainfield, N. J.; W. M. Brewster, 309 Olive St., St. Louis, Mo.; Chas. H. Potter, 99 Superior St., Cleveland, Ohio; Gerry Jones, Binghamton, N. Y.; Sanford Lawton, Springfield, Mass.; Col. Geo. Sanderson, Scranton, Pa.

TRANSPORTATION.—Burley B. Ayres, 152 S. Hoyne Avenue, Chicago, Ill.; Fred. T. Sholes, Box 93, Cleveland, Ohio; Geo. R. Bidwell, 323 West 58th St., New York; W. S. Bull, 360 Main St., Buffalo, N. Y.

TOURMASTER.—W. S. Bomberger, Hagerstown, Md.

BUREAU OF INFORMATION.—A. B. Barkman, Chairman, No. 608 Fourth Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

FOREIGN MARSHAL, Joseph Pennell, care of S. S. Morgan, Old Broad St., London, England, can be applied to for information regarding roads and routes abroad by intending tourists. Always enclose stamp.

THE renewal lists are closed with that published this week. We have placed 7848 names on the renewal books, and our total membership, including applications published to-day, is 8675.

THE League goes to Baltimore for its [illegible] parading has gone by. [illegible] are not agreeable in the [illegible] those who dislike to [illegible] rtheless, report for duty [illegible] e ordeal with the best [illegible] e owe something to our [illegible] sion on the Bay will include a visit to the Naval Academy at Annapolis, and a picnic lunch at Bay Ridge. Baltimore issues a very cordial invitation, and we do not doubt she will meet with many responses.

IN answer to letters of inquiry sent to this office we will say that the members of the Board of Officers now in office will hold their positions until September 1st. The election will take place between the dates July 15 and Aug. 15, and the new Board will assume its duties Sept. 1.

THERE is developing some oppostion to the proposition to give League clubs a representation in the Division Board of Officers. This clause was put into the new rules in recognition of a demand that something should be done for League clubs. These clubs are recruiting stations for the League. They are a force that must be recognized. To become a League club a club must handicap itself and make many sacrifices. They should have something in return. and the little that is given them by the proposed amendment is by no means too much. Failure to pass some such law as that now before the League would lead to the withdrawal of three out of five of our League clubs, and the League would lose very many members.

WILL the coming lady ride a bicycle? One year ago one would have given an emphatic "No" to this question, but the world moves, and the Washington ladies are now riding the two-wheeler. We saw the wheel ridden by a lady in New York, and must confess that many of our prejudices were removed. She rode well and accomplished the mount and dismount with ease and grace.

THERE are a few good reasons for holding a parade on the occasion of the annual meet, and a very few. It is no more than fair that the wheelmen who enjoy the hospitalities of a city's people, should appear before their hosts in their capacity as wheelmen, and the business houses that contribute money towards the entertainment of the guests have a right to demand that some public display be made in order that they may have a chance to get back a portion of what they have paid in. In this view of the case every wheelman who goes to Baltimore should go with the intention of joining the parade. There are many that dislike this feature of the annual meet, and they will tell

NEW JERSEY wheelmen are to be congratulated on the passage of a Liberty bill by the Legislature. Chief Consul Cooley has worked hard to get the bill through, and deserves great credit. The good work goes proudly on.

DOWN in the little town of Warren, R. I., the wheelmen have been to town meeting. Chief Consul Davol writes us 'We carried everything we tried to carry at town meeting to-day. Elected a new council with two wheelmen on it, and an entire ticket in favor of road improvement. We appropriated $3000 for the streets, and $600 to purchase a road scraper and roller. It was a big victory for a little town, and the wheelmen arehappy."

MASSACHUSETTS DIVISION.

A meeting of the Board of Officers of the Massachusetts Division, L. A. W., will be held at Young's Hotel, Boston, on Saturday evening, March 31, at 7 o'clock. Dinner will be served at 7 o'clock, and the business meeting will immediately follow. H. W. HAYES,
Chief Consul.

RESIGNATION.

To the Members of the District of Columbia Div. L. A. W.:

Gentlemen—My business affairs preventing me from devoting the time and personal attention to the Division which the office of Chief Consul requires, and believing a change will be for the best interests of the organization, I have this day tendered to our President my resignation.

I have also suggested to him the advisability of appointing as my successor Representative George S. Atwater of Washington, one who will fill the position with credit to himself and honor to the organization, and who being a recent acquisition to our ranks may be able to obliterate the animosity which has existed in certain circles toward the L. A. W., and thus largely increase our local membership.

Expressing my thanks for the cordial support given me during the three years of my incumbency, and requesting a continuance of the same to my successor,

I remain, gentlemen, yours fraternally,
E. T. PETTENGILL, C. C.

APPOINTMENT DISTRICT COLUMBIA.

Mr. E. T. Pettengill, Chief Consul for District of Columbia, having tendered his resignation, the same is hereby accepted. I take pleasure in appointing as his successor George S. Atwater of Washington, who will at once assume the duties of the office.

T. J. KIRKPATRICK, President L. A. W.

CALIFORNIA CONSULAR LIST—No. 1.

The terms of all Local Consuls expiring March 1st, the following appointments for the ensuing year are hereby announced:

Alameda—P. E. Haslett.
Haywards—C. H. Johnson.
Livermore—George A. Morrill.
Napa City—W. S. Hoover.
Oakland—Lewis Sears, 857 Broadway.
Oroville—S. S. Simon.
Pasadena—George H. Frost, 62 East Colorado st.
Sacramento—John Breuner, Jr., 604 K street.
San Francisco—J. R. Hopkins, 513 Stanyan st.
San Jose—Arthur C. McKenney.
San Mateo—D. W. Donnelly.
Santa Cruz—E. N. Radke.
Stockton—W. A. Severy, 198 Main st.
Vacaville—J. M. Miller.

ROBERT M. WELCH,
Chief Consul for California.

MASSACHUSETTS AMENDMENTS.

BOSTON, March 8th, 1888.

To the Board of Officers Mass. Division, L. A. W.

Your Committee on Rules and Regulations present the following amendments to the By-laws to be acted upon at the next meeting of the Board:

Art. II. Sect. 2.

(a) Second line, substitute "fifteenth day of June (June 15)" for "twentieth day of March (March 20)."
(b) Second line, substitute "June" for "March."
(c) Third line, substitute "fifteenth" for "tenth."
(c) Fourth line, substitute "July" for "April."
(c) Tenth line, substitute "First day of August (Aug. 1)" for "twentieth day of April (April 20.)
(d) Third line substitute "July" for "March."

These changes are offered that our By-laws may conform to those of the National Board, as adopted at its last meeting in New York. WM. H. EMERY,
CHAS. S. HOWARD,
Com. on Rules and Regulations.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 130—Total 72.

BOSTON, March 16, 1888.

ARIZONA—1.

Unattached.
17868 Robinson, H. T., Phœnix.

CALIFORNIA DIVISION—9.

Ariel Bi. Club.
17869 Allen, C. D., 322 Montgomery st., San Francisco.

Bay City Wheelmen.
17870 Froboese, Geo. H., 405 Kearney st., "

Oak Leaf Wheelmen.
17871 Wright, A. H., 143 Eldorado st., Stockton.

San Francisco Bi. Club.
17872 Rhodes, W. H. L., 214 Battery st., San Francisco.

San Mateo Wheelmen.
17937 Farnan, James M., San Mateo.

Unattached.
17873 Grider, J. C., Stockton.
17874 Garnosset, A., Box 1355, San Jose.
17938 McDonald, L. D., Menlo Park.
17875 Watson, Wm., Box 240, Santa Clara.

COLORADO DIVISION—2.

Denver Ramblers.
17876 Davis, A. J., 1317 19th st., Denver.
17877 Hullinger, Bailey, 19th and Blake sts., "

CONNECTICUT DIVISION—3.

Winsted Wheel Club.
17878 Dean, James L., 238 Main st., Winsted.
17879 Moffatt, H. B., "

Unattached.
17880 Fenton, Edw. G., 104 So. Front st., New Haven

ILLINOIS DIVISION—2.

Quincy Bi. Club.
17881 Whipple, H. L., 637 Main st., Quincy.

Unattached.
17882 Smith, Ben M., Cambridge.

IOWA DIVISION—1.

Unattached.
17883 Daugherty, C. R., Washington.

KANSAS DIVISION—1.

Unattached.
17884 Barber, E. T., Rossville.

KENTUCKY DIVISION—1.

Unattached.
17885 Judd, G. S., Maysville.

MASSACHUSETTS DIVISION—6.

Cambridge Bi. Club.
17886 Burns, H. H., 33 Bigelow st., Cambridgeport.

Taunton Bi. Club.
17887 Rogers, Walter B., Taunton.

Unattached.
17939 Buck, Wm. F., 147 Bloomingdale st., Chelsea.
17888 Foster, Frank G., Whitinsville.
17889 Harris, Frank L., So. Main st., No. Brookfield.
17890 Pease, Austin W., 27 Temple st., Boston.

MINNESOTA DIVISION—1.

Winona Cyclists.
17891 Balcom, W. M. Winona.

MISSOURI DIVISION—1.

Unattached.
17892 Annan, J. Paul, 904 Olive st., St. Louis

NEW JERSEY DIVISION—2.

Unattached.
17893 Dally, Wm. L., 1 Colt st., Paterson.
17894 Metcalf, Manton B., 200 Centre st., Orange.

NEW YORK DIVISION—24.

Kings County Wheelmen.
17895 Sheppard, Walter, 266 Keap st., Brooklyn.

Manhattan Bi. Club.
17896 Broughton, Harry I., 162 E. 87th st., N. York.
17897 Whitelaw, Wm. A., 391 4th ave., "

New York Bi. Club.
17898 Andreini, J. M., 52 Wall st., "
17899 Blake, John R., 170 W. 59th st., "
17900 Greene, H. W., 21 E. 14th st., "
17901 Leeper, Frank C., 99 Franklin st., "

Riverside Wheelmen.
17902 Powers, Edw. A., 228 W. 105th st., "

St. Paul's Wheelmen.
17903 Shepard, Arthur B., Garden City, L. I.

Syracuse Cycling Club.
17904 Avery, G. Howard, 228 Madison st., Syracuse.
17905 Bigelow, W. B., Baldwin's Village.
17906 Denny, Harry N., 40 W. Fayette st., Syracuse.
17907 Harris, Geo. W., Drawer 103, "
17908 Haskins, E. L., Del. and Grace sts., "
17909 Judson, W. H., 47 South Salina st., "
17910 Kent, Frank, 10 Highland st., "
17911 Nye, W. B., 82 West Genesee st., "
17912 Olmstead, Will H., 73 Clinton st., "
17913 Rice, Ed. L., 162 South Salina st., "
17914 Truesdell, Chas. C., Jr., 54 Seymour st., "
17915 Wiard, W. W., 7 Holland st., "
17916 Wood, Charles W., 74 So. Salina st., "

Unattached.
17917 Fuller, C. Irving, 407 Embargo st., Rome.
17918 Miller, Benj. F., 8 German Ins Bldg, Buffalo.

OHIO DIVISION—8.

Toledo Cycling Club.
17919 Balch, Will H., 25 Chamber Commerce, Toledo
17920 Brough, S. A., 181 Irving st., "
17921 Hahn, Herman L., W. and L. E. R. R. Aud. Office, Toledo.
17922 Scott, W. H., Toledo Nat. Gas Co. "

Unattached.
17923 Brown, H. B., Hartwell.
17924 Mearkle, A. C., Salem.
17925 Munro, W. C., Box 747, Cincinnati.
17926 Tappan, John B., Milan.

PENNSYLVANIA DIVISION—7.

Philadelphia Bi. Club.
17931 Lobo, M. F., U. S. M int, Philadelphia

Unattached.
17927 Bard, E. F., Lincoln.
17928 Duchman, Frank, "
17929 Romig, Wilmot K., "
17930 Miller, David H., Lancaster.
17932 Miller, Frank C., Reading.
17933 Smith, A. H., Franklin.

RHODE ISLAND DIVISION—2.

Kent Co. Wheelmen.
17934 Hedd, Wm. H., East Greenwich.

Unattached.
17935 Beach, W. B., 2d, Box 1172, Providence.

TENNESSEE DIVISION—1.

Clarksville Cyclers.
17936 Ely, Edwards, Clarksville.

RENEWALS.

BOSTON, March 10, 1888.

List 14.

The following renewals are received, closing the lists:

Arizona	1	Michigan	8
California	34	Minnesota	2
Colorado	1	Missouri	18
Connecticut	3	Montana	1
District of Columbia	1	Nebraska	0
Illinois	10	New Jersey	8
Indiana	4	New York	40
Iowa	2	Ohio	28
Kansas	4	Pennsylvania	25
Kentucky	1	Utah	1
Louisiana	10	Virginia	1
Maine	2	Wisconsin	7
Maryland	2		
Massachusetts	18	Total	248

LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888:—

Eurota Bicycle Club, St. Louis, Mo.
Syracuse Cycling Club, Syracuse, N. Y.

All membership in the League of American Wheelmen expired Jan. 1; and as all members must renew, so must all clubs. Before a club is entered on the list of 1888, the following certificate must be filed by the Secretary: "This certifies that the Blank Club will remain a League club for and during the year 1888. Blank, Blank, Sec."

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, ...

Club, ... *P. O. Address,* .....

City and State, ...

References: .....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance, In January, February or March, enclose $2.00; in April, May or June, enclose $1.75; in July, August or September, enclose $1.50; in October, November or December, enclose $1.25.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold. stamped on the holder, send 50 cents extra.



SECOND-HAND GUNS AND REVOLVERS
TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio,** for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

Lord Bury, President N. C. U.—"I have very great pleasure in saying that your "ROVER" is a very perfect machine."
THE "ROVER" has set the fashion to the world.—The Cyclist.
THE "ROVER" is one of the happiest ideas that have evolved from the mind of maker.—Bicycling News.
THE "ROVER." The fastest 50 miles ever ridden on the road was on the "Rover."—The Cyclist.
THE "ROVER" has reached the States, and is favorably received in Boston.—Tri. Journal.
THE "ROVER" Starley and Sutton are having their expectations realized.—Bicycling News.
THE "ROVER." On this machine some startling speed rates may be look for.—Bazaar.
THE "ROVER." Worthy of the high reputation enjoyed by this firm.—Illustrated Sports.
THE "ROVER" has covered the longest distance in the hour on the road.—The Cyclist.
THE "ROVER" has been attended by an enormous amount of success.—Athletic News.
THE "ROVER." For night riding its equal would be hard to find.—Bicycling News.
THE "ROVER" has proved its worth.—Illustrated Sporting and Dramatic News.
THE "ROVER." We have the highest opinion of this machine.—Irish Cyclist.
THE "ROVER" shows to what perfection cycling has arrived.—Court Journal.
THE "ROVER" is easy, comfortable, safe and a good hill climber.—Invention.
THE "ROVER" is extremely easy and pleasant.—Cassell's Family Magazine.
THE "ROVER" is quite free from the vice of side-slipping.—C. T. C. Gazette.
THE "ROVER" is the best and safest of all the Safeties.—Bicycling News.
THE "ROVER" is the best hill climber on the road.—The Presbyterian.
THE "ROVER" is built on the soundest of principles.—Weekly Budget.
THE "ROVER" is speedy, comfortable and safe.—Colonies and India.
THE "ROVER" is the King of Safeties.—Irish Cyclist and Athlete.
THE "ROVER" continues to merit my warmest confidence.—Health.



THE "ROVER" is a wonderful machine.—Hardware Trade Journal.
THE "ROVER" on which record was so badly beaten.—The Cyclist.
THE "ROVER" is very fast and safe to a degree.—C. T. C. Gazette.
THE "ROVER" attracts a great amount of attention.—Bell's Life.
THE "ROVER" was, of course, well to the fore.—Land & Water.
THE "ROVER" is a very excellent machine.—Colonies and India.
THE "ROVER" runs with remarkable steadiness.—The Bazaar.
THE "ROVER." We always use a "Rover."—Tricycling Journal.
THE "ROVER." The 100 mile race was marvellous.—Citizen.
THE "ROVER" is the fastest and safest machine.—Knowledge
THE "ROVER." This machine is *par excellence*."—Knowledge.
THE "ROVER" presents many features of interest.—Health.
THE "ROVER" is a splendid hill climber.—Bicycling News.
THE "ROVER" is a sterling machine.—English Mechanic.
THE "ROVER" is exceedingly well received.—Ironmonger.
THE "ROVER" proved to be as fast as predicted.—Field.
THE "ROVER" is learned in ten minutes.—Irish Cyclist.
THE "ROVER" now so well known.—Bicycling News.
THE "ROVER" does not slip sideways.—The Cyclist.
THE "ROVER" is a perfect beauty.—Cycling Times.
THE "ROVER." The success of the year.—Bazaar.
THE "ROVER." A most luxurious vehicle.—Youth
THE "ROVER" is a perfect demon.—Wheeling.

STARLEY & SUTTON, "Meteor" Works, West Orchard, COVENTRY.

Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large Illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.



GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

Bicycles on Easy Payments.

New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from $6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

REPAIRING

Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

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100 Sudbury St., Boston, Mass.

SPADE HANDLES!

To fit any Bicycle - - $2.50.

Improved for 1888; making the most popular Handle on the market.

C. W. SPINNEY, Fitchburg, Mass.

TRICYCLISTS' INDISPENSABLE ANNUAL AND HANDBOOK. By HENRY STURMEY. Describes every machine made, with detailed analysis of all the various parts, principles or novelties in present use, etc. Profusely illustrated. Edition for 1884, revised and enlarged, 50 cents, by mail. There will be no edition of this book for 1885.

SPADE HANDLES,

Made of Best Steel-drop Forgings,

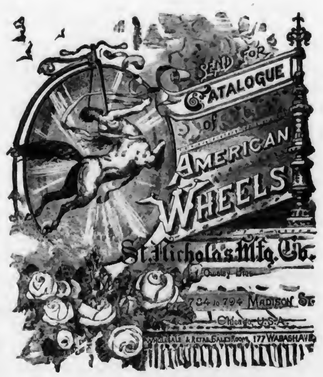
$2.50.

The Best Handles Made. We have them to fit any Wheel.

Special Discount to the Trade.

CYCLE SUPPLY CO.,
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THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey and C. W. Nairn. $2.50 per year, including postage.



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WE CALL SPECIAL ATTENTION OF CLUBS AND ALL ATHLETES TO OUR

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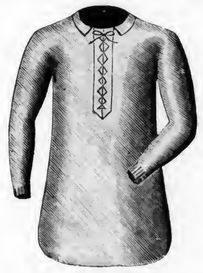
Jersey-Fitting Shirts.

FOR
BICYCLE RIDERS,
LAWN TENNIS PLAYERS,
YACHTING AND ROWING,
BASE BALL AND FOOT BALL.
GYMMASIUM.

League Color, Grey Mixed, Black, Navy, or any Color,

PLAIN OR STRIPE.

Laced Front, Long Sleeves, Turn-over Collar.

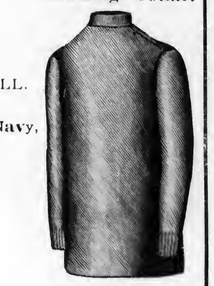


Long Sleeves, Low Neck.



Every Wheelman and Sportsman will give these garments his approval when he examines the SHOULDERS, ARM HOLES AND NECK, as they are made to fit. These goods are *patented*, and all infringements will be prosecuted to the full extent of the law.

Long Sleeves. Standing Collar.



Foot Ball.



Base Ball.



We embroider letters on front of this for twenty-five cents each letter.

Jersey-Fitting Pants.

Full Pants.



Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip. BUTTONED IN FRONT, SAME AS PANTALOONS, WITHOUT CERTAIN OBJECTIONS.

We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

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Our Bicycle Full Tights.

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Gymnasium.



Bicycle Knee Tights.



Made same as full tights, to three inches below the knee.

Racing Wheelmen tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.



Ladies' Jersey-Fitting Tricycle pants.

A NEW THING.

These pants are close fitting, come three inches below the knee, are very classy, and the most comfortable garment a lady ever wore. Made in Cream Colored Cotton, Drab, Red, or any colors in Worsteds.



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Ladies' Union Undergarment.

SEND FOR CIRCULAR.

We make the same thing for men, suited to outside wear, and of the same worsted as we use for Jerseys and Tights.

We would like to have every Wheelman and Sportsman see these garments.

TRADE MARK.

Jersey-Fitting Ribbed Full-Fashioned Stocking.



We believe there is none better.

We send these goods to any part of the country.

Send for Price List and Catalogue.

Each garment bears our ***Trade Mark.*** and are endorsed by the best manufacturers of Bicycles and Professional Gymnasts.
In ordering these goods be particular and give full name or style of each garment ordered.

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RIDERS OF RACING COLUMBIAS HOLD THE BEST WORLD'S RECORDS. EQUALLY GOOD MATERIAL, WORKMANSHIP AND CARE ARE GIVEN TO THE MANUFACTURE OF

ROAD COLUMBIAS,

AND THE COLUMBIA ROADSTERS AND LIGHT ROADSTERS ARE THE MACHINES INVARIABLY RIDDEN BY TRANSCONTINENTAL TOURISTS, AND ARE ALWAYS IN THE MAJORITY ON LONG DISTANCE TOURS.

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FOUNDED THE 1878

BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year. 5 cents a copy. BOSTON, 23 MARCH, 1888. Volume XVI. Number 21.

YOUNG MAN!

If you are a novice, don't give it away to the the neighbors by buying a cheap wheel because its original cost is below that of a high grade machine. It will prove a delusion and a snare, and will superinduce profanity and poverty.

Buy a bicycle that will stand up under you and do what you want done. If you ride a

VICTOR

No one will question your right to wheel up to the front with the veterans.

VICTORS ARE BUILT RIGHT.

Send for Catalog.

OVERMAN WHEEL CO., Makers,

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THE CLARK CYCLE COMPANY

(Successors to SAMUEL T. CLARK & CO.)

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Write for Our 1888 Catalogue.

New Rapid Roadster,

New Rapid Light Roadster,

New Rapid Safety,

QUADRANT TRICYCLE, No. 8, for Gentlemen,

Quadrant Tricycle, No. 14, for Ladies and Light Gentlemen,

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We desire to announce to the trade that we have secured United States agency for Jos. Lucas & Son's goods, including the celebrated

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and shall be pleased to give quotations.

Agents Wanted for our Cycles and Sundries in unoccupied territory.

You May be Interested in This.

I shall make a specialty of renting Bicycles, Tricycles and Tandems this season, and shall offer only the best wheels in perfect condition. The Columbia Light Roadster Bicycles, Veloce and Bicyclette Safeties, Columbia Light Roadster and Surprise Tricycles and Columbia Tandems will compose my road stock. I shall not rent second-hand wheels, but on the contrary my road wheels will be new and 1888 patterns. My pamphlet, giving terms and particulars, will soon be ready, and I should be pleased to mail a copy to any applicant.

I have received, in the way of exchange, a number of first-class **Second-hand Bicycles** during the past week, sizes 52 and 54, that I can offer at very low figures.

Correspondence promptly answered.

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FOR SALE—58-inch Expert, enamel and nickel, Kirkpatrick saddle, King of Road lamp; machine and tyres scarcely show a scratch; all just as good as new; good reason for selling. Price, $85.00. Address G. W. GAIL, Jr., care The Clark Cycle Co., Baltimore.

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FOR SALE—50-inch Columbia Light Roadster, standard finish, ball bearings all around, cow-horn handle bars, Kirkpatrick saddle; in first-class condition. For particulars address P. O. Box 2181, Ithaca, N. Y.

WILL SELL VERY CHEAP—50-inch Expert, balls all round; double grip handles and pedals; cyclometer and hub lamp; first-class condition. Write for particulars. A. P. C., P. O. Box 1883, New York.

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WANTED—One 50-inch and one 54-inch Victor, New Rapid or Expert machine, late pattern. Will pay spot cash for suitable wheel. Address, with full particulars, BICYCLE, P. O. Box 2434, New York City.

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WANTED—Second-hand Bicycles for cash, or will trade new Champions, Victors, Rapids, Stars, Springfield Roadsters, etc. Send full description and lowest price. GEO. W. ROUSE & SON, Peoria, Ill.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

BICYCLES, second hand, sold for owners quickly on commission. A big list for buyers to choose from. Old mounts taken in part payment for new Victors. MANHATTAN WHEEL EXCHANGE, 19 Cortlandt street, New York City.

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Price $1.00.

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20 Different styles, 20

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HART CYCLE CO.,

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THE FAMOUS CUSTOM-MADE

PLYMOUTH ROCK $3 PANTS.

Full Suits and Overcoats at Proportionate Prices



We sincerely believe that never before have we been able to offer our customers so good and stylish a line of **SPRING GOODS** as now our line of **Chevoit**

DO YOU WEAR **PANTS**

Suiting, guaranteed absolutely all wool is **particularly** remarkable. Our smooth-faced goods are also very carefully selected to suit our trade, whose wants we know now from long experience. For 9 cents we mail you 20 samples of these cloths, self-measurement blanks, so acurate that we gurantee a fit. **Also if you mention** this paper we send you a good 48-in linen tape measure. Or if you must save time, send us your **waist, inside leg, hip** and **knee** measures, together with $3, and 35c. to prepay express or postage. We guarantee safe delivery. **For any cause** a customer of ours may return his goods and receive back his money or a new garment, a guarantee of which statement may be obtained by writing to the American Express Co. (capital $20,000,000), at Boston.

N. B.—In buying goods by mail, it is a good rule to send money only to concerns that are well known throughout the country and avoid the countless imitators that spring up for a day to compete with old and regular establishments

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The Brooks Ideal Cyclometer.

SIMPLEST, MOST RELIABLE and BEST.

Fully Warranted, only $5.00.

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JOHN HARRIOTT,

MANUFACTURER OF

Bicycle and Athletic Medals,

CLUB PINS & BADGES,

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3 Winter Street, - Boston, Mass.

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Large Handsome Photograph for 10 cts. in stamps

SPECIALTIES OF THE NEW MAIL.

Found in No Other Wheel.

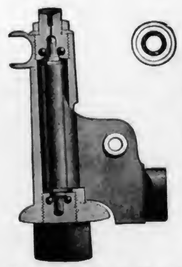
Not a Broken Backbone Last Year!



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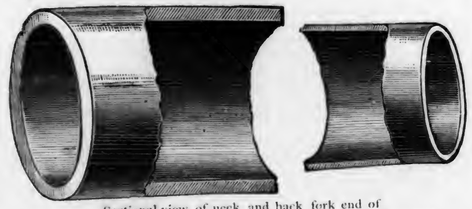
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Get a Catalogue.



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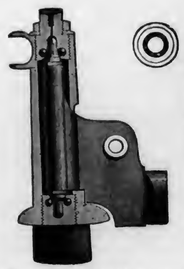
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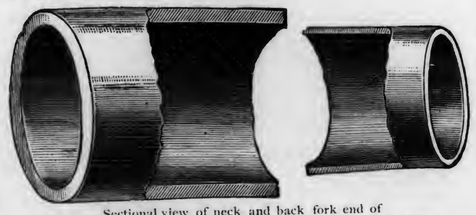
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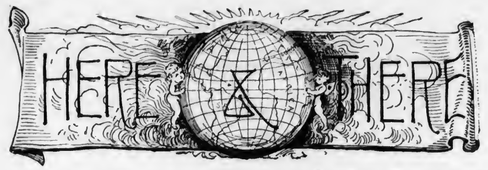
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NEW JERSEY NOTES.

"RATCHET."

Who says "cycling?" Cycling! Oh, yes, with snow drifts 10 feet high in some places, and slush 2 feet deep in others! We have had a full-grown, thorough-bred Dakota blizzard and no mistake, and as yet, none of our "oldest inhabitants" have had the hardihood to claim that they ever saw anything at all like it this side of the Alleghany mountains. Fortunate, very fortunate indeed, was it for those who were compelled to brave the elements on Monday, 12 March, that the Mercury did not take a notion to drop to a "Dakota level" of 20 or 30 degrees below zero. Had it done so the loss of life in this vicinity would have been frightful. As it was during the interval between 11 P. M. on the 11th and 8 P. M. on the 13th, it is now known that more than a dozen lives were sacrificed within 20 miles of Newark. The number may go higher still when the drifts in the vicinity of the Orange mountains disappear, and a thorough search can be made. Some of the gullies and the mountain roads are completely filled up with "the beautiful," but in this case "deadly" snow, and it is impossible to conjecture how many, if any, poor luckless "tramps," with whom we have been over-run, for a month past, have met their deaths there. Even as I write this, one of our "staff" brings in a report the bodies of two, as yet unknown men have been discovered back of Livingston.

The old time skating rink at Montclair is to be transformed into a bicycle riding school. It is pretty nearly time for the Montclair men to begin working for the new club which was promised.

The *American Athlete* says: "William Lamb, of Smithville, has challenged Charles Frazier to a five mile race for $50 a side." Lamb proved by his riding last July that he is a "goer," but his head must have swelled terribly since then if he thinks he can down Charley Frazier. A mile allowance to "the boy" might make the race more even.

A writer in a cycling journal wants to know why it is that a certain bicycle which costs $100 here, can be bought for $75 in England. This is a point which has often puzzled my brain. It applies to any article in the manufacture of which metal is used. Sewing machines, when the bottom price here was $55 (15 years ago), could be bought in England, shipped to this country, and would stand the purchaser precisely $23.40, duties and all. A friend of mine being in need of a set of a certain make of taps and dies, was unable to get them here for less than $18.50 the set. He sent to England and got what he wanted for $3.25, cartage and all. Will some of your many readers or contributors let a little light on this subject? Let "London W." try his hand!

As it is almost impossible, Mr. Editor, for me to give you any cycling news of interest, perhaps you will think the following incident connected with the blizzard worth a little space: At noon on Monday, Alexander Bennent, Charles Lee and James Marshall, Bennent's brother-in-law, all three of whom worked in the Singer Sewing Machine works at Elizabethport, started to cross Staten Island Sound in a row boat to reach their homes on the Island. The wind was then blowing at the rate of from 60 to 80 miles an hour, and it was never supposed that the men could reach their destination. The empty boat was afterward found in the ice a long distance from the starting point and it was thought its inmates had found a watery grave. A party started out to make a search on the Island on Wednesday, in order to please the friends of the three men, the searching party not having the remotest idea of getting track of them. After long and laborious ploughing though the drifts, they came to the bodies of Bennent and Lee alonside of a haystack, frozen stiff. Marshall was found, still alive, and had managed to burrow a few feet into the stack from where he was just able to make his voice reach the searcher's ears. The place where the men were found was 3 miles from where they landed. Marshall, as soon as he was able to talk, said that the party walked for hours until finally Bennent and Lee were so exhausted that they were unable to help themselves and sunk down on the snow. Marshall being the stronger man first carried Lee and then Bennent to the haystack and tried to cover them with loose hay. He talked to them for a while, but finally they failed to answer, and although he tried every means to revive them, he failed, and he realized that they were freezing to death and he was powerless to save them. It was then that he began to feel the terrible torpor coming over him, and he began to burrow into the hay to save himself, but soon was overcome and finally lay down to die, the searchers just reached him in time. Both hands and both feet were terribly frozen and to save his life all four members have since been amputated. The physicians, at last accounts, stated that he had little or no chance of living. If he does survive, he should be presented with the first medal the Humane Society can procure as such heroism as he displayed is seldom equalled, and more rarely still by a boy (he was but 17 years of age). It is understood that should he live the employees of the Singer works intend to establish a permanent fund for his support.

SYRACUSE.

"SALINA."

Syracuse has not been snowed under as badly as the provincial towns of New York and Boston, but we have experienced a winter that will make the opening of the riding season exceptionally welcome. Club affairs have consisted—as is usually the case during the colder months—of talk, and "old salt" Salina has deemed it wise to remain frozen up and wait for the sunshine before inflicting any saltings from this place. But he's awake now. He attended a club meeting Monday night that lasted nearly until Tuesday, at which time the questions of joining the L. A. W. as a club and adopting the League uniform were discussed, those nuts with such uncrackable shells, and which every club of importance has to battle with at some time in its history, received a terrible hammering. The debate on both sides was vigorous, prolonged and intensely interesting. It resulted, as of course it should, in a victory for the Leaguers, and the Syracuse Cycling Club (thirty-four members) will be proud to see its name printed in the new World *a la Bulletin*, as the great and good body of American Wheelmen.

The question of offering badges for road riding during the season of 1888 was batted around the room until it was finally necessary to lay it on the table for repairs. A return game will probably be played next month.

Badges or no badges, there will be much riding in old Onondaga County the coming summer. The active members are talking wheel to the associate contingent, until they can't sleep without dreaming of wheels and backbones, ball bearings, bal(d) heads, etc., and there will be many new wheels sold here this spring.

Checkers has been the prevailing game at club rooms during the winter. The Secretary and Treasurer has harassed more than one member with the double-back-action, single-double, corner-down-the-centre game he plays. A checker tournament is an event of the near future.

Members who wore the League uniform last season can't agree with No. 10,276 in his criticism of the garment. The suit, as now erected, has given perfect satisfaction here, and is deemed to be the best that can be secured for the money.

We congratulate the editors of the new B. W. and L. A. W. B.; it's a Bully Weekly and Let All Wheelmen Buy. Now it's the newsiest and best wheel paper published. It always was, but it's better than ever, now it's named.

CONNECTICUT-INGS.

THE SOLITARY CLUB.

It was painful to read those Long Island Hotel prices, but more painful to think any cycler in his right mind would patronize such a house, which was evidently designed for the use of money kings, editors, and such like, who can afford such figures. No longer ago than last Saturday a pleasant call from Mr. Worden of Boston, who is with the J. P. Lovell Arms Co., revealed the fact that most of the L. A. W. hotels through York state are of the $4.00 per day sort, and that puts any ordinarily circumstanced cycler into some other hotel, every time. However, we will not push the matter of having a few moderate-priced hotels appointed, much as it would convenience many tourists, but shall be glad to get the Bicycling World and Bulletin, and think we have good value for the money, if no other benefit comes to us as members. Roads should have the earnest attention of any and all League members, to the exclusion of many other things that in years gone have taken time and cash, with few good results.

We are planning a jaunt to Cape Ann and round there, in the season of flowers.

We recently received an outline of what must be a charming tour in France, and one we would much like to take; it bore the words: "Compliments of Jo. and E. R. Pennell," and that imparted to it an added interest and value in our eyes.

When "Brer. Pennell" complains of League members bothering him about routes, etc., the other side, they should be referred to Stamson of Stamford, Conn., U. S. A., who can supply some of their wants, and give them many points they want to know.

Interest in cycling hereabouts is picking up a little already, and some of the vaseline is already off. One of our safety riders has missed but sixteen days during the whole winter, and thinks that after such a one as that just past, he can "arrive there" through any one to come.

While that special cycle path scheme is a good one, it would be still better, if possible, to enlist "hoss-men" in a plan to help make *the roads* smooth and good, so that so many more could be benefitted. The roads are none too wide, for "our girls" are getting more and more into riding *habits*, that is, suits [Oh!—Ed.], and their tricycles will take up considerable room between now and the time the lady's bicycle is an accomplished fact and numerous. Let it come, and cannot we hear more about it, and see it illustrated?

LONG ISLAND NOTES.

"WING-FOOT."

The management of the Long Island Railroad has again pre-emptorily refused to make any change in its rates for carrying wheels. This road has a monopoly of the carrying trade on the island, as well as that of the passenger traffic. Its system is as antiquated as it is complicated, and its officers were all born old, never having had any of the usual youthful sympathy which exists in young men. I venture to say that, with an enterprising and enlightened management, alive to the interests of the whole island (and not to only that section where the personal interests of its offices lie), the population would soon double. The policy of the road seems to have been, and to be, to kill all trade by exorbitant charges and poor accommodations. Witness the effect of this state of affairs at Greenport, for instance, where everything is tinged with the air of Connecticut, and the "dyed in the wool" New Yorker hardly knows himself. Now, as to where the shoe pinches, and *it does pinch;* the rates for carrying bicycles, accompanied by owners, and at latter's risk, are at present in many cases higher than the passenger fares for the same distances, the accommodations are at the least poor, and not more than half the trains have any baggage or combination cars attached, wheelmen often being forced to wait hours on this account alone. This state of things looks all the worse by comparison with the action of nearly all the other roads centering in New York in making bicycles free. Is there no legal method by which the Long Island Railroad can be forced, as a "common carrier," to put baggage cars on every train? If there is, perhaps they would be willing to compromise the other matter.

Brooklyn riders are particularly ill-favored in this matter of railroad connection. The ten miles of bad road which exists between Brooklyn and Jamaica are probably as bad as any ten on the island where riding is possible at all, and a party of any size generally finds all the room in an 8x6 combination "taken when they get to the depot." The rapid transit (?) system which was extended to Jamaica last year, has no accommodations for baggage whatever.

I hope I may not be thought to be "gone" on this transportation business, but anybody who has been put to that inconvenience, and suffered from the disregard of commonest courtesy by the Railroad Company as I have, will appreciate my feelings. I only hope the Company will be responsible for the profanity and generally "cussed" state of things they provoke, when the Great Reckoning comes about.

It is often said, that anybody who can stand the climate of New York all the year round can stand any climate on the face of the earth. We are having at present a touch of "climate" that knocks out anything of the kind on record. Sunday was a lovely day, in fact perfect, speaking wheelingly, and now there is about three feet of snow already fallen on a level, with no hint of a stop, and the wind ranges from fifty to sixty miles per hour. New York has never, within the recollection of the present generation, seen such a storm. The stoppage of the elevated roads, horse cars and nearly all other vehicular traffic, and the practical closing of the exchanges has never been known before from this cause.

All cycling clubs of Northern New Jersey are invited to take part in the proposed great "century" run across the State on Saturday, June 18th, on the way to the Baltimore meet, and are requested to appoint one representative each to act for the club in the temporary organization, sending word of such action to Mr. L. A. Clarke, 25 Broad street, New York City. The following is a list already communicated with, viz.: Citizens, Manhattan, Harlem, New York, K. C. W., L. I. W., Brooklyn, Mercury, Huntington, Yonkers, Hudson County, Essex, Orange, Passaic, Elizabeth.

PITTSBURG and VICINITY.

"DUQUESNE."

Captain H. E. Bidwell, of the K. B. C., has resigned from his club. He will, however, still ride his bike occasionally. The K. B. C.s lose one of their best riders, and one whose place cannot be filled. For enthusiasm he was unsurpassed, and he was the Nestor of the club. If the gentleman had retained his tandem and disposed of the bike, he would not have surprised us very much, but when he offers his tandem, he upsets all theories extant, as to why he gave up active cycling.

The Alleghany Cyclers are going to hustle for road records, and all aspirants for medals will be successful, provided they get up into the thousands.

T. P. Coleman, better known as the child poet, has applied for membership in the K. B. C., and will seek inspiration for his sonnets on a Victor safety, which he says is good enough for him, or anybody else.

A great many of our enthusiasts have signified their intention of taking in the Buffalo meeting, and would be glad if "Mercury" would inform them when the said meet is to be held, how many days it will last, etc.

A. H. Newell will in the future give wheelmen a reduction of ten per cent. on presentation of League ticket. This is only for meals and lodging at the road house, and not at the bar. It is to be hoped that the riders of the "silent" will hold this in fond remembrance, as every one knows that "Tony" is unexcelled as a caterer.

Will Mr. T. B. Lee kindly inform the Bicycling World the length and gradient of Erwin's hill, and will Mr. Hugh Fleming, Jr., do the same for Federal St. By so doing, they will confer a favor on all who ride wheels in this city, and also give us an idea of what one in seven or one in eight is. I have heard that Erwin's hill is one in seven or one in eight, now which is it?

A. C. Stewart, L. C. Chauvenet, Geo. F. Bhker, W. M. Brewster, and a few others, an arrangement could be made to have one side of certain streets unsprinkled before a certain time in the morning and at night, anyway, it would do no harm to try it.

Dropped in at Meacham's a few days since and found Hal Greenwood busily employed in showing customers the merits of the different wheels his firm handles. In reply to my query regarding Wells' challenge, etc., he stated that in about two weeks he would begin training harder than he ever trained before, and then he would make some of those would-be hill-climbers sick The E. C. Meacham Arms Co. carry a big stock of cycles and perhaps the finest assortment of sundries in the city. It would be to their advantage to place an "ad." in the Bi. World and Bulletin, and thus let riders know it. [We think so, too.—Ed.]

The *Post-Dispatch* surprised us a few days ago, with some of its old-time vim and enterprise, with a column article entitled "A Cycling Cleric." It was a very well written one, and of a kind that brings the cycle prominently before a class of people who have paid it but little attention so far, and was favorably commented on on all sides. People can say what they want to of Hicks, but the fact remains that, save an occasional break or personal attacks, he is one of the best writers of cycle articles in the country, and he ought to make it his business to again start the *Post-Dispatch* cycle column, and regularly keep it up to its former standard of excellence. The *Globe-Democrat* also has a cycle correspondent, and if I am not mistaken he is a lively, be-spectacled, young man, who is well known to all members of the Cycle Club.

The St. Louis Wheel Co. will give a grand road race towards the end of April. The value of the prizes will eclipse anything ever before here, excepting the "Ramblers'" 1885 tournament. The race given last year by the above Company was the event of the season, and the liberal prizes offered for this one will, no doubt, draw out a big field of starters. The course will be from Manchester to the Pump, a distance of sixteen miles. The chances are that about thirty entries will be received, and as the race will be a handicap, all will stand equal chances of winning. Prominent among the starters will be W. H. Wylie, E. N. Sanders, Will Snyder, Alex Lewis, E. A. Smith, the winner of last year's race, and probably Klipstein and Hildebrand. The participants in last year's race feared the last two more than any one else but for some reason they did not enter.

Kinslay," who turned out to be one of the most wealthy members of the club, but a late acquisition, and, therefore, unknown to nine-tenths of the members and all the visitors!

The report that Phil Hammel would be admitted to the Owls, proves to have been premature. Although he was encouraged to believe he would be elected, when the boys came to talk business, it was found that the majority objected.

Preparations for Bob Garden's second annual road race have been commenced. It is a little early to dive into particulars, but I am assured that the prizes will aggregate $1200 in value, and that the race will be open only to local club men.

Conkling is growling, because in my last I inadvertantly referred to Surbridge as the Victor agent. Strangely enough, Surbridge is doing the same thing! Tom Roe, too, says that though he got a warm shot, his wasn't half as bad as Surbridges'. Its all a matter of taste!

PHILADELPHIA.

"ARIEL."

Crocker, Knapp and Whittaker sail for England next week under the management of Mr. Eck. They are backed by Mr. Dole, who is also Littlewood's backer. Crist, the Washington flyer, together with Barber, his fellow club member (they are both Capital boys) also expects to cross the briny and meet the Britishers on their native heaths. Eck challenges any two men in the world for a race at any distance, from one quarter mile to a six days race, any amount; and said to your correspondent, "There's a chance for the Senator." He did not name his men, but Crocker is one of the two and he is a good one. He told me himself that he would not mind having a go at Rowe, and I believe it would be a race worth seeing. Crocker has sent his wheel along pretty well down in the seconds (2.30 I understand, in practice) and he is a better man this year than last. Howarth, his trainer, says he is the easiest man to manage he ever handled, doing just what is told him, like the manly straightforward fellow he is.

The Wells matter settled in a jiffy, wasn't it? Are we satisfied? Well, I don't know.

So "Duquesne" says that Banker opines he can show Wilhelm his little wheel this season? W-e-l-l; we shall see; but I know who Philadelphia cyclers would bet their little shekels on, and no discredit to Mr. Banker either.

A flying trip to the city of Reading showed some changes in that place. The Reading Wheel Co. takes the place of the cycling firm of Crowther & Potter who have disolved. Messrs. Crowther and Scheele will be the new concern. The Victor wheels will be their specialty. The Ariel Wheel Club is also a thing of the past. Cause, non-attendance.

The Century Wheelmen had an indoor athletic entertainment last Tuesday evening, at their club house, No. 1807 North Broad street. There were several bouts with gloves by members of the Schuylkill Navy and the club members, and a wrestling match between Messrs. Schell and Hotchkiss for a medal, which was won by Dr. Schell, who took both falls. Messrs. Brown and Gideon handled the gloves in a style that recalled memories of Dempsey and McCaffrey, so 'twas said. One of the latter's straight counters from the shoulder drove his antagonist half through the window. A half mile race on the home trainer was won by M. G. Bailey over F. W. Brampton and Frank Strasberger. There were a number of other interesting events, and altogether the whole affair was voted a great success. The club is very much crowded, and is in so flourishing a condition that a new club house will probably be a thing of the near future.

BUFFALO.

"MERCURY."

The proposed constitution of the L. A. W., published in the Bicycling World of the 9th inst., looks well, and perhaps will work well. Sect. 2 in article 4, relative to allowing one or two representatives for each League club, providing it has a membership of over twenty, impressed me very much. Now, that's the way to talk; let every League club have something to say, be it ever so small, in the management of the L. A. W. It sometimes happens that a city boasts of more than one club, and that one is larger and older than the others; and it most always happens that the larger and older club takes in all the plums (Consuls) and has everything to say, while the smaller clubs are told to take a back seat, with the remark, "youngsters should be seen and not heard." Now, that is wrong, if it be a League club; it is entitled to at least one mouthpiece, if not two. I am not speaking of any particular city, as may

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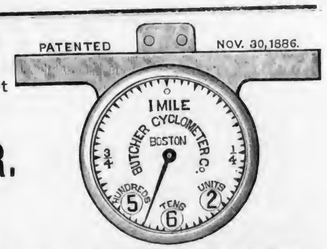
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perhaps be imagined, but in a general way, for I believe such a state of things exists in several cities. Another good idea in this proposed constitution is contained in article 2, in regard to State Divisions. The membership of the L. A. W. is increasing every year, and such a step as the proposed constitution provides is necessary sooner or later; the sooner, the better. They ought to abolish the amateur distinction.

For the past week Isham has had his show window decorated with a large collection of photos. of cycling celebrities, which have attracted a good deal of attention.

The Buffalos held their second ball of the season, Friday evening (March 16th). It was a success. H. M. Barker, R. C. Chapin and A. H. Morey were on the entertainment committee.

The first numbers of the Bicycling World and L. A. W. Bulletin combined have been received with evident satisfaction. Many L. A. W. members and other wheelmen express the belief that it will prove a most successful venture.

The Buffalo club has a heavy (?) question to deal with just now, in regard to having the gymnasium open on Sundays. Its members are equally divided on the subject. A local paper suggests this method: Close the large door and open a little side door, *a la* saloon, on Sunday.

The ex-American idol, J. Lawrence Sullivan, has fallen from his lofty pedestal of fame to the common herd (of pugilists) below. It is to be hoped our cycling champions will not follow suit, if they do there will be a "Rowe" (no bouquets, please). I'll see you later, au revoir. [Please go easy on puns.—Ed.]

The Ramblers' pool tournament is causing a good deal of excitement among the members and their friends. Any evening you may see a number of spectators in the rooms, interested in a game between two "experts." Some very close games and pretty plays have been the result. The prizes are valuable, and worth playing for. At the present writing, Deitzer leads, with Reiman and Hauenstein struggling for second place.

NEWS AND COMMENT.

"Good old Pitman, the Vet." What old timer does not know Pitman personally, and what later-day cyclist has not heard of him? He sent us his photo. the other day, and we give it a post of honor among our collection. Mr. Pitman held the first tricycle 100-mile road record made in America. The "Vet." is a "Benedict" now and so the "selfish machine" (we mean the one that boasts only one saddle) practically knows him no more, but he is just the same whole-souled fellow that we used to know when he sought fame on road and path.

We are sorry to hear that Cleveland will not have a race track this year.

Mr. Sam'l. T. Clark of Baltimore was in town last week, and we had the pleasure of meeting him.

"Philadelphia is not a profitable place to hold a tournament in." Verdict by Eck, Crocker, Knapp, Rhodes, & Co.

The American team, on arriving in this country in August will proceed to Lynn and there put in their preparatory practice.

A petition is being circulated by citizens of Philadelphia asking for the improvement of Broad street, north of Dauphin street in that city.

The Rhode Island Wheelmen will move into larger quarters. The rooms are in the Providence Bank Building, on South Main street.

The Atlanta, (Ga.), Bicycle Club will hold a race meeting at Piedmont Park, Atlanta, April 16 and 17. There are 13 events on the two days programme.

The attendance at the benefit tendered to the stranded professionals in Philadelphia, only amounted to 400. 'Tis unneccessary to say that the "benefit," financially, was not great.

Next Wednesday a tournament under the management of John A. Wells and W. Updegraph, will be held at the Elite Rink, Philadelphia. It will consist entirely of amateur events.

We have to go to the land of the shamrock to learn that the Indian name for ball-head is "pompasuhkouknontop." Won't somebody try to pronounce the above, and then if the relatives will please send us the fragments of the remains we will provide the alcohol, the bottle and an appropriate epitaph.

A correspondent writes: "For an 'open' winter this one of 1887-1888 takes the prize, but I am in favor of keeping our winters 'closed'—too much cold gets in if they are 'open.'"

"Ixion" objects to having his age placed at 55 years. In reply to "No. 5550," who writes, "Ixion must be 55 at least," he says: "If my family bible tells the truth, No. 5550 is just 26 years out of the way."

The Rhode Island Division will hold a special meeting Saturday, March 24, to consider the call for financial aid made by the Executive Committee. We believe this will be the first Division to officially take action.

In all probability a number of Philadelphia men will wheel to Baltimore instead of taking the train. Those who rode to the Washington meet a few years ago are anxious to repeat the pleasant experience.

Mr. Ducker is already preparing for the fall racing campaign. He is having some six-color lithograph posters ten by fifteen feet made. Mr. Henry E. appreciates the fact that half-way methods do not pan out.

We suppose the name "Goat," as given to the rear driving safety is very, very funny. We must confess to a dullness of intellect in not being able to grasp the hidden wit. Will some one please send us "the key" to this jokelet?

Our contributor, "London W.," desires to thank Mr. Elliott Mason for sending the distance record card, and he also wishes to acknowledge the implied compliment that he (London W.) still rides a bicycle, which he does. We are making strenuous efforts to prevail on our co-editor to represent the World in the great proposed editors' race at Baltimore.

We are three thousand miles away from England and the jurisdiction of the N. C. U., yet we cannot but feel the greatest interest in the final result of the road racing war now waging in the mother country. We are not in accord with the views expressed by our correspondent, "Sandy," in our last issue, but he comes *nearer* to our views than most men who have "views" on this subject.

This is a nut for some of our racing men to crack. It is respectfully presented by "Spinaway," and reads as follows: "A genuine professional is far more to be admired than some of the professionals who now don amateur clothing, but have no other claims to be considered as such." Now gentlemen, don't all speak at once and get up on your dignity, that would be a "dead give away." Pardon the slang.

We were pleased to meet Mr. Alec Hill, lately arrived in this country and who will represent the Coventry Machinists' Co. on the road this summer. We welcome Mr. Hill to the United States, and hope his experience in this country will prove so pleasant and profitable that he will decide to make it his permanent home. Mr. Hill had only five days' notice from his principals of their intention to send him to this country.

The Boston Club is notorious the world over for its entertainment of wheelmen from other cities, and therefore it is with reason that those members of the club who attended the late session of the Board of Officers in New York complain of the lack of entertainment proffered them by the wheelmen of the latter city. They trust that the time will never come when prominent wheelmen can visit this city and not be invited to, at least, inspect the inside of the club houses.

A correspondent from Kansas City sends us the following notes: "The draft of the constitution and by-laws, as reported by the Re-organization Committee at the Board of Officers' meeting, March, has, as a whole, been universally well commented upon. There are a few features which could be altered to good advantage. [Go to Baltimore and make your suggestions, that is the only way to bring about any satisfactory result.—Ed.]" "Captain Nelson T. Haynes of Kansas City is quietly learning to twang the banjo, and promises to enliven the monotony of club runs with the little ditty, 'I'm a Wandering Wheelman,' etc. Quite a crowd of the members at the club a few evenings since were singing while Haynes played the only accompaniment he knew. All the songs were sung to the one accompaniment. Shades of Wagner! It was moved and seconded that the club employ an instructor to teach 'Haynesy' to play."

The Clarksville, (Tenn.,) cyclers will celebrate their second anniversary March 30th and 31st. It will take the form of a banquet at Elden's Opera House. Runs and tours, and a street parade on the afternoon of March 30. The reception Committee are I. N. Parker, R. F. Bunting, and B. A. Patch.

WHEEL CLUB NEWS.

The Rhode Island Wheelmen will take another trip to Boston this spring. The experience they had in Wellesley last year does not seem to discourage a second trip. We hope Dr. Bogman and his "pocket pistol" will accompany the party. The Providence Wheelmen are raising money to defray the expenses of a tournament they wish to give at Roger Williams' Park on Decoration Day. The three-mile state Championship will be run on that occasion.

The Dorchester, Mass., Club held their annual dinner last Tuesday evening.

Rowe took a tumble in England the other day. He came in collision with Battensby at Newcastle and got badly shaken up. "No bones broken."

Keystone Bicycle Club of Pittsburg, Pa., held its annual meeting at the 7th Avenue Hotel on the evening of March 7, after a season of refreshments spiced with anecdotes, they balloted for officers for the ensuing year, with the following result: President, R. F. Smythe; Secretary-Treasurer, J. W. McGowin; Captain, C. F. Scidell; First Lieutenant, T. B. Lee; Second Lieutenant, C. A. Smith; Third Lieutenant, J. W. Gloninger; Color Bearer, B. D. Smilh; Directors, F. F. Sneathen and J. W. Atwood. It is the present intention to hold club runs every Saturday.

We think the example of the Pennsylvania Club, of Philadelphia, as set forth in the following item, would be a profitable one for clubs in other sections to imitate. "The Pennsylvania Bicycle Club of Philadelphia, will give the first of its series of public entertainments on Thursday evening, April 19, at Association Hall, Fifteenth and Chesnut streets. The entertainment will consist of a lecture by Mr. A. H. MacOwen on the pleasures incident to a trip "With Wheel and Camera Through the Isle of Wight." The lecture will be illustrated by nearly 100 views taken directly from nature and shown by the aid of a stereopticon."

The new officers of the Syracuse, (N. Y.,) bicycle club are as follows: President, Carl G. White; Vice-President, Harry N. Denny; Secretary and Treasurer, George H. Harris; Captain, H. W. Chapin; members of the Club Committee, President, Secretary, Captain, and H. W. Wiard and Clarence Decker; Bugler, Chas C. Truesdell; League Consul, James P. Becker and League Representative, Fred Brigham. Club rooms, 7 Joy Building, on Genesee street,(the old turnpike which extends from Albany to Buffalo, and if you ever travel over that road stop and see the boys.)

The members of the Missouri Bi. Club were very pleasantly surprised a few evenings since by observing the long wished-for book case, which is to contain the nucleus of the club's library, standing in one corner of the reading room. It is finished in cherry, and makes a handsome addition to the club's furniture. Bert Taylor, the librarian, is now getting up a choice collection of literature to fill its spacious shelves, and ere long the club will possess a first-class library.

The Marion County Wheelmen of Hannibal, Mo., held their annual meeting March 5, at which the following officers were elected for the ensuing year: President, W. H. Hall; Vice President, P. P. Lockling; Secretary-Treasurer, H. C. Woodruff; Captain, A. C. Miller; Lieutenant, C. H. Appler; Bugler, W. C. Foss; Color Bearer, Jno Sydney. At the meeting it was voted to continue as a League club, and the uniform worn last year, which is one of the handsomest one I ever saw, was adopted for the coming season. They decided to print their constitution, by-laws and road rules in convenient pocket form for reference. Captain A. C. Miller is the hustler and local Consul of Marion County, and the club under his guidance will no doubt be heard from this season.

The Missouri Bicycle Club held its annual meeting for the election of officers Tuesday, March 6, at their club house. The meeting was a red hot one, and slate smashing was rather heavily indulged in. Messrs. Stewart and Berry were nominated for the Presidency, but both withdrew in favor of W. M. Brewster. After the smoke of the battle had cleared away, the following were found to be elected: President, W. M. Brewster; Vice President, E. A. Smith; Treasurer, A. P. Dennis (re-elected); Secretary, Geo. Boswell (re-elected); Captain, Ab. Lewis; First Lieutenant, C. C. Hildebrand; Second Lieutenant, R. N. Stubbs; Color Bearer, W. P. Grath; Bugler, "Ribsey" Williamson. For the first time in the history of the club, the President is an active wheelman in all that the name implies, and a hustler whose reputation is well known to all. The so-called "young element" is put in complete charge of the club, and no doubt will soon fill the active membership to the prescribed limit.

MOONLIGHT RUN TO SAN JOSE, CALIFORNIA, BY THE SAN FRANCISCO CLUB.

No better combination of weather and roads, moonlight and time, could have been desired upon the occasion of the first run of the season of the San Francisco Bicycle Club. The Captain had previously given orders for the club to assemble at the foot of Market street to take the 4 P. M. boat for Oakland on Saturday, Feb. 25th, and in accordance therewith only seven members showed up at the above time and place. This was somewhat of a disappointment in the way of numbers, however, we had a jolly little party. After crossing the bay we boarded the train at the Oakland Mole and were carried to Brooklyn, and from this point our actual ride commenced. The moment we were fairly out upon the road, we appreciated what a delightful ride was before us. The expression, "sand-papered roads," is comparatively mild, they were like a skating rink floor, and the air was so balmy and bracing, that as we passed by

FIELDS OF NEWLY-SOWN GRAIN

we felt that we could not throw our shoulders far enough back to drink in a sufficient supply of the fragrance of friut blossoms and of the growing grain. As the party was small the officers permitted both themselves and the high private of the rear rank to indulge in such rate of speed as was most suited to the notions of the several riders. It was not long before we had a pace-maker in the lead, and any casual observer would have called it a road race. We reached San Leandro well bunched, in a very short space of time, and dismounted to cool. The thermometer stood about sixty-five degrees, and with our rapid pedalling we were perfectly willing to take a rest of five minutes before continuing our trip. At this point we voted upon which road to take, and we settled it that we should prefer to reach Mt. Eden via San Lorenzo, as these roads, though a trifle longer, were reported in better condition. (Our route is described in "California Road Book," Route No. 2, and variation "A.") After our rest we mounted again and were rapidly wheeling towards Centreville and dinner. We soon settled into our former hot pace and eventually reached Centreville. Actual riding time from Brooklyn, one hour and twenty minutes; distance, 26 miles. We were now under the genial care of Mr. and Mrs. J. D. Gregory of the Gregory House. We arrived a trifle late for dinner, but with such nice people for hosts, nothing would do but that we must have a nice hot dinner, and we had one, too, and hugely enjoyed it as well. Dinner over, we lighted cigars and settled ourselves comfortably, that we might prepare to continue our ride after dinner had properly settled. Billiards and cards served to while away time both pleasantly and *profitably*. [Evidently our correspondent held a royal flush.] At 8 o'clock the Captain gave word that it would be advisable to make a start, and we arranged in accordance therewith. While we were at dinner,

THE "FAIRE MUNE"

had quietly taken her place in the sky, and now she shed her "softe white lighte" in such profusion that "ye hearte of ye merrie bicycler" was made exceedingly glad. It was a day and a half before full moon; and such a moon as it was! Not a breath of air, nor a cloud in the sky. All acquiesced in the sentiment that it would be difficult to plan another moonlight ride, where the roads, weather and moon would be all properly suited to the circumstances as they were on this particular occasion. We were so favored with good roads and plenty of light that our speed was hardly reduced, even though it was night. Washington Corners was the next point en route, but we pressed on without a stop, passed through Harrisburg and pulled up at Milpitas for a breathing spell. I forgot to mention that just before reaching Centreville we struck a bit of road, though only an exact mile long, it is a mile that is always remembered by any rider who passes over it; and especially if the rider be a new one, or soft. The part referred to is the bridge over the Alvarado marshes, which leads to Alvarado. The bridge when originally laid was cheaply done, and the piling and studding has settled unevenly, making small hillocks throughout its length. This, combined with the soft and knotty planks which are unevenly worn, produces a sensation to the rider that makes him soon feel as if an air cushion or air-tight rubber bag would prove very acceptable. This bridge often causes peculiar (not harmonious) remarks to be made of it by most all wheelmen who cross it. I think (I may be mistaken) I heard one of our high privates give vent to a "few peculiar" ejaculations thereon. After a few minutes rest at Milpitas we remounted, and were soon on the home stretch to San Jose. The roads, as we approached the "Rhubarbs" (according to Matthews) of the Garden City, became dusty and gravelly, so our progress was not quite so rapid; but we managed to pull up at the St. James Hotel in San Jose at the seasonable hour of 10.20 P. M. Our actual riding time for the trip being three hours and twenty minutes. We registered

and placed our bikes aside, and then paid a visit to the editor of the *S. F. Times*. That done, we made a call upon the members of

THE GARDEN CITY WHEELMEN

and found a few of them at home in their new club room. After a good social time we all adjourned to a refreshment booth at the invitation of the Garden City boys, and spent the balance of the evening.

The company eventually broke up and each went his way. We went to bed to prepare for an early ride on the morrow. After a good and needed night's rest we were up at 6.45 and out on the road at 7 to enjoy a ride to Alum Rock, a place of resort, surrounded by mineral springs some 7 miles from town. The point we wished to reach is called "the Junction," being the junction of Lick avenue (leading to Mt. Hamilton where the observatory is located) and the road which continues on to Alum Rock. The grade to the junction is 4 feet to the hundred, so gentle that most any wheelman is capable of riding it.

On arriving at the Junction we rested and then mounted our wheels prepared to enjoy the smooth coast of nearly 2 1-2 miles. It is needless to say we rushed down this grade with a speed almost equal to that of a "wild locomotive" and the faster we went, the greater our enjoyment. On the return to the hotel we had a good hearty breakfast, and at 10 A. M. made ready to start homeward. Our prospective ride we did not sincerely contemplate enjoying, for we saw we were to face a stiff north breeze all the way home; and as the day wore on the breeze blew harder. However, we made up our minds to ride home, though the wind was against us, and we did it; all very much pleased and satisfied with a ride of 100 miles made over most excellent roads.

L. A. W., 7616—2758.

SIX-DAY, FOUR HOURS A DAY PHILADELPHIA RECORDS BROKEN.

[The following account was mailed in Philadelphia, Sunday, March 11, and it reached us March 16. No one to blame, but the snow drifts were too deep.—Ed.]—

The six-day, four hours per day, bicycle race closed at the Elite Rink, Saturday, March 10, and four of the five riders who finished beat the record. About 1000 people were present, by far the best attendance of the week. There are upwards of 3000 wheelmen in Philadelphia, and why this race was not better patronized is one of the mysteries. On Thursday night Crocker rode 72 miles in the four hours, an average of 18 miles an hour, and this too on an eleven-and-a-half lap track. He was riding in splendid form, and none of his competitors could touch him. Whittaker was thrown out of the race by an ugly header early in the race, and he sprained both wrist and knee so badly as to throw him out entirely, although he went on the track with Miss Armaindo Saturday evening and rode about 15 miles. The score for the week was as follows:

	MILES.	LAPS.
Crocker,	405	9
Knapp,	405	6
Ashinger,	404	6
Rhodes,	403	10
Dingley,	376	0

The first four men all break the record, which for this kind of a race was held by Ashinger, who had made 400 miles for that time.

Ariel.

FORTY-EIGHT HOUR RACE AT NEWCASTLE, ENGLAND.

ROWE WINS HIS FIRST RACE.

We give below the results of the 48-hour race lately held in St. George's Drill Hall, Newcastle, week ending March 3. Shortly before time was called for the finish all the men were cleared off the track, and only Battensby and Young left The bell rang out the last five minutes, and then was witnessed the final struggle. Both men strove hard, but Battensby got home a length in front amidst deafening cheers, having won the race by a lap and a little over. The scores were:

	M.	L.
Battensby,	766	9
Young,	766	8
Lamb,	758	6
Terront,	756	4
Parkes,	603	8
Dubois,	537	0

The five-mile international race, ridden in heats, was won by W A. Rowe. Rowe, however, did not like the corners, and neve fairly let himself out. He is matched by Mr. Morgan for £100 against W. Wood, over the Jarrow track, for fifty miles, the latter's stake being £75. We are indebted to the *Cyclist* for above.

HOW TO APPLY THE NATIONAL SURPLUS TO SECURE BETTER ROADS.

The Secretary-Editor of the L. A. W. says in the Bi. World of March 2d: "One M. T. Thompson offers," etc. We wish to second Mr. Thompson with spirit. Mr. Thompson's idea is to relieve the United States Government of the $200,000,000.00 surplus which President Cleveland and many other eminent men are troubled about, by distributing it among the States for the purpose of building good roads.

Apparently the advisable way would be to distribute the money among the States and Territories in proportion to the number of square miles of their domain. There being 5,000,000 square miles in the United States, excluding Alaska and the Indian Territory, there would be $40.00 per square mile distributed on this basis.

This would give Ohio with 40,000 square miles, $1,600,000.00; Pennsylvania, $1,840,000.00; New Jersey, $320,000.00; New York, $1,880,000.00; Massachusetts, $320,000.00; Vermont, $400,000.00; Michigan, $2,240,000.00; Arizona, $4,560,000.00; and Colorado, $4,200,000.00; and being distributed again among the Counties, would give to a County the size of Essex, N. J., which has an area of 160 miles, $6,500. which is a sum not too small to be of use, and one which would pay for more work in some other parts of the country than it will with us.

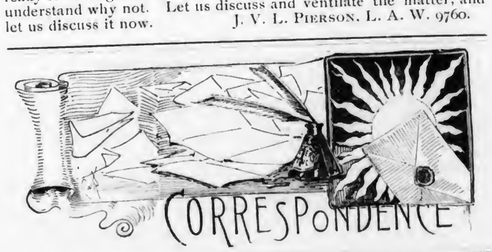
I do not think counties should be forced to take their share of the award, but those whose roads do not require improvement, and I am told there are such, would refrain from applying for the award and leave it to go to other places in the same State.

Also if the officials of any County should prove too indolent to take the trouble to write out the proper application within a certain specified time, then such County should forfeit its claim and the amount should be at the disposal of the State.

If this, on further consideration and investigation, should prove not to be an inadvisable use of the money, it would seem to offer just such an opportunity as the League has been looking for to work for road improvement, and it would gain for itself and for wheelmen generally no little prestige and renown by advocating the measure.

We have some eight or ten million farmers to stand by us with their influence in any such movement. This is an outline of work ready for filling in. Shall we fill it in? If not, let us all know and understand why not. Let us discuss and ventilate the matter, and let us discuss it now.

J. V. L. Pierson, L. A. W. 9760.



MR. TUCKER AND THE WELLS QUESTION.

Editor Bi. World: Fearing that a portion of your account of the last meeting of the Board of Officers, in which I am quoted as saying, "He wished to state that in his opinion a serious mistake would have been made had Mr. Wells been elected Secretary-Editor, considering that gentleman's financial connection with the *Bulletin*, etc.," may be misleading and not fairly presenting my views on the subject to which they relate, I desire to submit the following, and respectfully ask for its publication;

The objections I would have urged against Mr. Wells, as Secretary-Editor, were based entirely on the position he would have occupied to the *L. A. W. Bulletin*, he being then and now, a member of the firm, which had the contract for printing that paper; his election would, in his dual capacity, have placed him in an extremely delicate business position, and one, he could not expect to have occupied, without much criticism—whether just or otherwise.

My questioning the wisdom of his election, was only for the reasons above stated and not intended in any way as a criticism on his relations to the L. A. W. or its Board of Officers, either then or now.

To make my position thoroughly impersonal, I would say, that I should have considered it my duty to have opposed the election of any one to the position of Secretary-Editor, who intended to occupy a like dual position.

With much respect, I remain, yours truly,

Philadelphia, March 10, 1888. W. R. TUCKER.

BRAKES FOR SAFETIES.

Editor Bicycling World: Regarding your editorial comment in last week's issue supporting the idea of placing the brake on the rear wheel of the rear-driving safety, I should be glad to hear through the columns of your paper, ideas of some others riders concerning this point.

I have been riding a rear-driving safety for three years, and am conversant with most of the leading English types of this machine, and nearly all that I have examined seem to have the brake of the spoon pattern acting upon the front wheel, unless by some complicated arrangement of the front forks, it has been found impossible to attach the brake at this point. My experience with the spoon brake on the rear wheel, has not been of the pleasantest, as not only was the mud splashed over the lower bracket bearings, but over my clothes as well. With a good, stout spoon brake attached to the handle-bar, and acting upon the front wheel, it seems not only to be in its natural position, but much more effective and certainly less complicated, consequently, not as liable to get out of order. In looking over a number of English catalogues for this year, recently received, I notice that the spoon brake acting upon the front wheel is almost universally used, and it is only attached by a band or spoon on the rear wheel, where the construction of the machine will not allow it to be placed in the first named position.

Would some other riders of this type of safety, give their experience on this point, and greatly oblige.

Yours fraternally, L. A. W., 3001.

AT a special meeting of the Pennsylvania Bicycle Club held March 14th, the following preamble and resolutions were adopted:

Whereas, It has pleased an all-wise Providence to remove from our midst our much-beloved comrade and fellow member, Isaac C. Thompson; and

Whereas. We sincerely mourn the loss of one whom all of us respected as a fellow member, and by many loved as a friend; be it

Resolved. That our warm and earnest sympathy is extended to his afflicted family in their hour of sorrow; and be it

Resolved. That a copy of these resolutions and preamble be sent to the family of the deceased, and also be published in the BICYCLING WORLD, and *American Athlete*.

NATURALLY all eyes possessed by League members will be cast with much curiosity in the direction of Pennsylvania, where the election for representatives is taking place. We shall all wonder what they will do with Mr. Wells.

A WHEELMAN'S BALLAD.

RUDE winds from some bleak polar shore,
In savage gusts of icy sleet,
Among the tree-tops fiercely roar,
And on my frosted windows beat.
In deepening drifts along the street.
Through weary months the snow has lain,
And lingering days my longing cheat,
When I may mount my wheel again.

So then I'll stoutly bar my door,
Draw near the fire my cushioned seat,
And hope the cycling joys of yore.
By memory's magic to repeat.
Alas! These thoughs of "run" and "meet,"
But bring my longing added pain;
Then hasten, Spring, on nimble feet,
When I may mount my wheel again.

Now Winter's rule is almost o'er,
The lengthening daylight's kindly heat,
Remembered roads will soon restore,
Where on my wheel, again I greet
The bluebirds singing in the wheat.
No longing then my joy will stain,
Nor life, as now, drag incomplete,
When I may mount my wheel again.

ENVOI.

Prince, well I know that power is sweet;
Yet not for all thy years of reign,
Would I exchange those hours so fleet,
When I may mount my wheel again.

DUDLEY C. HASBROUCK.

THE last private musicale of the season, which have been given during the winter at the house of Mr. C. Hopkins, Wellingon, Mass., was held last week. We regret that other imperative engagements prevented our accepting Mr. Hopkins' kind invitation to be present.

DOCTOR COOPER'S suspensory drawers are specially suitable for cyclists' use. We call attention of riders to the advertisement of the Kingston Knitting Co., which appears in this issue, and who make a specialty of these drawers, as well as other woolen garments for athletes' use.

OUR readers should notice the enterprise of Messrs. Starley & Sutton in crossing the water and patronizing our advertising columns. These gentlemen were the pioneer makers of the now popular form of the rear-driving safety, and in fact this type is always spoken of as the "Rover" type. We can safely commend the Rover to the favorable notice of our readers. Messrs. Starley & Sutton's Rover was the first of the kind ever to appear in America, and our Mr. "London W." rode it with great satisfaction. In fact he has been a convert to the rear-driving safety ever since.

CYCLISTS' TOURING CLUB.

FRANK W. WESTON,

UNITED STATES CHIEF CONSUL,

Savin Hill, Boston, Mass.

DUES FOR FIRST YEAR, $1.00. AFTER FIRST YEAR, 75 CENTS PER ANNUM.

Membership application blanks and any required information on club matters can be obtained by applying as above and *enclosing a stamped addressed envelope for reply*.

RENEWAL NOTICE.—The time allowed for renewals has now expired. Those who have not renewed, but wish to retain their membership must use the application blanks as above.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, the following applicants (to each of whom a copy of this paper will be mailed,) are considered provisionally elected, and are entitled to wear the badge and uniform of the C. T. C.

Calhoun, J. G., 357 Main St., Hartford, Conn.
Calhoun, D., 11 Walnut St., Hartford, Conn.
Green, M. J., Meyers St., Oroville, Cal.
Kusel, C. E., Oroville, Cal.
Peck, A. D., Jr., 9 Otis St., Boston, Mass.
Rhodes, H. H., 1513 Douglas St., Omaha, Neb.
Reese, J. S., 412 W. Balto St., Baltimore, Md.
Simon, S. S., Oroville, Cal.
Smith, E. B., Neb. Tel. Co., Omaha, Neb.
Stone, W. E., Box 1028, Springfield, Mass.
Thayer, G. B., Evening Post, Hartford, Conn.
Titus, H., Oroville, Cal.
Johnson, L. H., 491 Main St., Orange, N. J.
Pound, R., 63 E. 2d St., Plainfield, N. J.
Gardner, A. B., 23 South St., Utica, N. Y.
Stursberg, H., Jr., Germania Mills, Holyoke, Mass.
Cunningham, W., 97 Chambers St., New York City.
Danforth, Mrs. J. R., 2030 Wallace St., Phila., Pa.
Danforth, Rev. J. R., 2030 Wallace St., Phila., Pa.
Weimer, W. E., 724 Cumberland St., Lebanon, Pa.
Briant, A. E., 35 Pine St., Chicago, Ill.
Scribner, G. O., San Diego, Cal.
Kroppack, O. L., 801 Tenth ave., Burlington, Ia.
Locke, A. W., North Adams, Mass.
Robinson, H. W., 50 State st., Boston.
Graves, F. B., Box 106, Rochester, N. Y.
Robinson, A. W., 10 Salem st., Charlestown, Mass.

APPOINTMENTS.

Consul for Lowell, Mass.—Walter U. Lawson, 104 High street.
State Consul for District of Columbia—Howell Stewart, 1420 Q St., Washington, D. C.
Consul for Washington, D. C.—Dr. E. B. Farney, 1211 Pennsylvania Ave.
State Consul for Delaware—S. W. Merrihew, 906 Jackson St., Wilmington.
Consul for Charlestown, Mass.—E. A. Simonds.
Consul for Newton, Mass.—Rev. H. L. Wheeler, M. A., Box 222.
State Consul for Maryland—W. H. Thomas, Jr., 218 St. Charles St., Baltimore.
Consul for Poughkeepsie, N. Y.—I. Reynolds, Adriance.
Consul for Watertown, N. Y.—Francis A. Sherman.
Consul for Rochester, N. Y.—Fred B. Graves.
Consul for Newark, N. J.—S. H. Sargeant.
Consul for Dayton, O.—Fred W. Gebhart.
Consul for Pittsburg, Pa.—Clarence Reisinger.
State Consul for Rhode Island—Chas. S. Davol, Box 1 Warren.
Consul for Exeter, N. H.—Albert N. Dow.
Consul for New Bedford, Mass.—Dr. A. F. Wyman.
Consul for Cambridge, Mass.—J. R. Jewett, 153 Mt. auburn St.
State Consul for California—Milton J. Green, Oroville.
Consul for Oroville, Cal.—C. E. Kusel.
Hotel for Exeter, N. H., "Gorham Hall,"



ABBOT BASSETT, Secretary-Editor.

LEAGUE OFFICERS.

PRESIDENT.—T. J. Kirkpatrick, Springfield, Ohio.

VICE PRESIDENT.—H. W. Hayes, 103 State St. Boston, Mass.

TREASURER.—W. M. Brewster, 309 Olive St., St. Louis, Mo.

SECRETARY EDITOR.—Abbot Bassett, 22 School St., Boston, Mass.

EXECUTIVE COMMITTEE.—T. J. Kirkpatrick, H. W. Hayes, Geo. Bidwell, 313 W. 58th St., New York City.

STANDING COMMITTEES.

MEMBERSHIP.—James R. Dunn, Massillon, Ohio; Dr. G. Carlton Brown, 40 Orchard St., Elizabeth, N. J.; Harry H. Hodgson, 13 Carondelet St., New Orleans, La.

RIGHTS AND PRIVILEGES.—C. H. Luscomb, 280 Broadway, New York; Winfield S. Slocum, *Herald* Building, Boston, Mass.; A. Moore Berry, 421 Olive St., St. Louis, Mo.

RULES AND REGULATIONS.—C. S. Butler, 293 Main St., Buffalo, N. Y.; W. W. Shure, 336 Navy St., Brooklyn, N. Y.; W. T. Williams, Norwich, Conn.

RACING BOARD.—Dr. J. H. Cooley, Plainfield, N. J.; W. M. Brewster, 309 Olive St., St. Louis, Mo.; Chas. H. Potter, 90 Superior St., Cleveland, Ohio; Gerry Jones, Binghamton, N. Y.; Sanford Lawton, Springfield, Mass.; Col. Geo. Sanderson, Scranton, Pa.

TRANSPORTATION.—Burley B. Ayres, 152 S. Hoyne Avenue, Chicago, Ill.; Fred. T. Sholes, Box 93, Cleveland, Ohio; Geo. R. Bidwell, 313 West 58th St., New York; W. S. Ball, 300 Main St., Buffalo, N. Y.

TOURMASTER.—W. S. Bomberger, Hagerstown, Md.

BUREAU OF INFORMATION.—A. B. Barkman, Chairman, No. 608 Fourth Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with STAMP FOR RETURN POSTAGE.

FOREIGN MARSHAL, Joseph Pennell, care of S. S. Morgan, Old Broad St., London, England, can be applied to for information regarding roads and routes abroad by intending tourists. Always enclose stamp.

THE Executive Committee has voted to call for a popular subscription from members and friends of the League, and it is issued this week. We commend the circular to each and every reader of the BULLETIN. We do not feel it necessary to add a word to what has been said, for we have great faith in the loyalty and interest of the members, and we feel assured that the call will meet with a liberal response.

REGARDING the financial condition of the League, we desire to say that the affairs of 1887 taken by themselves show a clear profit in favor of the League. If we had entered upon the year free from the obligations of previous years there would have been a surplus for the treasury, after close of the year's work.

MEMBERS who wish a change of address should send to the Secretary-Editor. He retains the conduct of the mailing list.

"NEW officers of the L. A. W. will be elected at Baltimore." — *Wheel*. There is truth in the foregoing, provided the annual meeting of the new National Assembly is held in Baltimore next February. If our esteemed contemporary will look up the law it will find that in adopting the new scheme of re-organization it is necessary that the present officials of the League hold over until the election of their successors next February by the National Assembly.

A CORRESPONDENT suggests a League straw hat for summer wear. The Boston Club introduced this idea in their club last year and carried it out with success. We commend the idea to outfitters.

WHAT business house would lay bare to the public gaze all the details of its business and the schemes which it is pursuing? The League is a business enterprise and must be run as such. If there are those who believe that there is something "fishy" in everything that is done by the Executive Committee, or any other committee, without the publication of all the details of the scheme in the paper, or giving them forth in public meeting, we have an idea that his ideas of business are not in harmony with common sense. Several questions were asked at the late New York meeting of the Uniform Committee and of the Secretary, which were not replied to as fully as they would have been had the questioner sought the information in a less public manner. A member of the League has certain rights, but among them is certainly not the right to know everything that transpires in the running of the League.

DEALERS report a boom in business and predict the best year yet. When business booms, so also booms the League, and 15,000 may be reached.

WE regret that the editor of the WORLD cannot see the wisdom of the call for a subscription. His plan to withhold funds from the Divisions is not in our opinion a wise one. The cry has been that the Divisions must have money to work with. The League has responded to the cry, and sent more funds in their direction. Withhold the money and no work can be done. The League has been crawling long enough. Let us throw off the burden of debt by one grand effort, and allow both League and Divisions to accomplish something.

A POPULAR SUBSCRIPTION.

The Executive Committee has been urged many times to call for a popular subscription from the members and friends of the League to relieve the organization from the burden of debt it has been laboring under. The committee has said that it would do this at the proper time. They now feel that the time has come. The outlook for the League is very flattering, and the committee feels that good work can be done if the incubus of debt is removed. The following circular has been sent to the Chief Consuls of the League, and it is published here so that it may reach the eyes of the membership and friends. The committee will gladly receive subscriptions from clubs or individuals, and duly acknowledge the same. They hope never again to make such a call, but they feel that it is imperative at this time:

BOSTON, March 15, 1888.

Dear Sir—The Executive Committee of the League of American Wheelmen desires to call your attention to the present and prospective financial condition of the organization, and they ask that you will co-operate with them in a measure looking towards a speedy relief from the embarrassment that the League is now under, which is but a continuation of that which has obtained for several years. The members of this Committee feel that the time has come for the taking of heroic measures to place the League financially upon its feet once more, that we may enter upon our work under the new plan of organization fully equipped for our duties. The League will stand very nearly out of debt on the first day of April. The Secretary-Editor assures us that he hopes to be able to pay the Divisions in full on that day, but his hopes are largely grounded on the payment of sums due us from advertising patrons, and he may be unable to do as he may wish to. If he were able to do so, there is still no money on hand to pay bills now in the hands of the Treasurer, and these should be met at once. It is just possible that we shall be able to free ourselves from debt very early in April, and stand clear before the world; but if we do this, it will be at the expense of what should be our working capital, and we fear that we shall go in debt before the close of the year. The great bulk of the League's income is derived from the dues of members, and this money is received during the first two months of the year. We have received a little short of $8,000 in the way of dues up to April 1, and of this sum the National Body gets $4,000. This money will have to be spent in making up the deficits of 1886 and 1887, and all that the League may depend upon for future income will be fifty cents per capita that comes to us. It is fair to suppose that we may get 12,000 members this year, or 4,000 more than we now have. These 4,000 members will give the League a little over two thousand dollars, for the Treasurer will get but fifty cents per member after the new plan is adopted, though until it is adopted the money will be divided as of old. Thus it will be seen that the national organization will have about $2,000 for its expenses for fourteen months, since under the new plan renewals are not due until May, 1888, four months later than usual. This sum is entirely inadequate to the probable demands on the treasury.

The Executive Committee has the choice between two plans: It can instruct the Secretary-Editor to withhold payment to the Divisions of all that is due them, thus making them creditors of the National Body, as they were in 1887, or it can call for a popular subscription. The League has been in financial straits quite long enough, and it behooves us to throw off the incubus. We must have money for the work in hand. We have decided that it is much the best plan to make an appeal to members for a popular subscription in our behalf. We ask that you bring this matter to the attention of your Division at once, and confer with the members relative to the best method of aiding us. We ought to have a sum equal to at least fifty cents per capita, and as much larger individual subscriptions as the generosity of donors may dictate. We leave it to your Division to decide whether or not they will vote a sum from the Division treasury, or call upon members for donations, or both. Our present income is large enough for our purposes could we have it all, but each year we see it melt away under the burning influences of debts we have inherited from former years.

Any and all sums of money should be sent to our Treasurer, Wm. M. Brewster, 309 Olive street, St. Louis, Mo. Fraternally submitted,

T. J. KIRKPATRICK,
H. W. HAYES,
GEO. R. BIDWELL,
Executive Committee.

PENNSYLVANIA APPOINTMENTS.

Chief Consul George A. Jessup wishes the following appointments of Consuls announced officially:

Reading—George Scheele, 810 Pine st., vice H. Crowther, resigned.

Susquehanna—A. P. French, vice T. A. Hayward, resigned.

Lancaster—Wm. S. Gleim, vice S. B. Downey, resigned.

Brownsville—E. S. Michner.

J. G. CARPENTER, Sec-Treas.

To Consuls New York State Division, L. A. W.

All Consuls of this Division are hereby re-appointed to Sept. 1st, 1888. GEORGE R. BIDWELL, Chief Consul.

MISSOURI APPOINTMENTS.

I have appointed the following Consuls, viz.:
Louisiana, J. C. Irwin.
Bowling Green, J. W. Edwards.
League Hotel for Bowling Green, the Palace Hotel. Rate, $2.00 per day; to L. A. W., $1.50 per day.

Fraternally, W. M. BREWSTER, C. C.

St. Louis, Mo., March 10, 1888.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 131—Total 49—8727.

BOSTON, March 23, 1888.

ARKANSAS—1—11.

Unattached.
17940 Smith, Sidney, Box 51, Pine Bluff.

CALIFORNIA DIVISION—1—394.

Bay City Wheelmen.
17941 Thompson, W. E., care Wells, Fargo Co., San Francisco.

DISTRICT OF COLUMBIA DIVISION—1—66.

Capital Cycling Club.
17942 Demaray, Edw. A., 1104 12th st., Washington.

ENGLAND—1—4.

C. T. C.
17943 Burr, Thomas Alfred, 10 Queen sq., W. C. London.

ILLINOIS DIVISION—2—484.

Illinois Cycling Club.
17944 Clement, A. M., 969 Munroe st., Chicago.
Unattached.
17945 Pursley, Willis, care Buckley, Pursley & Co., Peoria.

INDIANA DIVISION—2—161.

Terre Haute Bi. Club.
17946 Haring, Harry D., 1339 Chestnut st., Terre Haute.
Unattached.
17985 Dedrick, Walt. R., Jeffersonville.

KENTUCKY DIVISION—3—62.

Newport Bi. Club.
17947 Holmes, P. I., Newport.
Unattached.
17948 Miner, W. C., Maysville.
17949 Theal, A. N., Covington.

MARYLAND DIVISION—3—270.

Baltimore Cycle Club.
17950 Jacobson, A. W., 229 W. Lanvale st., Baltimore.
17951 Pennington, Dr. S.C., 337 No. Charles st., Baltimore.
17952 Tyler, Walter B., care S. E. Egerton & Co., Baltimore.

MASSACHUSETTS DIVISION—2—980.

Unattached.
17953 Mitchell, Wm. F., Hyde Park.
17954 Rockwood, E. E., Attleboro Falls.

MICHIGAN DIVISION—1—189.

Unattached.
7955 Heath, E. J., Ithaca.

MINNESOTA DIVISION—1—81.

Winona Cyclists.
17956 Wheeler, C. M., Winona.

MISSOURI DIVISION—5—272.

Eurota Bi. Club.
17957 Lewis, Wm. J., 3014 Morgan st., St. Louis.
Missouri Bi. Club.
17958 Hendel, Jesse A., 203 No. Ewing ave., "
17959 Wade, G. K. B., 3500 Morgan st., "
Unattached.
17960 Spiegelhalter, Fred., 1100 Chouteau ave., "
17961 Lamb, R. H., 1304 Union ave., Kansas City,

NEW JERSEY DIVISION—3—567.

Hudson Co. Wheelmen.
17962 Rolfes, Chas., 413 Bloomfield st., Hoboken.
Orange Wanderers.
17963 Taylor, Everett K., So. Orange,
Unattached.
17964 Townsend, C. H., Newark.

NEW YORK DIVISION—5—1879.

Unattached.
17965 Buchheit, Geo. J., 28 Carroll st., Buffalo.
17966 Burgess, J. H., Elmira.
17967 Henderson, J. S., 105 Greenwich st., New York.
17968 Johnson, Chas. R., 67 Rutger st., Utica.
17969 Luce, Chas. C., 41 Rutger st., "

OHIO DIVISION—2—685.

Unattached.
17970 Heidcamp, Frank A., 341 Main st., Cincinnati.
17988 Marvin, Geo. L., Andover.

PENNSYLVANIA DIVISION—10—1108.

Alpha Wheel Club.
17971 Jacobson, James, Bethlehem
Mountain Wheel Club.
17972 Denlinger, W. H., Philipsburg.
17973 Turnbach, C. E., "
Unattached.
17974 Bleakley, O. D., Franklin.
17975 Frazier, John P., "
17976 Kennerdell, Richard, "
17977 Snook, E. W., "
17978 Ewing, S. Blaine, Canonsburg
17979 Flegal, Harvey, J., Du Bois.
17980 Lowry, W. G., Clark.

RHODE ISLAND DIVISION—5—171.

Kent Co. Wheelmen.
17981 Blakeslee, Francis D., East Greenwich.
Pawtucket Bi. Club.
17982 Henry, Chas. W., 87 Garden st., Pawtucket.
Unattached.
17983 Jenks, Edwin L., 218 Broad st. "
17984 Phinney, C. F., 139 Pine st., "
17985 Sweet, Chas. F., "

WEST VIRGINIA DIVISION—1—25.

Unattached.
17986 Allen, A. S., Summit Point.

LEAGUE of AMERICAN WHEELMEN.

Membership, including Life, Renewals and Applications to List 150 inclusive.

BOSTON, Mass, March 16, 1888.

	Life.	Renew-als.	Appli-cations.	Total.	Total, inc. Life.
Alabama,	0	8	1	9	9
Arizona.	0	2	1	3	3
Arkansas.	0	8	2	10	10
California.	1	262	40	302	303
Colorado,	0	29	11	40	40
Connecticut,	2	356	25	381	383
Dakota,	0	10	0	10	10
Delaware,	0	26	11	37	37
Dist. of Col.,	0	64	1	65	65
Florida,	0	7	8	15	15
Georgia,	0	11	4	15	15
Illinois,	2	425	55	480	482
Indiana.	0	143	16	159	159
Iowa,	0	88	16	104	104
Kansas,	0	98	9	107	107
Kentucky,	1	49	9	58	59
Louisiana,	0	42	1	43	43
Maine,	0	101	4	105	105
Maryland,	0	238	29	267	267
Massachusetts,	5	887	86	973	978
Michigan,	1	168	19	187	188
Minnesota,	0	67	13	80	80
Mississippi,	0	0	1	1	1
Missouri,	1	250	16	266	267
Montana,	0	3	0	3	3
Nebraska.	1	71	2	73	74
N. Hampshire,	2	81	4	85	87
New Jersey,	1	541	22	563	564
New Mexico,	0	2	0	2	2
New York,	9	1698	167	1865	1874
N. Carolina.	1	4	0	4	5
Ohio.	0	619	64	683	683
Pennsylv'nia.	17	1063	78	1141	1158
Rhode Isl'nd,	2	142	25	167	169
S. Carolina,	0	1	6	7	7
Tennessee,	0	39	7	46	46
Texas,	0	19	4	23	23
Utah,	0	9	1	10	10
Vermont,	0	50	2	52	52
Virginia,	2	65	9	74	76
W. Virginia,	0	21	3	24	24
Wisconsin,	0	64	6	70	70
Wyoming,	0	4	0	4	4
Wash. Ter.,	0	1	0	1	1
Bermuda.	0	1	0	1	1
Canada,	0	6	1	7	7
England.	0	3	0	3	3
France,	0	0	0	0	0
Nova Scotia.	0	4	0	4	4
Switzerland,	0	1	0	1	1
	48	7851	779	8630	8678

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed.

P. O. Address,

Club,

City and State,

References:

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance, In January, February or March, enclose $2.00; in April, May or June, enclose $1.75; in July, August or September, enclose $1.50; in October, November or December, enclose $1.25.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

Lord Bury, President N. C. U.—"I have very great pleasure in saying that your "ROVER" is a very perfect machine."
THE "ROVER" has set the fashion to the world.—The Cyclist.
THE "ROVER" is one of the happiest ideas that have evolved from the mind of maker.—Bicycling News.
THE "ROVER." The fastest 50 miles ever ridden on the road was on the "Rover."—The Cyclist.
THE "ROVER" has reached the States, and is favorably received in Boston.—Tri. Journal.
THE "ROVER" Starley and Sutton are having their expectations realized.—Bicycling News.
THE "ROVER." On this machine some startling speed rates may be look for.—Bazaar.
THE "ROVER," Worthy of the high reputation enjoyed by this firm.—Illustrated Sports.
THE "ROVER" has covered the longest distance in the hour on the road.—The Cyclist.
THE "ROVER" has been attended by an enormous amount of success.—Athletic News.
THE "ROVER," For night riding its equal would be hard to find.—Bicycling News.
THE "ROVER" has proved its worth.—Illustrated Sporting and Dramatic News.
THE "ROVER," We have the highest opinion of this machine.—Irish Cyclist.
THE "ROVER" shows to what perfection cycling has arrived.—Court Journal.
THE "ROVER" is easy, comfortable, safe and a good hill climber.—Invention.
THE "ROVER" is extremely easy and pleasant.—Cassell's Family Magazine.
THE "ROVER" is quite free from the vice of side-slipping.—C. T. C. Gazette.
THE "ROVER" is the best and safest of all the Safeties.—Bicycling News.
THE "ROVER" is the best hill climber on the road.—The Presbyterian.
THE "ROVER" is built on the soundest of principles.—Weekly Budget.
THE "ROVER" is speedy, comfortable and safe.—Colonies and India.
THE "ROVER" is the King of Safeties.—Irish Cyclist and Athlete.
THE "ROVER" continues to merit my warmest confidence.—Health.



THE "ROVER" is a wonderful machine.—Hardware Trade Journal.
THE "ROVER" on which record was so badly beaten.—The Cyclist.
THE "ROVER" is very fast and safe to a degree.—C. T. C. Gazette.
THE "ROVER" attracts a great amount of attention.—Bell's Life.
THE "ROVER" was, of course, well to the fore.—Land & Water.
THE "ROVER" is a very excellent machine.—Colonies and India.
THE "ROVER" runs with remarkable steadiness.—The Bazaar.
THE "ROVER." We always use a "Rover."—Tricycling Journal.
THE "ROVER." The 100 mile race was marvellous.—Citizen.
THE "ROVER" is the fastest and safest machine.—Knowledge.
THE "ROVER" This machine is *par excellence*."—Knowledge.
THE "ROVER" presents many features of interest.—Health.
THE "ROVER" is a splendid hill climber.—Bicycling News.
THE "ROVER" is a sterling machine.—English Mechanic.
THE "ROVER" is exceedingly well received.—Ironmonger.
THE "ROVER" proved to be as fast as predicted.—Field.
THE "ROVER" is learned in ten minutes.—Irish Cyclist.
THE "ROVER" now so well known.—Bicycling News.
THE "ROVER" does not slip sideways.—The Cyclist.
THE "ROVER" is a perfect beauty.—Cycling Times.
THE "ROVER." The success of the year.—Bazaar.
THE "ROVER" A most luxurious vehicle.—Youth
THE "ROVER" is a perfect demon.—Wheeling.

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COVENTRY.

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17 Kingston Street, BOSTON, MASS.,

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Our **Knee Pants** and **Full Body Tights** are the admiration of all who wear them, the introduction of our **New Suspensory Pocket** and reinforcement giving ease and comfort to the wearer, and are great promoters of health, and highly recommended by Eminent Physicians and Professors of Physical Culture.

Our **Bicycle Hosiery** is made of fine **Worsted Stock, Glove-fitting,** and to match the shades of our garments. Those we are now introducing of **Linen Fashioned Soles and Toes,** are a great comfort in warm weather, and very durable.

The TRADE will find it decidedly for their interest to do busintss with us. Our prices are very reasonable. Correspondence solicited.

Send for our Circular. **KINGSTON KNITTING CO.**

The "BEST" Bicycle Whistle.



This Whistle is pronounced by all Cyclists to be the most convenient,

Loudest and "Best" call on the market.

The mouth piece is so constructed that it can be held easily in the mouth, and with little effort will produce a loud sound.

PRICE, 25c. EACH. Discount to Dealers.

WHITTEN & CO., Providence, R. I.

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Of all kinds a specialty. Send for estimate. The largest stock of parts in the United States for repairs of all kinds. Cash paid for old wheels. Send for catalogue of American Wheels.

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100 Sudbury St., Boston, Mass.

SPADE HANDLES!

To fit any Bicycle - - $2.50.

Improved for 1888; making the most popular Handle on the market.

C. W. SPINNEY, Fitchburg, Mass.



SECOND-HAND GUNS AND REVOLVERS
TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio,** for largest List of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

THE POPE MFG. CO. CORDIALLY INVITES CYCLERS AND THOSE INTERESTED IN CYCLING TO CALL AT ITS WAREROOMS, 79 FRANKLIN ST., BOSTON; 12 WARREN ST., NEW YORK; 291 WABASH AVE., CHICAGO; AND AT ITS AGENCIES IN EVERY IMPORTANT PLACE, TO

INSPECT COLUMBIA

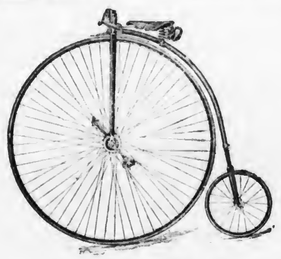
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RUDGE

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The many tried and valued features of this reliable make, and the large number in use, is a sufficient recommendation to intending purchasers. See it before buying. Catalogue now ready.

H. M. SABEN,

152 Congress Street, Boston.

Is there an agent for the RUDGE in your vicinity? If not apply as above.

FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

L. A. W. U.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
5 cents a copy.

BOSTON, 30 MARCH, 1888.

Volume XVI.
Number 22.

OF COURSE NOT.

The riding public ask why the makers of Victor Cycles don't advertise a list of second-hand bicycles. It is generally the case that when a maker has a hard time getting rid of his stuff he will trade the said stuff for old wheels, and we suggest that when makers are found largely in this business it is a strong evidence that the wheel they make is not "appreciated."

The makers of the Victors are happy to say that riders do appreciate their wheel, and hence that they are enabled to dispose of the wheels for coin. The reason we do not trade for other maker's wheels is because

WE * DON'T * HAVE * TO.

THE CLARK CYCLE COMPANY

(Successors to SAMUEL T. CLARK & CO.)

BALTIMORE, MD.

Write for Our 1888 Catalogue.

New Rapid Roadster,

New Rapid Light Roadster,

New Rapid Safety,

QUADRANT TRICYCLE, No. 8, for Gentlemen,

Quadrant Tricycle, No. 14, for Ladies and Light Gentlemen,

Quadrant Tandem, No. 15. Two Ladies can ride.

We desire to announce to the trade that we have secured United States agency for Jos. Lucas & Son's goods, including the celebrated

KING OF THE ROAD LAMPS,

and shall be pleased to give quotations.

Agents Wanted for our Cycles and Sundries in unoccupied territory.



A United States Letter-Carrier on the Volunteer Columbia.

BICYCLING WORLD AND L. A. W. BULLETIN. PLATE No. 1.

You May be Interested in This.

I shall make a specialty of renting Bicycles, Tricycles and Tandems this season, and shall offer only the best wheels in perfect condition. The Columbia Light Roadster Bicycles, Veloce and Bicyclette Safeties, Columbia Light Roadster and Surprise Tricycles and Columbia Tandems will compose my road stock. I shall not rent second-hand wheels, but on the contrary my road wheels will be new and 1888 patterns. My pamphlet, giving terms and particulars, will soon be ready, and I should be pleased to mail a copy to any applicant.

I have received, in the way of exchange, a number of first-class **Second-hand Bicycles** during the past week, sizes 52 and 54, that I can offer at very low figures.

Correspondence promptly answered.

GEO. R. BIDWELL,

313 West 58th Street, New York.

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FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

FOR SALE—50-inch Columbia Light Roadster; full nickeled, ball bearings, spade handles, Kirkpatrick saddle. $99. C. A. CONOVER, Coldwater, Mich.

BARGAINS—Columbia 2-track Tricycle, $85.00; Humber Tandem, $150; both in excellent condition. Correspondence solicited. "CYCLE," 111 West 95th st., New York.

WANTED—A 45 or 48-inch Special 1887 Star. Address, "W.," Station G., Philadelphia, Pa.

WANTED—Columbia Tandem and Columbia Light Roadster Tricycle; will pay cash or give in exchange any new bicycle or tricycle that may be wanted. State condition, time in use and machine number. "R.," World office.

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20 Different styles, 20

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FOR THE STAR,
For Easy Coasting.

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Send stamp for list.

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FOR 1888.

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These Wheels preserve the beauty of the ordinary Wheel, with absolutely safety qualities, not to be overlooked by those who anticipate riding, and appreciated by all old riders.

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NEW MAIL.

Large Handsome Photograph for 10 cts. in stamps



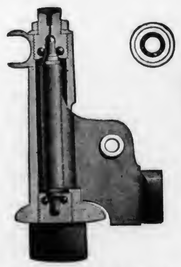
The New Mail is already having a remarkable demand.

A SUPERB LIGHT ROADSTER.

Get a Catalogue.

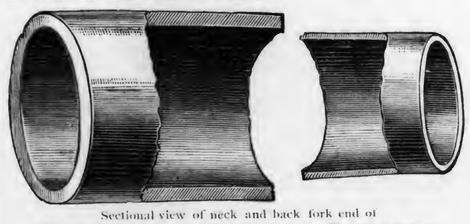
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Found in No Other Wheel.



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

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EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 30 MARCH, 1888.

AUSTRALIA wheels into line, and decides that a cycle is a carriage.

THE *Wheel* does not think it necessary to pry into Mr. Crist's affairs, as we suggested might be done when he goes to England. Neither do we, but the searchers after pure amateurs are not always confined to cases where it is "necessary" or desirable.

LONDON W. sends the following in answer to "Ratchet's" query in our last issue: "'Ratchet' makes a pertinent suggestion in connection with the price of cycles in this country as compared with that of England, and asks me to explain. The facts as they appear seem to carry their own explanation. Competition is not so keen here as abroad, and the trade is more controlled by royalties or patented devices and limited licenses. Probably when the tariff reformers take off, as I hope they will, the duty of 35 per cent. ad valorum now exacted on imported machines, prices will tumble materially, and when the field of manufacture is thrown open to the world, as it must be before many years, it will be found that America can produce as good cycles at as low a price as can England. To this time, riders—and proprietors of cycle papers—look forward eagerly."

IT is very funny to note in the English cycling press the difference of opinion on the action of the N. C. U. in regard to road racing. *Wheeling* calls it a "victory," and *Bicycling News* says the meeting was a "failure." It is, however, quite natural and in line with the condition of things "over there." Wherever you find *Bi. News* you can be sure that *Wheeling* will be on the other side. About a year ago, Mr. Hillier and Mr. McCandlish made an attempt to bury the hatchet, and for a time the condition of affairs was saccharine *ad nauseam*. The apparent permanent peace turned out to be a truce and now that is ended we find the hatchet is again exhumed, and the two papers are hammering away at one another as of yore. In the Kauffman championship these two papers are arrayed against each other. In it is a case of the "Etonswall" papers, as described by the immortal Pickwick all over again.

WITH this issue we present to our readers the first of a series of colored plates, which we think, when all are issued, will be of great value and interest to our readers. The series will contain portraits of Rowe, Bassett, Stevens, and other cyclists of note. It was our intention to have made Plate No. 1 the portrait of Rowe, but through a mistake our lithographer made on this plate, we were compelled to have same reprinted. This week, therefore, we present a handsome picture of one of Uncle Sam's postmen as he *should* appear in covering his route in the suburbs and country. It is, perhaps, the best one of the series with which to start—it suggests the methods whereby this paper goes weekly to its larger constituency. To flatten out these plates in cases where creased, lay the plate *face down*, put a damp cloth on back, and use a hot flat iron.

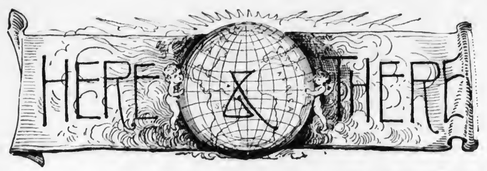
AND so the N. C. U. has decided that the better policy is to keep hands off road racing. At a meeting held March 8th, it was resolved:

"That the Union discourages road racing, and appeals to clubs to assist it by refusing to hold such races." The resolution also went on to say that the Union prohibits any of its officials from officiating or assisting at any road race, and "refuses to recognize records made on the road."

Practically this is the position taken by the L. A. W. on this momentous question. It remains to be seen whether the stand taken by the N. C. U. will tend to really discourage road racing in England. *Wheeling* looks on this as a great victory, as this paper has taken about the same position on this question in England that the WORLD has in America. The effect of the withdrawal of moral support to this branch of the sport will no doubt have its effect. It cannot help it. There is, however, a great difference between the meaning of the words "forbid" and "discourage," and we think the N. C. U. have done wisely in not insisting on the adoption of the former verb as their ultimatum on the indulgence in road racing.

THE "Mule," writing from Chicago, says: "Tom Roe has received a letter from a man named Huff, warning him that the race between Prince and McCurdy, in which Roe is supposed to be backing the latter to the extent of $15,000, has been fixed for his man to lose, and that no money has been put up by the Prince party, the stakeholder being in the swindle. Roe, however, denies that he has put up a cent, and says he was induced by someone to allow his name to be used, and that the party afterwards tried to persuade him to find the money, which he refused to do. There is a very bitter feeling here against the parties concerned in these cycling swindles, the general opinion being that if continued they will bring the sport into disrepute. Roe declares that for his part he has always acted fairly, but he will steer clear of such events hereafter, not relishing the severe criticisms he has, justly or unjustly, been subjected to. This is pleasing news, as Roe is a man who can and will do the sport a vast amount of good."——J. O. Blake, of Chicago, has left the John Wilkinson Co., and become associated with Spalding, who will find him a valuable acquisition.

THE Buffalo *Courier* has the following little complient to pay to two of our New England railroads: "Every bicycle rider in the country will be pleased to hear that the New York newspapers are denouncing in bitter terms the shameful treatment which the New York, New Haven & Hartford railroad accorded its stormbound passengers during the recent blockade In some cases they actually would have suffered from hunger, had not the farmers come to their relief. The bicyclers' interest in the matter lies in the fact that this line and its ally, the Boston & Albany, have won especial odium among them because they are almost the only important roads in the country that persistently refuse to carry baggage free when it chances to be in the form of a bicycle. A wheelman may ride from San Francisco to New York without paying a cent for the carriage of his machine, but it will cost him a dollar or two to take it from New York to Boston. The particular injustice of which he complains, however, is that he must pay fifty cents if he resorts to a train in order to avoid even half a mile in sand, so that touring in the region is attended with serious disadvantages. The New York city and New England wheelmen doubtless sympathize with the longing of the victims of the storm for a 'parallel line.'"



"GENTLEMAN JOHN."

THIS AND THAT.

I HAVE just finished reading "Our Sentimental Journey," the joint production of Joseph and Elizabeth Pennell, who have long striven along with certain of our number to maintain the tone of cycling. I must needs say that the Pennells have "out pennelled" themselves in this their latest production. I am the proud possessor of one of the "large paper edition," which numbers but 112 copies (I think), my book being numbered 25. It was only by diligent search that I succeeded in getting the book, and the Edinburgh publisher informed me that the rest had been all bought in London. Of course, the "small paper edition" is for sale in all the respectable bookstores, and everyone who likes a crisp and cheery narrative, descriptive of wheel touring, should at once go down in his inside pocket and buy a copy. There is no doubt about the success of "Our Sentimental Journey." Mr. P. promised me a copy, but I could not wait for it, and so had to buy one to satisfy my curiosity. I may say that my curiosity was satisfied, and my expectations realized. The pictures are good, and the language is of that quaint style (at the same time artistic and matter-of-fact) that has so often charmed us in the other works which owe their origin to the hand of our esteemed wheelwoman, Elizabeth Robbins Pennell. The preface is terse and humorous, and refers to Sterne, the author of the original "S. J.," and to Ruskin (the man with the copious flow of "best bad language" on the cycle question) in a most respectful and playful manner that amounts at times to genuine humor

"STEERSMAN" and "Aeolus," two Scottish cycling scribes are responsible for a new cycling periodical which was born to-day (March 7th); I forget its name. I wish the gentlemen well, and hope that they may not drop much money on the venture. I may be wrong, but I have often regarded a wheel paper as a first-class thing to put money into, but a real hard thing to get it out of again, unless some enthusiast with money and scant wit should come along in time to save the editor of the "cycling weekly" from the asylum or the poorhouse. There is nothing personal in the above paragraph, so gentlemen with sensitive toes need not blame me if I have inadvertantly trodden on them.

THE roads are *infernally awful* around Edinburgh at present, and the cyclists are (like hen's teeth) few and far between. Ordinary bicycles are fast going out here, and it is now a toss up between a Cripper and a safety, with the odds in favor of the safety.

As there is absolutely no news in this Scotch capital, I think I could do worse than end this epistle right here.

"IT was with mingled feelings" of relief and joy, that I saw that the *Bulletin* had become absorbed by the BICYCLING WORLD. Now that the twain have become one flesh, it is to be hoped that the combined efforts of Fourdrinier and Dean, with the aid of a loyal staff of correspondents, may not be without fruit. America has had an "abdomen full" of the little mushroom periodicals that, like Jonah's gourd, spring up with scant notice to prey upon the cycle trade. Gentlemen, don't. If you are going to give us a *paper*, do so, but let there be a little more *news* sandwiched in between the "puffs" than has been your custom. And such items as the following are daily growing in disrepute: "Kennedy-Child denies that he is about to become a benedict." "Harry Corey was the first man to climb Corey Hill, which immediately took his name and has kept it ever since." "John Wells wants to race Hal Greenwood up a mountain either for gore, glory, or gate receipts." "W. A. Rowe is a scorcher from Recordville." "Colonel Pope is no relation of the man that had a jubilee lately, and got a lot of nasty, uncomfortable cloth slippers." "Richard Howell is no relation of Howells, of *Harper's Magazine* fame. His name was given to him in recognition of the fact that *howls* are the only form of newspaper *wail* in which he gives voice to his personal grievances." "The Owl does not always sleep all day." "The rumor that the bicyclienne, Louise Armaindo, was again going to nauseate cycling America by her disgraceful performances is not without foundation."

THESE are the kind of items that have surfeited us and make us weary.

BUT there is an end to all things, and I must needs make one here. I made one before in this letter but wandered off again. There is such a thing as being as versatile as a kaleidescope, but you must agree that such an abnormal development of the bump of versatility is seldom desirable. If I am a little on the kaleidescope order you must excuse me on the ground that I am "built that way," and remember, "*poeta nascitur non fit*."

CLEVELAND.

"COMMODORE."

THE local wheelmen are alive and stirring, though the riding season has not really opened. Notwithstanding the wretched condition of the roads, however, and the unpropitious weather there are a few enthusiastic riders who keep their wheels in daily use, and runs of from ten to twenty-five miles in the country are of common occurrence. Captain Chubb, of the Ramblers and the Star Wheel Club, and one or two others will start in the regular season with six hundred odd miles to their credit. There will be no racing track here this year, the Cleveland Athletic Park Association having found their venture very unprofitable. But road riding has taken a boom.

THE "Rover" style of safeties, or "jiggers," as they are popularly called here, are growing in favor in this section. Messrs. Collister and Huntington, two of the most prominent riders in Ohio, have adopted them, and their example has been followed by many lesser lights.

AN effort has been made to induce the Cleveland Base Ball Association to build a third of a mile track on their grounds, but they are not inclined to take hold of the matter this year, as their expenses in strengthening the team have been very heavy. It is more than likely, however, that we will have a new track next year on the base ball grounds, which are within a mile and a half of the centre of the city, and very convenient of access.

A NEW and promising club has just been organized, which will probably absorb one or both the old organizations within the next twelve months. It is known as the Forest City Ramblers, and was formally inducted into the bicycling fraternity on March 17, with a charter list of thirty-one members. It is their intention to lay out routes all over Northern Ohio, put up sign boards wherever they are needed, and collect information for an elaborate road book to be published during the coming winter. Its projectors are all earnest and indefatigable riders, and as there are a thousand wheelmen in the city, the prospects of the new club are excellent. The uniform will consist of gray pants, coat, shirt and cap and black stockings. By a unanimous vote of the charter members it was decided to make the Ramblers a League club, so the L. A. W. will have an influential addition to its ranks.

NEW JERSEY NOTES.

"RATCHET."

ANOTHER club gone to pieces! This time it is the Monmouth Wheelmen, of Red Bank. This was at one time a very strong, popular and pushing organization, and had a membership of about sixty-five. The members seemed to have been gradually losing their interest, however, for some time past, and it was finally thought advisable to disband. A new club will be formed in a short time, and none but "workers" will be taken as members.

THE spring games of the Orange Athletic Club will be held 9 April.

A MOVEMENT is on foot to have Mountain avenue, from Belleville avenue to Montrose, macadamized.

QUITE a number of wheelmen intend to visit Baltimore in June, and in all probability many of them will go a-wheel.

THE South Orangites have decided to give their roads an overhauling. Hereafter an overseer of roads will be a fixture.

THE New Jersey Liberty Bill was signed by the Governor last week, and now our boys in South Jersey can "go for" the "road hogs."

THE bill authorizing the bonding of Bellville for $50,000, the entire amount to be used on road repairs, has passed the Senate, and only needs the signature of Governor Green to become a law.

"WHY is a store that doesn't advertise like Enoch Arden? Because it 'sees no sale from day to day'." This old chestnut is respectfully submitted to those men who "can't afford to advertise."

CHAUNCEY L. S. WALKER, 63 years of age; residence, Newark, N. J.; mount, 42-inch pony Star; began riding, winter of '86-'7; rides nearly every day in half-decent weather; good for 50 to 75 miles a day at almost any time. How will this answer for the "ancient list" of No. 5550? Next!!

IT has been agreed between the former owner and the purchasers of building plots on the property formerly leased by the New Jersey Cycling and Athletic Association, that the Roseville track shall not be disturbed this season. It may be obtained on reasonable terms for tournaments or athletic games. Some of our local base-ball clubs will use the diamond during the season.

"WHY doesn't the 'Alphabetical Association' secure the Roseville track for some Saturday afternoon—say the second Saturday in May—and run a tournament?" This query was put by a prominent cycler a few days ago, and it strikes me that the hint contained therein could be taken with advantage. There is an abundance of racing material in the clubs and some good sport could be furnished. And with the clubs located as they are—viz: in New York, Brooklyn, Jersey City, Elizabeth, Harlem, Westfield, and Passaic—it should be a comparatively easy matter to draw a crowd.

A SPLENDID chance for missionary work, on the part of a road improvement association, can be found in Jersey City. That city, with a population of about 160,000, has the most notoriously bad roads in this State. Just drop the amateur rule entirely; do away with anything like a racing board, and go in, heart and hand, for better roads, and in two years' time I predict that the membership of the L. A. W. will be nearer 20,000 than 10,000. Appoint a live committee in each State: instruct them to look up all the bad roads; let them study in what way they can best be improved, and the probable cost for same. Then let them join in with the horse-owners and together "ding-dong" at the proper authorities until they carry their point.

NEW ORLEANS.

"BI."

SNOW has no terrors for the Southern wheelmen. Two Sundays ago, while all Boston was buried 'neath a huge snow-drift, we New Orleans wheelmen, attired in our usual airy riding clothes, were skimming happily over the roads, the same as if there were no such thing as winter. On that particular Sunday, while all Boston was indoors hugging the grate, we boys were down the Gentilly roads at Schadwell's, rambling through fields of lettuce, cabbages, beets and artichokes—all nearly ready for the market; stopping, perhaps, to pluck a plump, juicy plum from off a well-loaded tree, or, perchance, a spray of sweet-smelling orange blossoms from this or that one of the two hundred trees which ornament the Schadwell field. Our sympathies go out to our brothers of the frozen North in the hour of their discontent; we're sorry for you, but then, such is the irony of fate.

WRITING of snow, orange blossoms, Sunny South, and the like, has put it into my head that if the League could contrive to have a mid-winter meeting somewhere in the South, it might prove a pleasant and taking feature with a goodly proportion of the membership. Say, for instance, if one was held in this city during Carnival week of next year, could not a special train for League members be made up, reduced rates, and better accommodation be obtained? The local wheelmen would, no doubt, do their share, and if each visitor were to bring his, or her, wheel, no doubt a combination of our Carnival pageants, orange blossoms, shell roads, entertainments, etc., would go towards making a pleasant epoch in the lives of the many Leaguerites fortunate enough to be able to leave a wintry climate for a warming under the Southern sky, and if the League has any meeting on hand for that season of the year, this hasty and disjointed scribble may furnish some one with an idea capable of much elaboration. Next year our Carnival festivities are to be on a much grander scale than ever before. They will extend over a whole week instead of two days, as heretofore, and it is safe to say that whether there is a League excursion or not, no one will regret their visit, or censure me for thus early mentioning the subject.

A REGULAR quarterly meeting of the State Division is fixed for Monday, April 9th, 7.30 P. M., at the rooms of the New Orleans Bicycle Club. There will be no individual notices sent out this time, an official notice through the WORLD AND BULLETIN being considered sufficient; consequently it behooves the local contingent to make a note of the date, time and place, and to carry it in mind. There should be no repetition of the January adjournment for lack of a quorum.

MALCOMB S. GRAHAM, of the Louisiana Cycling Club, has formally announced his readiness to meet the N. O. B. C. crack, C. B. Guillotte, whenever the latter puts his defi in proper form, and now if Guillotte is really anxious and sincere in his belief that he can again allow the Louisiana boy a 5-minutes handicap, and beat him in 5 miles, he has the opportunity accorded him. There'll be some lively running if the two do come together; it is safe to bank on that.

A GIGANTIC out-door festival is to occur during next month (April), being arranged by some of the city's most prominent ladies for the benefit of a local cause, and the wheelmen have been asked to lend their aid to the extent of indulging in a tilting (or ring) tourney. The fact is but little known as yet, but so soon as the arrangements are perfected, ye gallant cycler will get him a wooden stick, yclept a lance, hang up some rings, and by diligent practice endeavor, ere the eventful day comes round, to be certain of a sure eye, a steady hand, and speed enough to get through on time. May there be a big field of starters, and may every last one of 'em win lots of glory and experience—as they surely will!

PENNSYLVANIA.

"ARIEL."

THE first meeting of the delegates to the Associated Cycling Clubs of Philadelphia was held last Tuesday evening, at the club house of the Philadelphia Bicycle Club. The representation was was as follows: Philadelphia, W. R. Tucker and Edward Burt; Germantown, T. H. Wright and Frank Harris; Pennsylvania, W. D. Supplee and John A. Wells; Century, Thos. Hare and P. S. Collins; Tioga, Geo. D. Gideon and A. Howell; South End, S. Jackson, Jr., and J. L. Edwards. These gentlemen constitute the Board of Delegates. The objects of the association are: First—To encourage friendly relations between the wheeling clubs of Philadelphia, and to facilitate united action in matters affecting their interests. Second—To defend the rights of wheelmen, and to promote cycling interests in general, and local cycling interests in particular. A constitution and by-laws were adopted, and the following gentlemen elected to serve until January 31st, 1889: President, W. R. Tucker; Vice President, W. D. Supplee; Secretary-Treasurer, J. R. L. Edwards. After considerable discussion it was decided not to have a general run to the L. A. W. meet at Baltimore next June. The association adjourned to meet at the Germantown club house in May.

SPEAKING of Kolb reminds me that he and John C. Dotter, late of the *late* Ariel Wheel Club of Reading, will probably be seen in a novelty on the Lancaster pike this season. The latter has brought the Rucker tandem attachment, on which he and Will used to cavort, along with him, and Kolb proposes getting an open-head machine for the rear wheel. Briefly, as your better-posted readers are aware, the concern consists of two large wheels of the ordinary bicycle (from which the backbones and trailers have been removed) connected by an elliptical weldless steel tube, which has a universal motion knuckle-joint just forward of the rear wheel. It goes without saying that two experienced men can make it warm for any would-be scorchers, and the machine is a perfect demon on hills, both up and down. In fact, coasting must be tabooed, the speed is so terrific if the hill is of any length. I wonder that this type has not become more popular, especially for touring. There is perfect immunity from headers, and the luggage-carrying capacity is very great. Of course, like the Siamese twins, they must always "go together," and the thing requires a careful man on the rear wheel.

A SPECIAL meeting of the Pennsylvania Club will be called to take action in reference to the proposed improvement and extension of their new club house this spring. They are very much cramped for wheel room, and must arrange for future additions to the roll.

OVER five thousand people crowded the Elite Rink last night to witness the closing scenes in the six days', four-hours-per-day, race between Louise Armaindo and Noremac and Vint, the pedestrians. The combined scores of these two were counted against Miss Armaindo's, and they started in at a lively gait to increase the lead of six laps for the five nights. Knapp began pacing Miss Armaindo at ten o'clock, and as long as he was on the track she gained on the pedestrians; but it was too lively a pace to hold, and at 11.30, when the race ended, the pedestrians had won by a combined score of 328 miles, 22 laps, against 326 miles, 18 laps, for Armaindo.

ON the last evening of the professional races, week before last, Whittaker rode two exhibition laps from a flying start, by request. According to three stop watches he rode these at the remarkable rate of 2.23 3-4 for the mile, one of the laps being ridden in about twelve seconds.

THE loss of Mr. Isaac Thompson, of the Pennsylvania Club, who died from blood poisoning, resulting from a splinter of wood being driven into his foot, will be keenly felt by all his fellow-members. His name was one of the oldest on the club roll.

DETROIT.

"TRUE TANGENT."

DETROIT being a lively cycling centre, one would naturally think you ought to have had a regular correspondent here long ago, however, it is never too late to mend. The proposed new constitution for the League has excited considerable interest in this locality, and is generally received with favor. There will probably be quite a good representation from Michigan at the convention in Baltimore. Among those intending to go may be mentioned, Chief Consul J. H. Johnson, B. J. Holcomby and C. H. Smith, of Detroit, and J. E. Beal of Ann Arbor.

THE rivalry between the racing teams of the State promises to be more earnest this year than ever before, and Detroit confidently expects to have a team fully able to successfully meet all comers.

THE question of a successor to Chief Consul Johnson is already being discussed, and as Mr. Johnson positively declines a re-election, several names have been mentioned for the office. Although there is a strong desire on the part of some to have the office located in Detroit, yet many are of the opinion that Mr. J. E. Beal of Ann Arbor is the man who should have the position. Mr. Beal has faithfully served the Division in the capacity of Secretary-Treasurer for nearly three years, is a thorough gentleman, well posted, has time and means at his disposal, and commands the respect and confidence of all who know him. The only thing that can be urged against Mr. Beal's candidacy is the fact that he *does not* reside in Detroit. He has surely earned the promotion, and will be able, I think, to be of more service to the Division than any other man that can be elected.

ST. LOUIS.

"LINNEUS."

CHIEF CONSUL BREWSTER got back from New York, and is brim-full of news regarding the Board of Officers' meeting. He had a nice trip, and spoke encouragingly of the coming season as being the most prosperous the League and cycling has yet seen. The settlement of the Wells' difficulty is favorably spoken of on all sides, and League members are happy that this bone of contention is settled for good, as they do not think that Mr. Wells will make the unwise break to run for representative again.

THE next entertainment of the Missouri Bi. Club takes place Thursday, April 5, and will be a "Fool Party." This will be the final entainment of the season. The arrangements are as yet kept dark, but will be very complete, and all that attend will have an enjoyable time.

ONE of the hardest League workers in the states is Ed. L. Mockler, the gentlemanly Secretary of the Cycle Club, and representative of the 5th district. Ed. is always on the look out for new members, and through his individual exertions, secured a large part of the present members of his club.

THE proprietor of the Western Hotel, the League Hotel, at Ballwin, has had a League Hotel sign painted and hung in a prominent position in front of his hostelry. This is the first sign of the kind in Missouri, and is a very significant sign of the times—more will be sure to follow. No more will the cry be heard, "Not an official sign in the State."

THE Cycle Club will have to vacate its present quarters at the end of the present month, as the proprietors of the Natatorium require their rooms, and the upstairs hall as well, for the convenience of bathing. They held a meeting Monday, March 19, and a committee was appointed to secure quarters, and the club will either build or rent such a house as its present large membership demands.

CONSUL PARSONS, of Edina, Mo., has made arrangements with the *Independent*, their local paper, to publish improved road articles and is paying for it out of his own pocket at a special low rate. This is exceedingly liberal on Mr. P.'s part, and he deserves the thanks of the whole League for his efforts. He writes, that the paper would have inserted the articles free if they were contained in plates. This is a pointer for League officers: Have some standard road articles electrotyped as early as possible.

THE riding season opened up here in earnest Sunday, March 18. The day was beautiful, and with a temperature of about 62 degrees, made riding very comfortable. The Cycle Club had a run called to Ballwin, twenty-one miles away, to which nineteen of their members responded. For the initial run of the season the Ballwin run is decidedly tough, and some of the tender feet were rather tired after getting there. The Missouri Club had no regular run announced, as Captain Lewis thought the roads would not be in a rideable condition on account of the recent heavy rains. The Manchester road was simple perfection, however, and three of the Missouri's men joined the run. The following took part in it: Messrs. Wylie, Bates, Clark, Lee, Husck, Jordan, Carlin, Klipstein, Hildebrand, Mockler, Holm, Sanders, Wagner, Greenwood, Tivy, Mason, Lindell, Bob Gordon and Oellein. On the way back to the city the party stopped at Son of a Gun Hill, and saw Greenwood climb it twice. Others tried it, but all failed. If Hal does not make Wells weary, then we are much mistaken.

THE Board of Officers of the Missouri Division held a meeting Tuesday, March 21, at the Missouri's club house. After discussing various plans to increase the League membership it was decided to print a circular setting forth fully the objects of the League, and its claims for patronage. This will be distributed among the unattached, and some good is expected to result therefrom. At this meeting C. C. Brewster read a circular which was addressed to all the Chief Consuls, relative to their bringing before the Division Board the financial status of the League. As the National body will not receive any funds until June, 1889, and the Executive Committee having decided to pay off all the League's debts at once with the balance now on hand, it will be seen that the League would be without its working capital, and to cover this the division decided to issue a call for voluntary subscriptions. It is to be hoped that members will at once respond liberally. If each member contributes 50 cents ample funds will be secured; the League will be on its feet, and with money in its treasury will not have to plead poverty to every call for aid.

LONG ISLAND NOTES.

"WING-FOOT."

SINCE the ratification of the consolidation of the Brooklyn and Ilderan Clubs the combination have done little beside talk "house," and if the views of the club architect are carried out IT will be second to none in the world. The site will be near their present quarters, on either Hanson place or South Portland avenue, and the estimated cost is near twenty-five thousand dollars. The combined membership is very large, and should approach one hundred and fifty by the opening of the riding season.

THE blizzard is a chestnut by this time, but I should like to call attention to the fact that it caught Czar Corbin down beyond Jamaica and kept him there two days as a sort of retaliatory dispensation for having refused any concession to wheelmen on his road, again showing the allwise justice of Providence, and that the very forces of nature are on the side of the true and the beautiful.

APROPOS of this matter of transportation on Long Island, I should like to call the attention of those in power to what I said last week concerning legal redress. It seems to me that there could hardly be a more fit occasion for the exercise of our combined resources. There exists here a crying evil, having under its influence a large proportion of the League membership in this State; we have shown what can be done in the way of legislation; are we to submit quietly to being imposed upon, with no hope of a change, merely because of a peculiar personal bias existing in the mind of one man?

IT doesn't look as though the opening record to Babylon would be made this week. I know of several who intended to try it on Sunday, March 12, but were prevented by various reasons, although the roads would have permitted it at that time. Babylon wasn't heard from between the Sunday night of the storm and Thursday, being completely snowed in, or rather, out.

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DETROIT.

"TRUE TANGENT."

DETROIT being a lively cycling centre, one would naturally think you ought to have had a regular correspondent here long ago, however, it is never too late to mend. The proposed new constitution for the League has excited considerable interest in this locality, and is generally received with favor. There will probably be quite a good representation from Michigan at the convention in Baltimore. Among those intending to go may be mentioned, Chief Consul J. H. Johnson, B. J. Holcomby and C. H. Smith, of Detroit, and J. E. Beal of Ann Arbor.

THE rivalry between the racing teams of the State promises to be more earnest this year than ever before, and Detroit confidently expects to have a team fully able to successfully meet all comers.

THE question of a successor to Chief Consul Johnson is already being discussed, and as Mr. Johnson positively declines a re-election, several names have been mentioned for the office. Although there is a strong desire on the part of some to have the office located in Detroit, yet many are of the opinion that Mr. J. E. Beal of Ann Arbor is the man who should have the position. Mr. Beal has faithfully served the Division in the capacity of Secretary-Treasurer for nearly three years, is a thorough gentleman, well posted, has time and means at his disposal, and commands the respect and confidence of all who know him. The only thing that can be urged against Mr. Beal's candidacy is the fact that he *does not* reside in Detroit. He has surely earned the promotion, and will be able, I think, to be of more service to the Division than any other man that can be elected.

ST. LOUIS.

"LINNEUS."

CHIEF CONSUL BREWSTER got back from New York, and is brim-full of news regarding the Board of Officers' meeting. He had a nice trip, and spoke encouragingly of the coming season as being the most prosperous the League and cycling has yet seen. The settlement of the Wells' difficulty is favorably spoken of on all sides, and League members are happy that this bone of contention is settled for good, as they do not think that Mr. Wells will make the unwise break to run for representative again.

THE next entertainment of the Missouri Bi. Club takes place Thursday, April 5, and will be a "Fool Party." This will be the final entainment of the season. The arrangements are as yet kept dark, but will be very complete, and all that attend will have an enjoyable time.

ONE of the hardest League workers in the states is Ed. L. Mockler, the gentlemanly Secretary of the Cycle Club, and representative of the 5th district. Ed. is always on the look out for new members, and through his individual exertions, secured a large part of the present members of his club.

THE proprietor of the Western Hotel, the League Hotel, at Ballwin, has had a League Hotel sign painted and hung in a prominent position in front of his hostelry. This is the first sign of the kind in Missouri, and is a very significant sign of the times—more will be sure to follow. No more will the cry be heard, "Not an official sign in the State."

THE Cycle Club will have to vacate its present quarters at the end of the present month, as the proprietors of the Natatorium require their rooms, and the upstairs hall as well, for the convenience of bathing. They held a meeting Monday, March 19, and a committee was appointed to secure quarters, and the club will either build or rent such a house as its present large membership demands.

CONSUL PARSONS, of Edina, Mo., has made arrangements with the *Independent*, their local paper, to publish improved road articles and is paying for it out of his own pocket at a special low rate. This is exceedingly liberal on Mr. P.'s part, and he deserves the thanks of the whole League for his efforts. He writes, that the paper would have inserted the articles free if they were contained in plates. This is a pointer for League officers: Have some standard road articles electrotyped as early as possible.

THE riding season opened up here in earnest Sunday, March 18. The day was beautiful, and with a temperature of about 62 degrees, made riding very comfortable. The Cycle Club had a run called to Ballwin, twenty-one miles away, to which nineteen of their members responded. For the initial run of the season the Ballwin run is decidedly tough, and some of the tender feet were rather tired after getting there. The Missouri Club had no regular run announced, as Captain Lewis thought the roads would not be in a rideable condition on account of the recent heavy rains. The Manchester road was simple perfection, however, and three of the Missouri's men joined the run. The following took part in it: Messrs. Wylie, Bates, Clark, Lee, Husck, Jordan, Carlin, Klipstein, Hildebrand, Mockler, Holm, Sanders, Wagner, Greenwood, Tivy, Mason, Lindell, Bob Gordon and Oellein. On the way back to the city the party stopped at Son of a Gun Hill, and saw Greenwood climb it twice. Others tried it, but all failed. If Hal does not make Wells weary, then we are much mistaken.

THE Board of Officers of the Missouri Division held a meeting Tuesday, March 21, at the Missouri's club house. After discussing various plans to increase the League membership it was decided to print a circular setting forth fully the objects of the League, and its claims for patronage. This will be distributed among the unattached, and some good is expected to result therefrom. At this meeting C. C. Brewster read a circular which was addressed to all the Chief Consuls, relative to their bringing before the Division Board the financial status of the League. As the National body will not receive any funds until June, 1889, and the Executive Committee having decided to pay off all the League's debts at once with the balance now on hand, it will be seen that the League would be without its working capital, and to cover this the division decided to issue a call for voluntary subscriptions. It is to be hoped that members will at once respond liberally. If each member contributes 50 cents ample funds will be secured; the League will be on its feet, and with money in its treasury will not have to plead poverty to every call for aid.

LONG ISLAND NOTES.

"WING-FOOT."

SINCE the ratification of the consolidation of the Brooklyn and Ilderan Clubs the combination have done little beside talk "house," and if the views of the club architect are carried out IT will be second to none in the world. The site will be near their present quarters, on either Hanson place or South Portland avenue, and the estimated cost is near twenty-five thousand dollars. The combined membership is very large, and should approach one hundred and fifty by the opening of the riding season.

THE blizzard is a chestnut by this time, but I should like to call attention to the fact that it caught Czar Corbin down beyond Jamaica and kept him there two days as a sort of retaliatory dispensation for having refused any concession to wheelmen on his road, again showing the allwise justice of Providence, and that the very forces of nature are on the side of the true and the beautiful.

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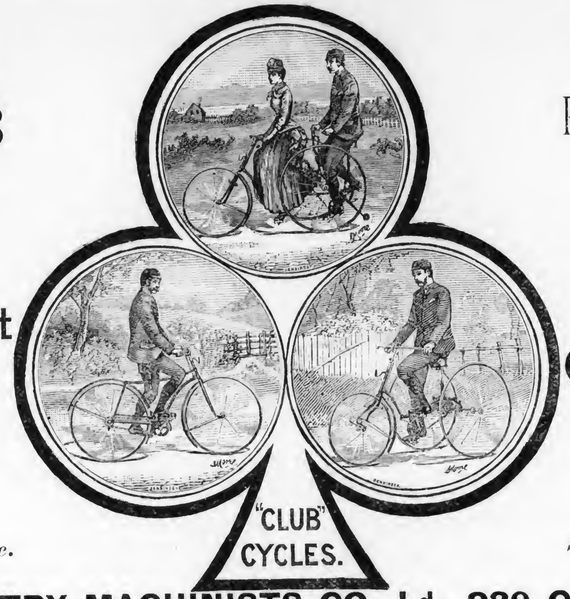
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LOOK OUT FOR NOVELTIES

ON ALL GRADES OF WHEELS.

NEWS AND COMMENT.

"London W." has taken to canoeing. Don't think from this that he has given up cycling, for he has not. But hereafter he will divide the joys to be gotten out of this life between canoeing and cycling. He has kindly invited us to share the aquatic joys. We have accepted, and we are now preparing ourselves in a neighboring natatorium for the ordeal we expect to pass through.

We hear that Woodside has changed his mount. Instead of the Rudge he will hereafter propel a New Rapid.

A word to the wise: The bicycle thief has "broken out" again. Look out for him and put him where he belongs.

Lynn comes to the front and scouts the idea that Crocker can get away with Rowe at any distance, be it long or short.

We understand Jack Rogers was in the Hub the early part of this week. We feel slighted—he did not favor us as usual.

Editor Corson of the *Star Advocate* warns us to be prepared for a surprise. All right, Corson, we are braced. Let her go!!

The Sunday *Item* of Philadelphia quotes the *League Official Gazette*. We would like to know where that paper is published.

The professional championship of Australia is held by Webard, who lately beat Clarke two out of three races for £25 a side and the championship.

It seems that Engleheart, in his great race with Rowe on Easter Monday, will ride an ordinary machine and not a Safety, as originally supposed.

It is quite possible that the "genial" A. K.-Child may blossom out in the bicycle business again. We understand "negotiations" are pending somewhere.

Puck suggests the following, and we know that *Puck* will be glad that we indorse the sentiment. It says: "Consolation race—women—moral, go and take a header."

They cannot get Safety bicycles down in Rhode Island fast enough, and this in face of the fact that we were told a year or two ago that the Safety craze was a passing "fad."

In this issue we present a cut or the ladies' bicycle, and a description of same. This form of frame is a novelty in this country, though in England it has been in use some time.

We should not be a bit flustrated if we were to hear that Pack Jrince and A. CacMurdy were to run a race for $2,527,235.29 a side. There is nothing like big money and square racing.

A German paper with an unpronounceable name has discovered that the "Roadsculler" is a machine for riding on land as well as water. We have to go to Germany to learn lots of things.

There is no time like the present. We address this remark to all riders who have second-hand machines for sale. We would respectfully suggest as a medium the columns of this paper.

"Senator" Morgan is trying to revive the defunct and decayed Professional Union. We doubt whether the "Senator" will make much headway as his field for securing membership is very limited.

The dispute as to who is the best hill climber is likely to widen into a challenge from the Missouri Club to the Pennsylvania Club for a road race between teams from these two representative clubs.

The British family of Cyclist's Journals has lately had an addition, and they call it *The Scottish Cyclist*. We welcome the new arrival, and hope that it will soon be as fat and thriving as its elder brethren.

Mr. Page does not admire Mr. Prial's notion that bicycles should be carried on the horse cars of New York City. We don't say the following to curry favor with Mr. Page, but we think Page is right—for once!

We came pretty nearly having a six-days' indoor tournament in Boston this month, but the unfortunate experience of the professionals in Philadelphia discouraged the management from making the experiment.

Richard Howell calls Woodside a "self-styled champion," and offers to ride him a mile race and give him a "reasonable" start. What Mr. Howell would call "reasonable" is an open question. It might arouse discussion.

The racing costume, as affected by certain racing men in Australia, is frowned upon by the modest antipodes as being "indecent." We have passed through the same qualms here, but utility seemed to get the best of outraged feelings.

Page, of the *Spectator*, has grown a foot because in the Overman Catalogue his paper has been put in alongside the World, and other amateur efforts. We are not proud, Page. We can stand it, but don't presume *too* much, you know.

"Twinkler," of Detroit, writes us a few notes as follows: Lovely weather here and good roads, which are duly appreciated by our wheelmen.——Capt. Jacobsen of the Detroit Club has returned from New Orleans.——Palmer Avenue will be paved with Asphalt. Next?

At last the cycling organizations are turning their attention to a useful and legitimate end. Road Improvement Associations are springing up in all parts of this country and England. This is as it should be, and every cyclist should give his moral, as well as financial aid to all kindred movements.

We want to go to Mexico, as we learn that they never have wind, rain, or snow, and that the roads are smooth and level, and hard as a board. Just think of reading such an item as this sitting in the shadow of a 16-foot snow bank, and in a climate as frigid, cold, and crushing as the sarcasms of Mr. Page. We mean Mr. Page of St. Louis.

The business and professional men of Louisville, Ken., are seriously looking as to the availability of the cycle, as a machine, for the despatch of their business. They say if the city fathers will only give them good streets, there are many of these professional men who would avail themselves of this improved method of locomotion.

The L. A. W. Division of Rhode Island has voted a $50 subscription to aid the National body. A paper for individual subscription was also opened. The Division will discountenance road racing, and it also passed resolutions condemning fast and reckless riding past horses and pedestrians, and other careless and discourteous conduct on the road.

The cyclists turned the tables on the cow-boys at the 6-days' tournament in London, which came to a conclusion last Saturday. The score stood at the close of the racing, 891 miles for the cow-boys, and 892 miles for the cyclists. Beardsley was taken violently ill just before the finish, but by mutual consent a man named Lane, hailing from Nebraska replaced the plucky Beardsley. Whether it was drugs or too much riding that knocked Beardsley out, report sayeth not. We would suggest a return match so that two out of three could be credited to the horsemen or to the wheelmen.

LADIES' BICYCLES.

"But what shall we do for the indespensable sex? For them there are tricycles, which are in all respects practicable on the road, only subject to the objection of increased size and weight, and also of a higher cast, which may be somewhat reduced hereafter by a larger demand, although the third wheel must always make the machine inferior to the bicycle. If any daring person inquires why ladies cannot ride the bicycle, he must address the inquiry not to Nature, which has interposed no objection, but to the same irrational conventionalism which has decreed to the female equestrian an ungraceful, inconvenient side saddle and a trailing robe that make her helpless while in her seat, and endanger her life as soon as unseated. True, she rides, but in spite of these obstacles—by dint of her wit and innate gracefulness; so she walks—on narrow soles and French heels. Give her—or rather, let her dare to take—for the occasion, not that terrible Bloomer, but some modification of sensible gymnasium or short dress, and she will quickly adapt it to satisfy all requirements of delicacy and grace, and will thus be able to mount this swift steed now awaiting her—a steed which fits well enough the Nature woman, but cannot make itself to fit skirt-civilization. The male biped will not willingly leave her behind on his multipedal steed, nor will she consent to be left."

This extract from an article of mine in *Lippincott's Magazine* for November, 1879—it really was in 1779, but out of regard for conventionalism, and in the certainty that your technical proof-reader would not allow the correct date to pass him, I have written it a century late, it being at least as long ago as 1779, measured on the cycling cycle—recurs to me just now. At that time, I had never trodden the pedal and knew considerably less of the subject than I have learned since; yet I may claim to have been a seer as to Fæmina and the two-wheeler, although I must confess I erred in looking to change in dress and not in machine, which *has* managed in part to "unmake itself to fit civilization." The Mme. Armaindo business is on record, without making a real exception: yet among my memories its a tale by a perfectly undoubted observer, who once saw a young girl slip out of a sumptuous suburban Boston villa and mount and ride away on the adulterated big bicycle, dressed in

propria que maribus, and clearly enjoying her stolen and dreadfully naughty sweets.

The first step towards emancipation of woman from her exclusion from cycling was the discovery that she not only could but must use a saddle, and the throwing away of the stupid "seat" in all its forms. With the decree that "the loop frame must go," at first seemed to come a new obstacle, in the central tube. The first maker to depress this tube below and out of the way of skirts was Singer, if my recollection is right, and for a year or two past there has been no lack of tandems which our skirted dears could manage. From any tricycle of "Cripper" type, and from any tandem with a depressed perch, there was only one step lacking to a bicycle which did not need to be ridden astride. The present small-wheeled type of bicycle, allowing the connecting frame to be shaped almost *ad lib.*, offered the opportunity, but there is no originality in the Washington machine (if I understand that), for ladies' bicycles of this type are more than a year old in England. [True.—Ed.]

As to ease of driving and managing, this must clearly have the advantage over the best tricycles, but I still have doubt as to the comparative neatness, although I note, with pleasure, the testimony from Washington as to the grace and apparent ease shown by the ladies who have already tried it. A tired, panting, perspiring, dishevelled, and muddied woman, per cycling, is an object hardly more comfortable to see than to be, to speak plainly; and, to me, nothing seems more inappropriate and reprehensible than any racing or "century" or "record" work by women. To ride cycles well and really successfully, women must ride with both real and apparent ease, and without bedragging with dirt and grease. How far they have been able to do this is the cycling point on which I am least informed, and hence I do not mean to imply that they cannot and do not comply with the utmost demands in this respect. But the demands are plain, and it is only within a year or two back that machines have been offered to women which began to dispense with the old abominable *weight*. To offer a woman, at best handicapped with a form of clothing whose impediments a man (bothered if the skirt of his winter overcoat wraps in the wind about his knees) does not realize, a clumsy wheelbarrow of a tricycle, weighing 100, 95, 90, 85, 80, or even 75 pounds, while the male rider, clad in trimest suit, goes off gayly on his bike, thinking himself half killed if it weighs over 40 pounds, is not only an outrage *per se*, but is offering a woman a stone to eat while men have soft biscuit. Woman simply *cannot* ride such crocks as have been offered to them. I trust better conditions are now at hand for them.

New York, March 22, 1888. JULIUS WILCON.

HOW TO PURCHASE A SECOND-HAND MACHINE.

We think a few hints on this most important subject, will be most timely for it is just about now, that the market for second-hand machines is very active. "Osric," a writer in the *Bicycling News*, gives some excellent points, and we gladly boil down his ideas for the benefit of our readers: "No machine that has not ball bearings to both wheels should be purchased in this time of progress. A cone bearing back wheel is always troublesome. Though the cones be the best, they at their tighest have generally a little play, and over rough roads are a source of misery to the rider and his companions by the infernal rattling which proceeds from that horrid back wheel. Ball bearings are the only remedy, and the absolute comfort of the rider depends on having a *ball back wheel*.

The next point is the running of the machine. To test this the left foot should be placed under back wheel, the head caught hold of, and thus the front wheel raised off the ground and gently turned. The wheel ought to run smoothly without noise, and should a loud ominous clicking or grinding be heard, it may be known that the forks are not properly fitted to the bearings, and cause friction. If the wheel runs stiffly, enquiry should be made as to its cause, for it is only natural that the seller will have the machine in the best possible condition. However, the running being satisfactory, the rim of the front wheel should be carefully watched as it turns. If the wheel deviate from its course, and wobble from side to side, it is out of true. I should advice all novices to leave such a machine alone, or else make strict enquiry into the cause, as it is often the case that the wheel has been buckled and simply tinkered up to sell. A wheel will always rise and fall as it turns, and no notice should be taken of this.

The next point is what is termed play. The mode of testing this is to hold machine by the head, take rim in hand, and shake wheel from side to side. If there be any rattle, then that is play. Seldom or ever is play present with ball bearings, but should that be the case, request can be made that the bearings be tightened up, and if the rattling continues, it may be settled there is something radically wrong—the ball worn or perhaps one gone. The back wheel should be tried in same manner as to trueness and play.

One of the greatest points of a machine which is generally overlooked, even by cyclists of some standing, is the *trueness of the back wheel with the front*. To test this the machine can be turned upside down—that is, the head and saddle rested on the ground—the backbone brought straight with rim of front wheel, and the back wheel in this position must be exactly in line with front, and if at an angle, which is very often the case, the bicycle is hardly worth purchasing. The head should also be closely examined, the screw loosened, the backbone taken out, and the centres (that is, the cones or points) well looked to, and notice taken of any wear, etc. All bolts should be tested, spokes consecutively tried, and looseness taken note of, as the rigidity of the machine greatly depends on their tension. Pedals are not generally considered in the stability of a machine. They are of three different kinds—ball, cone, and plain. Balls are, of course, the best, but it is seldom they are given with a cheap second-hand mount. Cone and plain are about equal as to their durability, but the latter to my thinking, are the easiest running, not being subject to locking as with cone."



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THE LADIES' DART BICYCLE.

SMITH NATIONAL CYCLE CO., WASHINGTON, D. C.

A great deal of interest and curiosity has been evinced by our readers of both sexes as to "what kind of a machine the ladies' bicycle is." We take pleasure in presenting this week a cut of the machine and a description thereof.



A glance at the above will show how the lines of the machine closely follow those of many of the Cripper style of tricycle, allowing for a natural and proper disposition of the skirts. The wheels are 30 and 24 inches. Instead of mounting from behind as ordinarily, the machine is mounted as follows: Mounting is accomplished while the machine is standing still and from either side. The pedal on which the "mounting foot" is to be placed is brought forward so that the crank is about parallel with the ground. By stepping over the reach with one foot on the ground and one foot on the pedal, *which is forward* of the axle, the rider is in position to mount. The handles are then grasped and the rider lifts himself by the foot on the pedal into the saddle; this movement also starts the machine ahead. A little practice soon gives anyone the hang of it. Dismounting is accomplished by stepping off forward from pedal nearest the ground, and when the lowest extremity is reached, is within four inches of the ground. Weight, all on, 38 pounds; price, with balls to head, pedals, wheels, and crank journals, $135.00. We also present below a cut of the Dart tandem bicycle.



The lady rides in front, and it is not necessary that she should know anything about balancing a bicycle, as the steering and balancing is all done by the man on the rear seat. The introduction of these two machines makes it possible for a lady to enjoy the pleasures of riding the narrow gauge type, and we have no doubt but that they will have a future. The machines will be on the market in about four weeks, and their advent will be duly announced in the advertising pages of this paper. The price of the tandem, balls all round is $200. The weight of the tandem is 70 pounds, all on.

"Nicele," of Cleveland, Ohio, writes us as follows: An item for the "Chestnut" column. The oldest member of the Star Wheel Club of Cleveland is not quite as aged as he will be after a while, but he is in his 43d year, and is entitled to enter the chestnut ranks. He has been an active rider but 3 1-2 years. In 1885 he made an estimated distance of 2400 miles, including one century run. During 1886, by cyclometer measurement, he covered 3401 miles, making 18 runs of over 50 miles. Last year, by cyclometer measurement, he rode 4749 miles, making 18 runs of over 50 miles, including one of 102 7-8. He tied for first place in a number of club runs! [If this keeps on, we shall begin to think that the "youngsters" will have no show at the long-distance records.—Ed.]

No. 4361, writing from Memphis, Tenn., says: "Speaking of aged riders, let me present my champion. I know of a rider who is forty-six years of age, and I'll wager a ticket to the League Meet that he can do a hundred miles on the road *every day in the week*, and attend church Sunday night by way of pastime. He has several times made his century with the youngsters, and he was not the first to cry "quit" on those occasions. Perhaps some of the boys who attended the Ohio Meet in '86 will remember this same old man. No. 5550 suggests a race at the League Meet. Not a bad idea by any means. Just get up the race, and I'll warrant that Tennessee will have a man not far from the front." [We scarcely think that a man of 46 should be classed as an "old" man.—Ed.]

We made a mistake last week in printing the number of the Kingston Knitting Co. as 17 Kingston street. Our readers will please take notice: the correct number is No. 27 Kingston street, and address their communications accordingly. This company make a very excellent line of tights for athletes, which are very popular among sporting people. It will be worth your while to send for their catalogue.



ABBOT BASSETT, Secretary-Editor.

LEAGUE OFFICERS.

President.—T. J. Kirkpatrick, Springfield, Ohio.

Vice President.—H. W. Hayes, 103 State St., Boston, Mass.

Treasurer.—W. M. Brewster, 309 Olive St., St. Louis, Mo.

Secretary-Editor.—Abbot Bassett, 22 School St., Boston, Mass.

Executive Committee.—T. J. Kirkpatrick, H. W. Hayes, Geo. Bidwell, 313 W. 58th St., New York City.

STANDING COMMITTEES.

Membership.—James R. Dunn, Massillon, Ohio; Dr. G. Carlton Brown, 40 Orchard St., Elizabeth, N. J.; Harry H. Hodgson, 13 Carondelet St., New Orleans, La.

Rights and Privileges.—C. H. Luscomb, 280 Broadway, New York; Winfield S. Slocum, *Herald* Building, Boston, Mass.; A. Moore Berry, 421 Olive St., St. Louis, Mo.

Rules and Regulations.—C. S. Butler, 263 Main St., Buffalo, N. Y.; W. W. Shaw, 336 Navy St., Brooklyn, N. Y.; W. T. Williams, Norwich, Conn.

Racing Board.—Dr. J. H. Cooley, Plainfield, N. J.; W. M. Brewster, 309 Olive St., St. Louis, Mo.; Chas. H. Potter, 69 Superior St., Cleveland, Ohio; Gerry Jones, Binghamton, N. Y.; Sanford Lawton, Springfield, Mass.; Col. Geo. Sanderson, Scranton, Pa.

Transportation.—Burley B. Ayres, 152 S. Hoyne Avenue, Chicago, Ill.; Fred. T. Sholes, Box 93, Cleveland, Ohio; Geo. R. Bidwell, 313 West 58th St., New York; W. S. Bull, 300 Main St., Buffalo, N. Y.

Tourmaster.—W. S. Bomberger, Hagerstown, Md.

Bureau of Information.—A. B. Barkman, Chairman, No. 668 Fourth Avenue, Brooklyn, N. Y. Inquiries from members regarding roads, routes, cycles, sundries or general information, will receive prompt attention when accompanied by name, address, and league number, legibly written, together with stamp for return postage.

Foreign Marshal, Joseph Pennell, care of S. S. Morgan, Old Broad St., London, England, can be applied to for information regarding roads and routes abroad by intending tourists. Always enclose stamp.

THE following on road racing is from the pen of the Secretary of the C. T. C. It is written in advocacy of the movement on the part of the N. C. U. to suppress this feature of our sport: "That road racing, if permitted, promises to end in the permanent curtailment of the liberties of the rational cyclist no thoughtful reader will deny for a moment, and it, therefore, behooves every delegate of the Union who values the liberties of the majority above the selfish claims of a small and irresponsible section of quasi-"scorchers," to be in his place, or, at any rate, to register his vote in favor of relegating these gentlemen to the cinder path, where, in the best interests of cycling, it is to be hoped they will remain."

THE Rhode Island Division is the first to respond to the call for a popular subscription by voting $50 from its treasury and starting a subscription paper for additional funds. This Division has very nearly reached the total of membership it had last year, and bids fair to make a good showing the coming year.

CHIEF CONSUL MEALY, of Maryland, is out with a recruiting circular, and hopes to have every wheelman in the State a member of the League when the organization knocks at its front door next June.

THE Massachusetts and Rhode Island Road Book is being sent out. It follows the general style of the New York book, though it has fewer pages. The routes are carefully noted, and many through routes are taken from other books. The book will be of great value to tourists, and it marks another good thing done by the L. A. W.

WITH this month closes the first quarter of the League year, and now, for three months, applicants should remit $1.75 for initiation fees and dues.

WE are receiving not a few applications for membership from those who allowed their membership to lapse. Those who are indignant with us for refusing their renewals at this late date, we respectfully refer to the rules. If they can move the rules, which dictate our action, they will find the Secretary very pliant. The man who pays the penalty for his laches with easy grace is a being whom we have a great admiration for at this time.

LEAGUE clubs may be represented by proxy at the Baltimore Constitutional Convention. Representatives from these clubs may cast up to fifty votes. Thus will the influence of League clubs be felt in the reorganization scheme.

FROM MR. SHRIVER.

Editor L. A. W. Bulletin:—Criticism is always easier than construction, and it would seem especially ungracious to criticise the work of the Re-organization Committee, which has been so carefully and well done. Yet I cannot pass without a word of protest the provision which would perpetuate in our proposed new constitution the pernicious system of filtering both power and responsibility through several hands, by means of electing one set of men, who are to elect another set of men, who are finally to choose the Executive officers. This sort of things has always either broken down in practice or has produced evil if really enforced. Instead of having the members elect a Division Board, who shall elect a National Assembly, who shall elect a President, etc., I for one can see no reason why there should not be a direct election of all these officers on the same original ballot.

One other alteration I would suggest. That we have sufficient independence to ignore arbitrary State lines, and form our Divisions in accordance with community of interests. Certainly it would be better if we should make, in our microcosm, the arrangement which would really be of advantage in the practical subdivision; and so far as wheelmen are concerned, establish a State of Manhattan. How far the same rule would apply in other sections is something to be determined by local interests; but there can be no reason why wheelmen living all their life under the same circumstances, but happening to have their residences on opposite sides of the Hudson River, should belong to separate divisions. On the other hand there is every reason why New York City and Brooklyn, Westchester, Richmond, Kings and Queens Counties in New York State, and Hudson, Essex and Union Counties in New Jersey, should be under the same Chief Consul and local Board, and so hold the same union in their cycling life as they already have in their commercial life. Under such an arrangement, Suffolk County, forming the eastern end of Long Island, would naturally be annexed to Connecticut, and all New York State above Peekskill would form a division by itself. E. J. SHRIVER.

IOWA DIVISION.

The spring meeting of the Board of Officers of the Iowa Division L. A. W. will be held at Cedar Falls on Tuesday and Wednesday, May 29th and 30th, 1888. On account of the postponement of the fall meet last year, it has been decided to make this a general meet of all members of the Division. An attractive programme will be arranged for the entertainment of all who attend by the wide awake wheelmen of Cedar Falls, and it is desired to make this the largest gathering of wheelmen ever held in the State. I sincerely trust that all League members, also unattached riders, will make their arrangements to attend.

Fraternally,
ROBT. L. THOMPSON, C. C. Iowa Div.
Muscatine, Iowa, March 24th, 1888.

CALIFORNIA DIVISION.

The annual business meeting of the California Division, L. A. W., was held in Mystic Hall, Red Mens, Building, 320 Post street, San Francisco, on Friday evening, Feb. 24th, 1888, Chief Consul Welch presiding. There were present 25 members in person and 12 by proxy. Minutes of last annual meeting and of the Santa Cruz meeting were read and approved. The Chief Consul then asked to be excused from reading his annual report at length, and gave a brief sketch of its principal points instead, promising to have it printed in full for distribution. The Secretary-Treasurer then read his report:

To the Officers and Members of the California Division, L. A. W:

Gentlemen—Herewith I submit the report of the Finance Committee, as follows:

Dr.

1887.		
Feb. 24.	To cash on hand	$20 90
May 2.	To half proportion of dues to March 14	55 00
June 8.	" " " "	55 00
Aug. 17.	Net proceeds from Santa Cruz meet Com	66 00
Dec. 31.	Interest on deposit in S. F. Savings Union	1 21
1888.		
Jan. 13.	Balance proportion dues for 1887	38 25
		$245 30

Cr.

1887.		
Aug. 17.	By Wagner and Ott medals	$40 00
Aug. 17.	By Pederson & Co. medals	119 05
	By balance cash on hand	38 25
		$245 30

The only outstanding demands against this balance are the printing and incidental expenses of this meeting.

On closing the membership lists for the year 1887, California stood credited with 343 members, distributed as follows:

First Representative District.

Los Angeles	15	Santa Barbara	6
La Panza	1	San Diego	3
Monrovia	1		—
Pasadena	2	Total	60
Riverside	2		

Second Representative District.

Belmont	3	San Mateo	3
Half Moon Bay	2		—
San Francisco	100	Total	108

Third Representative District.

Alameda	6	Santa Cruz	3
Berkeley	1	San Jose	21
Gilroy	1	San Leandro	2
Haywards	2	Watsonville	1
Livermore	2		—
Oakland	21	Total	63

Fourth Representative District.

Anderson, Shasta Co.	1	St. Helena	1
Cloverdale	2	Vacaville	3
Napa City	3	Willows	1
Oroville	9	Yreka	1
Sacramento	8		—
Stockton	20	Total	52

Since the list for 1888 opened inclusive of that for the week ending February 18th there have been five applications for membership, all from San Francisco, and 105 renewals; these latter are from the several Districts, as follows:

First Representative District.

Pasadena	1	San Diego	1
Pomona	1		—
Santa Barbara	1	Total	4

Second Representative District.

Half Moon Bay	1	San Francisco	57
San Mateo	2		—
		Total	60

Third Representative District.

Alameda	1	Santa Cruz	3
Berkeley	1	San Jose	1
Gilroy	1		—
Oakland	5	Total	12

Fourth Representative District.

Cloverdale	2	St Helena	1
Forbestown, Butte Co.	1	Vacaville	1
Napa City	3		—
Stockton	10	Total	18

and from persons who have moved to the State since 1st March, 1887, and whose addresses have not yet been furnished me by the Secretary-Editor, 13.

On the 7th inst. a circular to local Consuls was sent out from the office of the Chief Consul urging them to see to the forwarding of renewals from their respective localities. The reports received from some of these officials, together with the large renewal list of the Bay City Wheelmen, which is not included in the figures given above, as well as other renewals known to have been sent from this city, give us reason to hope that when the lists close on 1st March next, we will stand credited with no smaller membership than that with which we closed the year 1887.

The renewal season, it must be borne in mind, occurs at a most unfavorable time of the year, when there is the least activity among cyclists and when they are most unfrequently brought into communication with each other. This condition is general everywhere, and has been recognized, as you are aware, in the scheme of re-organization, which contemplates changing the expiration of the League year and the renewal season to the summer months.

All of which is respectfully submitted,

N. A. ROBINSON, Secretary-Treasurer.

Chairman Ireland presented of the Racing Board, reciting the business transacted at the various meetings during the year, the championships established, and the result of those contested, with the records passed upon and allowed.

Mr. Houseworth of the Committee on Rights and Privileges was happy to report that his committee had been called upon to resist no encroachments or the privileges of cyclists, and that its work for the year had been confined to canvassing the vote of election of 1887.

The completed road book was presented as the report of the Touring Board.

New business being next order, Mr. C. C. Moore, on behalf of the Oak Leaf Wheelmen, invited the Division to meet at Stockton on 4th July next.

On motion the invitation was accepted.

The Chief Consul was appointed to appoint a Committee consisting of one representative from each cycling club in the State to co-operate with the Oak Leaf Wheelmen in arranging for the annual meet.

On motion adjourned to meet at Stockton on July 4, 1888. N. A. ROBINSON, Secretary-Treasurer.

LOUISIANA MEMBERS, ATTENTION!

The regular quarterly meeting of this Division will be held Monday, April 9th, 7.30 P. M. at the rooms of the New Orleans Bicycle Club, No. 178 Baronne street. As several matters will be brought up, on which is desired a full and representative vote and opinion, the punctual attendance of each and every member is respectfully urged. RITCHIE G. BETTS,
Secretary-Treasurer Louisiana Division.
New Orleans, March 21, 1888.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 132—Total 40—8773.

BOSTON, March 30, 1888.

CALIFORNIA DIVISION—6—310.

Unattached.
17989 Kull, Alfred C., 16 Columbia Sq., San Francisco.
17990 Lancaster, James W., Pasadena.
18025 Morrison, J. W., Santa Ana.
18029 Reid, Ransom, "
18027 Vanderlip, Geo. G., "
18028 Vanderlip, John T., "

CONNECTICUT DIVISION—2—385.

Unattached.
18029 Munson, Fred B., Box 1173, New Haven.
17991 Terry, Edwin S., 46 Church St., "

DELAWARE DIVISION—1—38.

Wilmington Wheel Club.
17992 Fleming, Willard A., Clayton.

DISTRICT OF COLUMBIA DIVISION—3—69.

Unattached.
17993 Green, Edw., 1001 M St., N. W., Washington.
17994 Moses, G. H., 1411 G St., N. W., "
17995 Smith, Wm. E., 1827 Vermont Ave., "

IOWA DIVISION—1—105.

Unattached.
17996 Sherman, L. A., Dunlap.

MARYLAND DIVISION—3—273.

Baltimore Cycle Club.
17997 Quartley, Chris. G., 409 W. Mulberry St., Baltimore.
17998 Slothower, Harry, 305 Exchange Pl., "
Unattached.
18030 Reese, Robt M., 15 N. Charles St., Baltimore.

MASSACHUSETTS DIVISION—5—785.

Lowell Bicycle Club.
17999 Whittier, Stephen T., Hamilton Mfg. Co., Lowell.
Rovers Cycle Club.
18000 Nichols, Sam'l G., 600 Commercial St., Boston.
Unattached.
18031 Davis, Wm. T., 33 Richfield St., Dorchester.
18001 Goodell, G. H., Whitinsville.
18002 Lincoln, R. H., Wollaston.

MICHIGAN DIVISION—2—102.

Grand Rapids Bi. Club.
18003 Randall, L. E., G. R. & I. R. R. Office, Grand Rapids.
Unattached.
18004 Orrell, W. C., Flint.

MISSOURI DIVISION—1—273.

Unattached.
18005 Kruse, F., Hickory and Jefferson Ave., St. Louis.

NEW HAMPSHIRE DIVISION—1—88.

Unattached.
18032 Hill, G. F., Great Falls.

NEW YORK DIVISION—8—1888.

Buffalo Bi. Club.
18009 Angle, S. L., 138 Park St., Buffalo.
18007 Held, Frank C. B., 509 Main St., "
Long Island Wheelmen.
18033 Bogert, Frank S., 17 Halsey St., Brooklyn
18034 Clarendon, Chas. H., 210 Halsey St., "
Unattached.
18008 Britton, Ernest, 20 W. 23d St., New York.
18009 Goodchild, Jno., 52 Broadway, "
18010 Kudlich, Hans V., Box 3478, "
18011 Mayer, M. F., 100 Main St., Elmira.

OHIO DIVISION—3—685.

Cleveland Bi. Club.
18012 Simmons, R. T., 331 Sibley St., Cleveland.
18013 White, M. D., 99 Cedar Ave., "
Unattached.
18014 Knowles, E. M., E. Liverpool.

PENNSYLVANIA DIVISION—5—1173.

Columbia Wheelmen.
18015 Overlin, Howard L., Columbia.
Unattached.
18016 Burgoon, B. J., Du Bois.
18017 Lockard, Chas. A., Franklin.
18018 Murray, Dexter N., Box 102, Sewickley.
18019 Snyder, Edw. G., Waynesboro'.

RHODE ISLAND DIVISION—1—175.

Unattached.
18020 Gardiner, Herbert M., Barrington.

TENNESSEE DIVISION—3—30.

Bluff City Wheelmen.
18021 Godshaw, S. A., 408 Main St., Memphis.
18022 Seelig, Julius, 270 Poplar St., "
18023 Stephenson, Lee, "

WEST VIRGINIA DIVISION—1—20.

Unattached.
18024 Golladay, J. W., Jr., Moundsville.

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,

Club,

P. O. Address,

City and State,

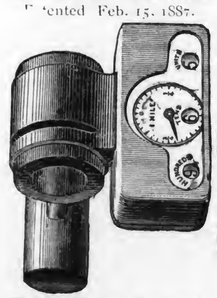
References:

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose $2.00; in April, May or June, enclose $1.75; in July, August or September, enclose $1.50; in October, November or December, enclose $1.25.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

'ented Feb. 15, 1887.



Free by Mail on Receipt of PRICE, . . $10.00.

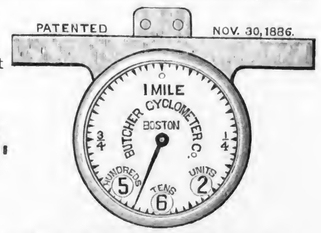
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Were measured with, and thousands of the best wheelmen use only the

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6 and 8 Berkeley Street,
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JERSEY CLOTH GARMENTS.
Knee Breeches only $4 a Pair.
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Be sure and write for Samples and Measure Blanks.
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Merchant Tailor and Athletic Outfitter,
ROCHESTER, N. Y.



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For Gold Pins of the Official Design, send direct to
CHAS. H. LAMSON,
177 Middle Street,
Portland, Me.
Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. Diamond Badges $15 to $30 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

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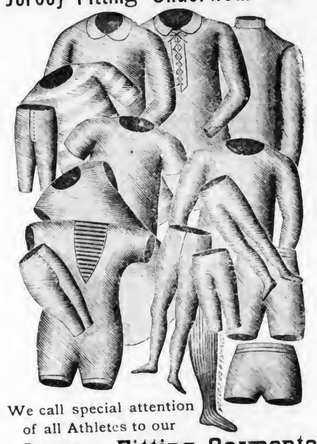


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Every Wheelman and Sportsman will give our **JERSEYS** his approval when he examines the **Shoulders, Arm Holes and Neck,** as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.

FULL PANTS AND KNEE PANTS.

Buttoned in Front, same as Pantaloons, without Certain Objections.

We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

Knee Tights. Full Tights. Trunks and Leotards.

We understand, first of all, these garments must be elastic, so they will not bind or impede the free use of the limbs, and to stand the strain brought upon them. This can only be accomplished in **Ribbed Goods.** For this reason we make all of our best goods with a FINE RIB, ELASTIC AND STRONG, and from worsted made by the best manufacturers in the country, of fine combed wool of a long, elastic staple, which gives it **Elasticity and Strength.**

We make all of the above goods in three different qualities.

Ladies' Jersey-Fitting Tricycle Pants. A New Thing

These pants are close-fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds.

Jersey-Fitting Ribbed Full-Fashioned Stockings.

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Please mention this paper.

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3 Berkeley St., Boston, Mass.

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It has been in use several years, and its merits are well established among wheelmen.

Can be read from the saddle, and used with or without the hub lantern.

A positive and continuous action, making it reliable in every respect.



We have given the manufacture of the Cyclometer careful investigation and study, with a resolute determination to remedy all defects, and at last we place upon the market an instrument that seems absolutely perfect in all its workings. *We furnish a certificate of accuracy with all instruments.* In ordering give size and make of wheel, also size of axle, and length of axle between the hub shoulders inside. Price, with balance weight and lantern attachment, **$10.00.**

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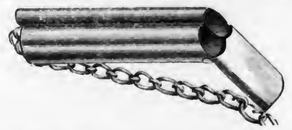
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We are ready to put it in competition, in appearance and under actual service, with many machines of higher price for which much more is claimed.

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BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year.
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BOSTON, 6 APRIL, 1888.

Volume XVI.
Number 23.

OF COURSE NOT.

The riding public ask why the makers of Victor Cycles don't advertise a list of second-hand bicycles. It is generally the case that when a maker has a hard time getting rid of his stuff he will trade the said stuff for old wheels, and we suggest that when makers are found largely in this business it is a strong evidence that the wheel they make is not "appreciated."

The makers of the Victors are happy to say that riders do appreciate their wheel, and hence that they are enabled to dispose of the wheels for coin. The reason we do not trade for other maker's wheels is because

WE * DON'T * HAVE * TO.

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Write for Our 1888 Catalogue.

New Rapid Roadster,

New Rapid Light Roadster,

New Rapid Safety,

QUADRANT TRICYCLE, No. 8, for Gentlemen,

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We desire to announce to the trade that we have secured United States agency for Jos. Lucas & Son's goods, including the celebrated

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Agents Wanted for our Cycles and Sundries in unoccupied territory.

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A great many young men (and old ones, too, for that matter) in possession of only moderate incomes, find it inconvenient, and sometimes impossible, to draw upon their incomes to the extent of a hundred or two, yet they would like to own a bicycle or tricycle, and in fact actually need the exercise that cycling gives. I make a specialty of supplying the **Cycling Wants** of persons with moderate incomes, by selling **Columbia Cycles,** as well as the **Rudge** or **Second-hand Wheels** on small weekly or monthly payments. Send to me for particulars in detail. Cash customers are also welcome. Wheels rented.

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FOR SALE—Harvard tricycle, in good condition. Apply or address, E. A. SIMONDS, 143 High St., Charlestown.

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FOR SALE—50-inch Columbia Light Roadster; full nickeled, ball bearings, spade handles, Kirkpatrick saddle. $99. C. A. CONOVER, Coldwater, Mich.

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FOR SALE—A 52-inch Champion American, 1887 pattern, balls all around; spade handles, Lillibridge saddle; only shows wear on tires and pedals; $85.00 cash buys it. Address F. S. CUMMINGS, Fairfield, Iowa.

FOR SALE—54-inch Expert Columbia, with lamp, etc. Address W. H. MORRISON, 1011 Third avenue, New York.

FOR SALE—58-inch Expert, enamel and nickel, Kirkpatrick saddle, King of Road lamp; machine and tyres scarcely show a scratch; all just as good as new; good reason for selling. Price, $85.00. Address G. W. GAHL, Jr., care The Clark Cycle Co., Baltimore.

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FOR SALE—52-inch Expert; all improvements; an A1 machine, in first-class condition. Price $75. A genuine bargain. G. E. BRETT, 51 Franklin st., Boston.

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SINCE I BROKE MY LEG I have no use for wheels; will exchange for anything I can work with a crutch. Cash or Photo. Outfit preferred. Pony Star Bicycle, good as new; also Victor, 1883 Tricycle, in good order. Address Lock Box 34, Newton, Mass.

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WANTED—Second-hand Bicycles for cash, or will trade any new make wanted. Send full description and lowest price. GEO. W. ROUSE & SON, Peoria, Ill.

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Full Suits and Overcoats at Proportionate Prices



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N. B.—In buying goods by mail, it is a good rule to send money only to concerns that are well known throughout the country and avoid the countless imitators that spring up for a day to compete with old and regular establishments

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JERSEY-FITTING RIBBED STOCKINGS, $1.00.

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BEST BLACK ENAMEL.

50 Cents per 1-2 Pint.

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The Brooks Ideal Cyclometer.

SIMPLEST, MOST RELIABLE and BEST.

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Correspondence Invited.



No. 1.

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FOR 1888.

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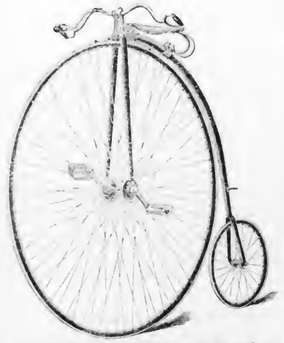
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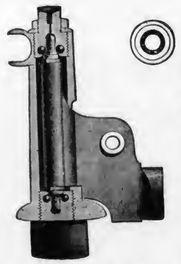
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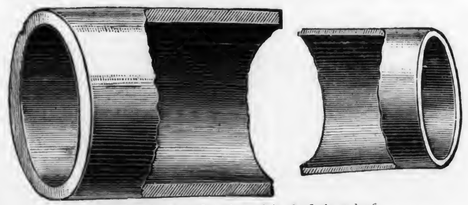
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1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

BY

THE BICYCLING WORLD COMPANY,

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GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

☞All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 6 APRIL, 1888.

WE do not believe that there is a more widely-known cyclist in the world than Mr. Thomas Stevens, and one in whose movements and appearance there is a more wide and natural curiosity. We therefore are pleased to present to our readers this week an excellent likeness of this greatest of all cycling tourists. In connection with this plate we print an incident in the tour of Mr. Stevens' across the plains, graphically told in verse by the "Poet Scout," Captain Jack Crawford.

THE generosity of the divisions in voting sums to aid in paying the debts of the League must be a very satisfactory answer to the Board of Officers who made the request. Massachusetts responds with a donation of $300.00, and Rhode Island with one of $50.00. Other divisions are to be heard from, but most of them have taken steps to do something for the cause. We have expressed ourselves on this subject, and the principal governing same, but we are always ready to go with the tide, when we cannot stem it. As an earnest of this we have sent our "mite" up to the Secretary-Editor, and our only regret is that we cannot afford to make the remittance larger.

CAN it be possible that the obsolete fashion of nickel plate as a finish for bicycles is going to be revived? There are a great many riders who advocate this finish. As far as we are concerned we go for ename! every time, for the reason that the nickeling process must be exceedingly well done, or rust will come to the surface, especially where the machines are exposed to sea air. We know that there is a prejudice against nickeling, because it has been looked upon as a sort of a badge indicating a novice. We are not in sympathy with this reason, though it may be true, but if we found nickeling to be the most desirable finish, they might plaster badges of "novice" all over us and it would make no difference in our choice. A similar objection to the safety being such a ridiculous looking machine has kept many from riding it. A good thing that is practical and approaches the best results should not be discarded because it is an indication of greenness, or because the machine is not so graceful as the ordinary. We are glad, however, to notice that these trivial objections are fast giving way to common sense and reason.

ELSEWHERE we print a letter from W. McCandlish, co-editor of *Wheeling*, touching on the controversy now stirring cycling press circles abroad. We are sorry that anything should have appeared in these columns reflecting on the *bona fides* of any of the pressmen referred to in Mr. McCandlish's letter. We know all of them personally or by reputation, and attach no weight to any assertion accusing them of being parties to a scheme to give a fraudulent title to Kauffman or anyone else. As to their being bribed by a champagne supper, the suggestion is absurb. As to the rules of the competition, so far as we can judge they seem fair. There can be no reason why the Star and bone-shaker should not be used with the ordinary bicycle. We do not care to express any opinion as to the value of Mr. Kauffman's title, nor do we think any one who is not willing to compete under the rules published in *Wheeling* is justified in finding much fault if Kauffman arrogates to himself a title that will look well on the bill boards.

RACING AT PHILADELPHIA.

VERY successful was the cycling tournament held at the Elite Rink on Wednesday evening, March 28. Upwards of a thousand people were present, and a large attendance of the fair friends of the riders enlivened the scene. The races were all run off with commendable promptness, and although there were several falls, no one was damaged to any extent. Mr. Halstead of the Harlem Wheelmen, at present in the city on business, carried off the honors, and showed us what practice on a twelve-lap track can do. The programme was as as follows:

One-mile match race, prize, silver flask—E. I. Halstead, Harlem Wheelmen, first, 2.58 1-5; M. J. Bailey, Century Wheelmen, second by a short length or two. This was a very exciting race, and the time is remarkably good for an 11 1-2-lap track.

One-mile match race, prize, silver flask—S. H. Crawford, first, 3.03 4-5; J. A. Green, second.

One-mile club race, Camden Wheelmen: prize, silver cup—H. S. Weaver, first, 3.07; Potter, second; Strong, third. The latter's Star did not prevent a couple of tumbles, throwing him out of the race.

One-mile club race, South End Wheelmen: prize, silver cup—J. A. Green, first, in 3.11 1-5, beating F. E. Beckold by a short length.

One-mile club race, Century Wheelmen: prize, silver cup—F. H. Garrigues, first, 3.13; R. L. Shaffer, second

Three-lap one-legged race, prize, silver pitcher—E. I. Halstead, first, 0.52 2-5, distancing J. A. Green on a Star.

Eddie McDowell rode a mile against time, but his performance showed only 3.03 3-5.

One-mile club race, Penna. Bi. Club—Won by L. A. Hill over J. A. Wells, in 3.20. Dallett, who was entered for this race, failed to appear, and Mr. Wells kindly entered as a matter of interest. It was whispered that he would have distanced Mr. Hill had the grade been, say one in three or four, instead of level.

One-mile club race, Tioga Club; prize, silver cup—Van Deusen, first, in 3.22 3-5, beating his brother.

One-mile club race, handicap, Vesper Wheelmen; prize, silver cup—Geo. J. Bowman, first, 3.24 1-5; F. Coningsby, second.

One-mile novice, prize, card stand—E. G. Kolb had a walk-over in 3.20, Green and Draper having collided on the lower turn, throwing both heavily against the railing, which was wrecked. They fortunately escaped without serious injury.

One-mile match race, between winners of races 1 and 2; prize, smoking set—Halstead and Crawford ran this off, and the latter gave the Harlem man a lively tussle. Halstead beat in 3.03 4-5, with Crawford a close second.

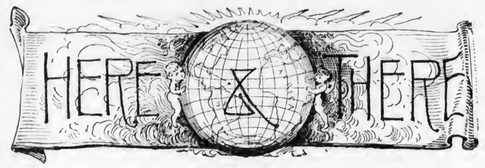
One-mile match race, prize, gold medal—F. M. Johnson, first, 3.33.4-5; C. R. Massey, second. This was a race for blood, and the winner was chaired around the track by the Pennsylvania boys, despite his kicking protests.

Two-mile open, prize, silver nut bowl—E. I. Halstead, first, 6.10; I. Van Deusen, second; M. J. Bailey, third.

One-mile, 3.20 class; prize, napkin set—Wm. Flennard, first, 3.22 3-5; Murray Kilmer fell. This was the third Star rider who went to grass during the races.

One-mile, 3.10 class; prize, fruit dish—S. H. Crawford, first, 3.07 3-5; J. J. Bradley, second. "ARIEL."

Philadelphia, March 31, 1888.



ENGLISH LETTER.

"SENATOR."

I RECEIVED a leap year proposal the other day from London, and being busy, I turned same over to the "Matrimonial Agent" of the team," W. W. Woodside. who made an elaborate reply, stating he was prepared to match an unknown (possibly it may be the "Owl") against the proposer, and that he would be pleased to meet her in London to sign articles.

THE adveat of W. A. Rowe has started the "voice of the prophets," who always (?) know "who ought to win, yer know," and the speculations before April 14th would no doubt fill a *Clipper* annual. The papers continue to print columns about the newcomer, and his "picture" is becoming well known. The Manchester *Umpire* devoted a column to him recently, and declared with the London *Field* that, "according to his past performances," he is undoubtedly the fastest man who ever crossed a bicycle. When Rowe arrived at Newcastle-on-Tyne he was met by a large crowd, who evinced curiosity to see the famous American. When he was shown the 12-lap board track with 3-foot ends he was slightly astonished, and innocently remarked, "I can break no records on that." Rowe will know a lot when he returns home. This trip will do him good. With Woodside, he is industriously training at Bridlington Quay for two weeks, and is already in splendid form, his fall on the boards at Newcastle the last night, doing him no harm whatever. On the 14th of April Rowe will step on the mark with Howell, in possibly the best form of his racing career, and if he cannot win, it won't be the fault of non-preparation. Excursion trains will run from all around the midlands, and cyclists from many distant parts of the country will attend to see the "battle of giants." I don't underrate Howell's abilities, and it is a queer indication of the form of Rowe and Temple that the supporters of the new flyer, W. Wood of North Shields, would not make a match with Temple, but readily accepted a 20-mile match with Rowe, the American team staking a hundred pounds to Wood's supporters' seventy-five, the race to come off April 21st. So you see the English betting market considers Temple the hardest nut to crack, and there is not much wonder at it. One thing is certain—they are off, or we are out. I think the former is the certainty.

I RECEIVED a long letter, postmarked Sydney, N. S. W., the other day, and for a moment could not think who my Antipodean correspondent could be, although the handwriting seemed familiar—(wish mine was as good; what say you, Mr. Editor and compo's?). Well, here's another piece of evidence of BICYCLING WORLD'S circulation and power for good. The letter commenced: "Dear Senator. You will possibly be surprised to hear from me" (and in truth I was; my teeth chattered, when I thought of the supposed dead). "I saw your letter in BICYCLING WORLD, which was extensively copied in this country," continued Fred S. Rollinson, "and I thank you heartily in presenting my case to American readers in the way you did. I had fully made up my mind that my romantic story should remain untold, but it seems you unearthed it, with your usual penchant for information. I am now very happy and married, my wife being one of the most accomplished and best of women possible, and we are thankful for our present happiness." I am sure the many friends and acquaintances of Fred. S. Rollinson will learn with pleasure that he is doing well, and has "one of the best of women,' for a life companion. Really, I feel personaliy thankful for the share BICYCLING WORLD has taken in Fred's interest. The letter concluded by earnestly asking me to pay his father a visit, who is in a good social and commercial position in Sussex, assuring me of a hearty welcome, and stating that he may visit England in 1889, and be accompanied by a team of Australian amateur champion cyclists.

MY comments on D. J. Canary (quite opposite to those of Rollinson) have also taken effect like the vaccine which the cruel doctor afflicted me with, when, both as a child and a big child. D. J. woke up during our visit to Newcastle, and came out with a set of rules, and a challenge to Kauffman to contest for fifty pounds and the "earth's championship." Kauffman's breath was fairly taken away by the sudden onslaught, as it was entirely unexpected, and Kauffman was getting his little championship medal ready which he was going to present to Kauffman as the "world's wonder." D. J. said, "come on, I'll knock your claims," but "Kauffman" wanted to include a "Star" bicycle, boneshaker (safeties and tricycles, I believe also), so Dan had to claim the title, which certainly belongs to him as far as his three won battles in America are concerned, and Temple, Hurst, Martinetti (and no doubt Maltby), have supported Canary's rules, which exclude the Star, so the contest will not come off under Kauffman's rules. The funny part of the business is, nearly all the "representative" cycle journalists of this great country "decided" that "the Star shall be considered an ordinary." The following week, however, a difference of opinion was noticeable, and grave doubts were expressed as to a Star being an ordinary bicycle. Mr. Atkinson of the *Sporting Life* told me plainly he did not sign the rules with the understanding that the Star was an ordinary, and did not certainly consider it so. I am pleased also to state that Canary has taken my comments as to certain little failings (which is human after all), and I was glad to learn from D. J., in presence of his pretty wife and baby, that his last engagement was the most profitable, for he had commenced to think of a "rainy day."

PERCY LOW, associate editor of *Wheeling*, tells me he may visit America the coming summer. I don't know if F. P.'s law suit has anything to do with this, I think not. That Scotch (good old Scotch!) libel suit of mine may prevent my holding any property in porridge land, otherwise I don't anticipate trouble. A Scotch professional says I called him names and ruin.d (save the mark) his prospects. He wants a thousand pounds, he will get less. Well if Mr. Low comes to America, I can heartily recommend him as a "rare old sport," he will shine anywhere.

I RECEIVED a call this week from M. F. Nandy, London editor of *Le Veloce Sport*, Bordeaux. It was in regard to the American team's appearance in Bordeaux and South of France generally, in May and June. The editor of *Le Veloce Sport* and the Bordeaux Club, which numbers nearly 500, assures us a hearty welcome to France.

THE meeting of Rowe and Howell at Leicester to-day, at which they signed articles, was a rather pleasant one. Howell was boxing in his dressing room, and stopped on Rowe's making his appearance. Howell remembered him through his visit to Springfield. The two rivals shook hands, and Howell remarked he hoped he would like England, and that no matter who would be the victor in their championship races, they would entertain the same respect for each other. Altogether the meeting was a dramatic one, about a dozen on when "Blucher met Wellington."

CHICAGO.

"THE MULE."

THE club house question seems to be agitating the minds of nearly all our riders. The Chicagos, as already related, have just gone into first-rate quarters in the centre of the city, and preparations are being made by at least two other clubs to cut a dash in the near future. The Owls, probably the most successful club Chicago has had so far, move into a new house next week, and will hold a smoker to celebrate the event on the 15th. Of course, to hear some of the enthusiasts talk there never was such a club house before. The Lincolns, not content with anything ordinary expect to build a house, and to that end, have organized the Illinois Cycling Company, with capital stock sufficient to cover all expenses. The building will be on the North side, where the greater number of the club members reside. The club is composed of about one hundred and fifty members, many of whom are well-to-do and can afford to support a handsome headquarters. The Illinois boys have been talking of looking up something more substantial than their present quarters, but have done nothing in the matter so far.

CHARLEY PHILBRICK will race again, and has bet $20 that he will beat 2.40. Of course he'll lose.

WHILE playing polo on a Star at the Casino, last Monday, Tom Roe hurt his right leg so severely that he has been confined to the house ever since.

SURBRIDGE has secured the services of Birdie Munger as salesman. I hear that the latter intends making a few road records for the boys to try to beat this summer.

J. O. BLAKE, for many years vice-president and manager of the John Wilkinson Co., has left that concern, and is now superintendent of Spalding's retail department.

R. D. Garden has obtained the sanction of the commissioners to hold his annual road race. A meeting of a dozen representative riders was held recently, and all the plans made for what should prove a great race. It will be run on May 30, from the Leland Hotel to Pullman, and it is already certain that the $1,200 worth of prizes will be easily obtained.

THE Cycling Association, composed of representatives from local clubs, has at last been established, each of the five clubs being represented. The association expects by concerted action to accomplish much which could hardly be done by any one club, and will, I hear, promote an annual race meeting.

L. M. RICHARDSON has written W. J. Morgan, to asceatain the latter's opinion about a six-day race here next fall. Mr. Richardson has confidence enough in the scheme to invest considerable money in it, and, should Morgan think well of it, will open negotiations with the secretary of the exposition building.

THE Garden City Athletic Club has secured an excellent piece of ground on the West side of the city, and will offer liberal prizes for cycling events at its race meetings. Van Sicklen, Rae and other well known riders are members of this club, which has seven hundred members as the result of three months' work.

KANSAS CITY.

"MENTOR."

A. A. MCCURDY, who will be remembered as figuring in a disreputable "fake" race in Minneapolis recently, was in the city last Saturday (24), ostensibly for the purpose of securing a place to race J. S. Prince, of Omaha, for $15,000 aside! Whew! What a race that would be! It is not likely that they will race here. In the meantime wheelmen here will look out for the result of the Rowe-Howell £100 races to the utter exclusion of Prince-McCurdy $15,000 hippodromes.

HIRAM HALE, of Junction City, Kansas, will be again on the path this year.

KANSAS, "the home of the blizzard," sends greeting to Boston, of "beautiful Italian climate fame."

L. S. C. LADISH took a run down to St. Louis last week to see the boys. He says that cycling there will boom this year.

J. C. HIGDON was married in St. Louis last Monday, and Higdon's friends wish him congratulations. The "chestnut" tandem is now in order.

IT is said that Frank S. Ray has quit wheeling. Mr. Ray was a member of the Missouri Touring Committee, and also a correspondent for wheel papers.

A NUMBER of wheelmen here whose League uniforms have taken on a brick red color, have had them dyed a beautiful black, which makes them nearly new.

J. A. DE TAR and T. E. Galvin returned Monday from a two months' pleasure trip on the Pacific Coast. They had a great time, and were favorably impressed with country, climate and people. Their were accompanied by their wheels, and did considerable riding over the country surrounding San Diego.

NEWS AND COMMENT.

LAST Sunday, in Boston, was one of the most charming days for wheeling that we have seen for a long time. The air was clear, crisp, and yet warm enough, and the roads in the immediate vicinity of the city were in superb condition. We saw hundreds of riders while we were out walking. We had to walk, because we had no machine. We must say we envied our fellow cyclists.

IT is our purpose next week to give a description of the Facile Safety of the rear-driving type.

WHEELMEN, and especially those of the South, should bear in mind the dates of the great meet and races at Atlanta, Ga., as being April 16 and 17.

THE annual "International Tournament," which has been such a prominent feature in English cycledom for the past two years, will be omitted this year.

OUR friend Kennedy-Child, ever restless, ever on the move, has winged his flight toward the setting sun. It is very probable that Chicago will be his next abiding place.

NOTWITHSTANDING *Wheeling's* attemp to kick over the *Cyclist's* Life Boat Sustentation Fund, subscriptions still continue to come in and they already have some $250 pledged and paid.

WE received a call from Mr. Will Pitman of New York, Saturday, and we regret exceedingly to learn of the reason of his visit to this city. His mother died last Saturday and Mr. Pitman arrived here just before she breathed her last. The remains were taken to Bangor, Maine, for interment. We know all will sympathize with Mr. Pitman in his sad bereavement.

THE interest in the cyclist-cow-boy contest in London do not seem to have abated one bit, as Agricultural Hall on every evening of the six days competition was filled to its utmost capacity.

NOW that the N. C. U. have decided to have nothing to do with road racing, a movement has been made headed by the North Road Cycling Club to form a road records committee. At present the scheme is in embryo.

OUR readers will be glad to notice the first letter from the La Feur brothers, in St. Thomas, W. I. Their letter will be read with great interest, and as the earnest of what is to follow when they reach the banks of the Amazon.

H. B. M. QUEEN VICTORIA has donated a $525 cup for competition by the amateur oarsmen of Great Britain. We would respectfully suggest Her Majesty the sport of cycling as worthy of royal patronage in the shape of a $1,000 cup.

THEY do say that the new "universal language," Volapuk, has but one swear word. What must the poor cyclist of the future do when the festive cur tangles itself up in the spokes of his wheel, and the erratic hoodlum shies brickbats at him?

THE Albany, (N. Y.) Athletic Association propose to give a Bicycle Tournament during the coming fall, and they have already opened negotiations with "Senator" Morgan to the end that he and his merry men may appear on that occasion.

WE suppose that all the members of the Massachusetts L. A. W. Division have all received copies of the Road Book. Ours has come to hand and is a most acceptable addition to our library, and a monument to the enterprise and care of Messrs. Hayes & Grimes.

A GOOD many of our readers will couple the name of Mrs. Allen with that of one of the leading lady cyclists of England. She was the peer of Mrs. Smith, and one of the most enthusiastic of wheelwomen. We regret to chronicle her death, which occurred on the 9th of March.

THE newspaper war between "Senator" Morgan and Dick Howell has broken out anew. We suppose that there has got to be just so much of this beligerency in cold type to be gone through with anyway. It is a good way to advertise, and the "Senator" and Dick know how to work it.

JEFFERSON COUNTY, ALA., has appropriated $200,000. to be spent on new roads. We wish we could give a column every week of just such items as this. It bodes well for the wheelman's future, and it indicates intelligence and a state of civilization which we would like to see more generally manifested.

THE London *Star* says that Rowe is living, walkIng, and very fast riding "temperance lecture," as he has never touched beer, spirits, or tobacco in any form. This to an English mind is almost incomprehensible. All good Americans will wish this "temperance lecture" may prove a winning and taking one.

MR. C. S. HOWARD, assistant city editor of the Boston *Globe*, and a well known cycling scribe and L. A. W. representative, sails for the Azores in the bark "Sarah" tomorrow. Saturday. Mr. Howard goes away to enjoy a well-earned rest and vacation. He will be tendered a dinner at the Boston Club house before he leaves.

WHY is it that the British paper; never quote an American without working in the word "reckon?" We suppose it is for the same reason that "well posted" (?) American writers, in quoting Englishmen, raise hob with the letter H. It is a ridiculous habit, and shows their ignorance, or an attempt to be wearisomely funny.

THE criticisms made by the English papers on W. A. Rowe are very complimentary. Report pronounces him a magnificently developed specimen of humanity, and as to his manners and speech, they say these are in "direct contrast to those of some of the other English professionals." We suppose this is also intended as a compliment.(?)

THE Appeals Committee of the N. C. U. refuse to entertain Mr. Hale's request for re-instatement. There seems to be general regret expressed in the English papers that Mr. Hale should have laid himself open to suspension, though there is no doubt that the punishment is according to the rule. This takes from the amateur ranks one of the fastest English riders. In fact, this year it looks as though all the old amateur racing men were to disappear from the path, and a new crop would have to be raised to take their place.

The Harvard Bicycle Club have decided to have a hare-and-hounds chase April 20th, for which Codman, '90, and Brown, '91, are the hares; and on April 27th a 15-mile handicap road race. A committee, consisting of R. H. Davis, J. A. Bailey and Kenneth Brown, were appointed to make all arrangements. The race will probably be run over the Harvard Bicycle Club course, beginning near Central square and ending near the railroad at Mt. Auburn. Last fall almost all the contestants were stopped some of the numerous railroads which the course crosses, but there does not seem to be any better course near enough to Cambridge. There was also some talk about holding a track race meeting in May. This will probably be acted on at the next meeting. Four men have already decided to train on the track as soon as it opens, and two or three more may do so when the time comes.

At the meeting of the Massachusetts L. A. W. Division, last Saturday, at Young's Hotel, Boston, the division voted the sum of $300 towards paying the debts of the parent body. The division also decided to hold its annual meeting at Cottage City, in August next. The matter of changing by-laws to conform to proposed rules of the League was laid on the table. The Committee on the Improvement of Highways reported that the only feasible plan was that a change in the law be made, to provide for the appointment of a State official to lay roads between county seats, to be maintained by the State; report accepted. The Committee on Sign Boards reported favorable and courteous answers from towns, to the circular it had issued calling the attention to the State laws in this matter. A communication from Secretary-Editor Bassett on the price to be charged members was placed on file. It was decided that a spring meeting be held, with Seward, Kendall and Emery to arrange the details. Fifty dollars per annum was voted to the Secretary-Treasurer for his personal expenses in connection with his office.

Truckwell, writing from Los Angeles, Cal., says: "The entertainment given by the Los Angeles wheelmen, March 9th, consisting of tableaux, drill riding, slow races, trick riding, sack riding, obstacle races, was quite a big success. By the way, in this part of the Pacific Slope, we are unable to see why there should be so much kicking against the League suits, unless it is that the kickers are so unshapely that not even a plaster paris mould would fit them, or, I mean to say, *suit* them. Chief Consul R. M. Welch has appointed J. Phil Percival local consul for this place. We hold our annnal races this year on May 30th, at Agricultural Park. The programme will consist of: One-mile heat race, bicycle, best three in five heats (club); one-mile novice race, bicycle (open); one-half mile heat race, best two in three (for club cup and championship): one-hundred yards slow race (club); one-fourth mile Tandem tricyle race (club); one-hundred yards dash foot race (open); one-half mile dash, bicycle, for boys under eighteen years; one-mile dash, bicycle (open); one-mile handicap (club), medal, by G. A. Von Brandis, handicapper; fancy riding by the Midget (Ledru B. Kinney), three-mile State championship (L. A. W.); one-mile consolation.

THE "SENATOR" ATTENDS THE N. C. U. "POW-WOW."

I was present on Thursday night at the meeting of the National Cyclists Union, it being "my first offence." A real live lord (Viscount Bury) was in the chair, and a real smart chairman he was, too, as some of the squeaky and hoarse-voiced "orators" found out. The Fenchurch-street large room was crowded, and one could smell the battle from afar on entering the room. George Lacy Hillier quietly whispered I could find a seat upstairs. So up I climbed, and looked down upon the assembly below, many faces being known to me. I was silently contemplating the "fine and large" mustache of George Lacy, and comparing it to that of the chairman, when "My lord and gentlemen" rang out in stentorian tones from right under the gallery in which I had perched myself, so skedadling around the opposite side I saw the speaker, who was saying: "I implore you not to tinker with the subject; do one thing or the other." The speaker was the fearless editor of 152 Fleet street, W. McCandlish of *Wheeling*, to wit.

The meeting was a special one, and the subject, "Shall the N. C. U. condemn road racing?"—(this, mind you, after they recently passed a resolution to the contrary a few weeks since). The clubs and press had, however, kicked against the mandate so much that the "tinkers," as McCandlish aptly puts it, resolved to call another meeting to debate a question they had already decided. Geo. Lacy Hillier, contrary, I'm sure, to his feelings, denounced road racing as an injury, which it undoubtedly is, to cycling in general, and in a speech, which was more or less full of Disraelian phrases, and more or less eloquent, assured the meeting that young men who race on the road not only outrage public feeling, but injure themselves in racing, very often in an entirely unprepared state, while the path is a model for the purpose. "If you put your foot down on it now," quoth George, "the day will come when we will do it, and in this room, too.' It is evident that Mr. Hillier has not lived in the land of cyclones and earthquakes, where a room is liable to shift at any moment, or he would not have made such a rash prophetic assertion. Papa Nairn was eloquent, and Henry Sturmey jumped up and down like one one of those little fellows on a stick—which I don't for a moment liken Henry to, except from a "jumpers" standpoint. The meeting eventually passed a "resolution," by an overwhelming majority, that the N. C. U. discourage road racing, and calls on clubs to help them to suppress. Yet, gentlemen, and my lord chairman, you might as well try to dam Niagara and put a belly-band around the moon, as to try and stop road racing. It is like measles, which is bound to come out, and men will scorch, if they can scorch, and the resolution (which I truly believe is right) will not stop road racing, and will weaken the already lax hold of the N. C. U. on its constituents. A road race is illegal, we all know, and, what is more, is injudicious to the cause, and I hope this one act of the vaciliating English body will bear fruit, even if it be a poor crop. Road racing, especially advertised open events, is nothing more or less than cheap advertising for some paper or manufacturer. But how about a public which is not over-favorable to the sport? They look upon it as an encroachment of their rights, and, after all, if men must race, why not use our tracks, which want patronage badly?

THE LE FEURS AT ST. THOMAS.

(*Special.*)

Here we are at last, and here we intend to remain for a short time, as we have changed our plans somewhat. Instead of going direct to Para, via the "Murray Castle," which brought us (in very slow time) from Liverpool, we decided to stay at this beautiful little spot for perhaps two weeks, during which time a thorough "looking over" of the island will be our business.

And before going into details of our trip, etc., let us jointly express our grateful thanks to "Gentleman John," your correspondent in England, for his courtesy in travelling from his Scottish headquarters to Liverpool, expressly to meet us. We spent a very enjoyable evening together and it was with regret that we parted. If we had "Gentleman John" along with us, he would be able give your readers a much more interesting account of our trip than we can hope to.

We sailed, or rather steamed, from Liverpool on February 25, and when we had reached the open sea, it was hard work to keep comfortable while on deck. We were bundled up in all sorts of wraps, but even then we felt the effects of the cold as much as we would had we been in our Canadian home. We had a very heavy blow during the first two days out. The ship proved to be sea-worthy and staunch however, although as far as making anything like respectable time was concerned she was wanting. Very different was the monster Cunarder on which we reached Liverpool after a passage of little more than seven days from New York. We had quite a pleasant party on board, some bound for St. Thomas, or adjacent islands, others for Para or Rio Janeiro, two for Colon (Aspinwall), and one, a French naturalist, said his destination "was the world, or any part of it which would furnish the best 'specimens.'" I suggested that he go to Boston where he would find the office of the World, and information, perhaps, as to

WHERE TO LOOK FOR "SPECIMENS,"

but he didn't seem to catch on. We had among the passengers also, a maiden lady of *very* uncertain age, who had evidently made up her mind to make no more ocean voyages alone if she could help it, and who set to work to captivate the naturalist. Had she heard his remark about "not wanting to go back to the days of Noah for his 'specimens,'" she would have given up in disgust. As it was, she would follow him about from morning to night, and compel the poor sufferer to talk "specimens," while she was looking love, in four languages.

It can readily be understood that we were not long troubled with the cold weather. Liverpool being situated on latitude 53 degrees 24 seconds, and longitude 3 degrees West, and our objective point being situated on latitude 21 degrees 40 seconds North, and longitude 65 degrees West, our course soon took us out of the cold belt, and in a comparatively short time after leaving behind us the shores of the "empire on which the sun never sets," we began to feel the effects of the Gulf stream and trade winds, and the manner in which we discarded, one after the other, our thick articles of clothing, and replaced them with lighter ones, was a caution. Our course was almost W. S. S. W., and although we sailed over the usual route taken by the Southern traders, we saw no sight of sail or steamer on the trip. At dinner one day we were informed by the captain

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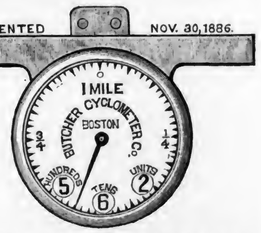
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THE TRICYCLE IN RELATION TO HEALTH AND RECREATION. By B. W. Richardson, M. D., F. R. S. By mail, 30 cents.

LOOK!!
BARGAINS
IN
SECOND HAND BICYCLES
The Largest Stock North of New York City.
Guns and Sporting Goods.
Bicycle Repairing a Specialty.
F. P. EDMANS & CO.,
TROY, N. Y.

that he expected to reach the island the same night, but "man proposes and God disposes," as about 3 P. M. we were overhauled by a young hurricane, which carried us about a hundred miles or so off our course. No other damage was done beyond the delay, and the following day we passed by "Sugar Loaf" and "Black Rock," and could say that this stage of our journey was as good as ended. We soon rounded the point of the island, and came

IN SIGHT OF THE LIGHTHOUSE,

off which the vessel hove-to, waiting for a pilot to come on board. It seemed rather useless to take on a pilot at all, the most of us thought, but "law is law" so the "guides" must be patronized. It is rather amusing to watch a West Indian pilot board a vessel, touch his cap to the captain, ask "want to go to the coal wharf, Cap'n?" and, scarcely waiting for an answer, walk up on the bridge and assume command. And they *are* in command from the time they receive their instructions until the anchor takes hold of the bottom. The one who guided us into the land-locked harbor was as black as ebony, but with a face on which there seemed to be a perpetual grin. He evidently knew his business, and was no way backward in saying to the captain: "If dat lubber don' know how to han'le de wheel, put on 'nother man what does, right 'way. Dis is no time ter be foolin'." And the captain *did* put another man at the wheel in quick time.

When about to enter the harbor, the vessel was hailed by an intelligent looking mulatto, dressed in a spotless white linen suit and with a white naval cap on his head. The genteel looking chap was standing in the stern of a trim-looking eight-oared barge, on which were displayed the Danish ensign, and the flag of the captain of the port. The oarsmen looked as neat as pins in their white shirts and trousers, the shirts having blue collars and cuffs. They wore blue "Jack tar" hats. To his first hail the captain returned rather a surly reply, but became more civil when the official *ordered* him to heave-to till he came aboard. The companion ladder was out and as he nimbly stepped on the deck he smiled pleasantly as he told the captain "business is business, and we allow no vessels to enter here until satisfied that there is no danger of their carrying in any sickness." When satisfied that we came from no infected port, he took his departure and we went on our way rejoicing. All hands admired the way in which the oarsmen handled their ash sticks: their stroke was equal to that of the crack crew of the man-o'-war. We soon came to anchor opposite the city, if such it can be called, and were immediately besieged by a flotilla of "bum boats," the ebony-colored occupants of which were selling everything imaginable in the way of

TOOTHSOME TROPICAL FRUITS,

as well as cigarros, cheroots and—yes—even whiskey, or rather, Jamaica rum. The latter neither Jean nor myself have any use for, in any shape, but we began at once the task of sampling the various fruits, etc. And who would not eat oranges at six cents a dozen; bananas at five cents ditto? Pineapples, such as would cost in New York fifteen to twenty-five cents, could be purchased here at five cents each.

To find out what fruit really is like, Mr. Editor, you should sample the specimens found in the American markets (I lived in New York nearly two years and know whereof I speak) and then take a trip to one of these West Indian Islands and sink your molars into the oranges, plantains, bananas, pineapples, etc., they have here, and—yum! yum!—you will think you never saw or tasted fruit before. The *cigarro*, or tobacco cigarette, which ever you choose to call it, takes precedence over the *cherroot* (or cigar) in this part of the world. It is about seven inches in length, and a little thicker than an ordinary lead pencil. Put up in bunches of twenty-five each, they sell for twenty-five cents per hundred. The tobacco used is of excellent quality and they really make good smoking. Of the cheroots I cannot speak so highly, as those we have tried we have found altogether too rank for our taste. Cheroots can be had at from seventy cents to eighteen dollars per hundred.

Before leaving the "Murray Castle," and while chatting with our naturalist friend, we were startled by a shrill scream, which we at once recognized as coming from the lungs of the love-smitten maiden lady before mentioned. Making a dash for where she was standing near the rail, we tried to ascertain the cause of the scream. She was too flustrated, however, to do more than moan and wring her hands, praying for us to save her. She finally became quiet enough to say that

"WE WERE ALL GOING TO BE DEVOURED,"

she knew we were; she had seen a great monster alongside of the ship, with a mouth—oh! such a mouth. "If 'twas as big as yours," said Jean, in an aside, "it would first shake down the buildings with its roar, and then swallow the island."

After looking over the side for a time, to keep her quiet, we saw—what do you suppose?—why, a shark, only an innocent (?), harmless (?), little (!) shark, *not more* than seven feet long. The guileless creature came to the surface, rolled over on its side, and, when it opened its jaws and we had a good sight of its ferocious looking teeth, as it grasped a piece of pork which one of the boys threw overboard—well, we laughed at the lady's frightened countenance, but I tell you on the strict quiet, that I felt cold chills creeping up and down my spinal column for hours afterward. As for Jean, I've seen the boy hang fast to the horns of a wounded buck, which had made a charge at him, while he told me to "keep cool and send a bullet where it will talk," and he never trembled, but the look at those ugly, devilish-looking teeth took the grit all out of him, and he turned away as white as a sheet.

The harbor here is completely lined, they tell us, with these "monsters of the deep," and it is surprising that so few lives are lost. Any time between sunrise and sunset you will see from one to a dozen small boats near some vessel which is anchored. The boats are occupied for the most part by urchins from eight to fourteen years of age; the only article of clothing they wear is a breech cloth. The majority of them carry knives with blade 8 to 10 inches long. Toss a coin overboard, and over the side of the boat, head first, hands joined together and extended above the head, will go one of these urchins. To a person unacquainted with the sports of this part of the world, the act appears suicidal, but watch; and just as you have made up your mind that the diver has fallen in the power of *those pitiless looking teeth* you will see a wooley pate come out of the water, and the owner of the pate climbs quickly into his boat. Standing up, he takes the coin from his mouth, tossed it to his companion, stretches his mouth from ear to ear in a grin, and is ready to risk his life in another dive for coin.

Very little of the produce one sees for sale here is raised on St. Thomas. The soil is comparatively barren, taken as a whole, and the inhabitants have to depend to a certain extent on neighboring islands for the necessities are mostly brought from England and France, the imports from the United States being light as compared with the other two countries. The Island does not receive anywhere near the attention it deserves at the hands of historians or geographers, who unsually refer to it as "quite a coaling station; having a mixed population which varies at different seasons." When I say that within forty-eight hours from the time the "Murray Castle" dropped anchor, five others steamers entered the harbor for coal, it will be see that it *is* "quite a coaling station." The island is a dependency of Denmark, and in the old-fashioned delapitated looking fort are stationed three officers and about twenty men, whose duty it is to see that the laws and rules of that country are enforced. The force is changed every two or three years, though some of the men have twelve years, preferring the tropics to their Northern homes.

St. Thomas, W. I., March 12, 1888.

BRONCHO vs. BICYCLE.

(A STORY TOLD BY A NEW MEXICO COWBOY.)

By Capt. Jack Crawford, the "Poet-Scout."

The first we saw o' the high-toned tramp
War' over thar at our Pecos camp:
He war' comin' down the Santa Fe trail
Astride of a wheel, with a crooked tail.
A skinnin' along, with a merry song,
An' ringin' a little warnin' gong.
He looked so outlandish, strange an' queer
That all of us grinned from ear to ear,
An' every boy on the round-up swore
He had never seed sich a hoss afore.

Wal', up he rode, with a sunshine smile,
A smokin' a cigarette, an' I'll
Be kicked in the neck if I ever seen
Sich a saddle as that on his queer machine
Why, it made us laugh, fur it wasn't half
Big enough fur the back of a suckin' calf.
He tuk our fun in a keerless way,
A venturin' only once to say
Thar' wasn't a broncho about the place
Could down that wheel in a ten-mile race.

I'd a lightnin' broncho out in the herd
That could split the air like a flyin' bird,
An' I hinted 'round in an off-hand way
That, pervidin' the enterprise 'd pay,
I thought as I might jest happen to light
On a hoss that 'd leve 'im out o' sight.
In less 'n a second we seed him yank
A roll o' greenbacks out o' his flank,
An' he said, if we wanted a bet, to name
The limit, an' he would tackle the game.

Just a week afore we had all been down
On a jamboree to the nearest town,
An' the whisky joints, an' the faro games,
An' shakin' our hoofs wi' the dance-house dames,
Made a wholesale bust; an', pard, I'll be cussed
If a man in the outfit had any dust;
An' so I explained, but the youth replied
That he'd lay the money-matter aside.
An' to show that his back didn't grow no moss,
He'd bet his machine agin my hoss.

I tuk him up, an' the bet war' closed,
An' me a chucklin,' fur I supposed
I war' playin' in dead sure winnin' luck,
In the softest snap I had ever struck,
An' the boys chipped in, with a knowin' grin,
Fur they thought the fool had no chance to win.
An' so we agreed fur to run that day
To the Navajo Crossin', ten miles away.
As han'some a track as you ever seed
Fur testin' a hoss's purtiest speed.

Apache Johnson an' Texas Ned
Saddled up their horses an' rode ahead
To station themselves ten miles away,
To act as judges, an' see fair play.
While Mexican Bart an' Big Jim Hart
Stayed back fur to give us an even start.
I got aboard o' my broncho bird,
An' we came to the scratch an' got the word.
An' I laughed till my mouth spread from ear to ear
To see that tenderfoot drop to the rear.

The first three miles slipped away first-rate.
Then broncho began fur to lose his gait,
But I wa'nt oneasy, an' didn't mind,
With tenderfoot more'n a mile behind.
So I jogged along, with a cowboy song,
Till all of a sudden I heard that gong
A ringin' a warnin' in my ear.
Ting! Ting! Ting! Ting! too infernal near,
An' lookin' back'ards I seed the clump
Of a tenderfoot gainin' every jump.

I hit ol' broncho a cut wi' the quirt,
An' once more got 'im to scratchin' dirt;
But his wind seemed weak, an' I tell you, boss,
I seed that he wasn't no ten-mile hoss.
Still the plucky brute tuk another shoot,
An' pulled away from the wheel galoot;
But the animal couldn't hold his gait,
An' somehow the idee entered my pate,
That if tenderfoot's legs didn't lose their grip,
He'd own that hoss at the end o' the trip.

Closer and closer come tenderfoot,
An' harder the whip to the hoss I put;
But the Eastern cuss, with a smile on his face,
Ran up to my side with his easy pace;
Rode up to my side, an' durn his hide,
Remarked 'twar' a pleasant day fur a ride.
Then axed, onconsarned, if I had a match.
An' on his breeches give it a scratch.
Lit a cigarette, said he wished me good day,
An' as fresh as a daisy scooted away.

Ahead he went, that infernal gong
A ringin' "good-bye," as he flew along;
An' the smoke from his cigarette come back,
Like a vapory snicker along the track.
On an' on he sped, gittin' further ahead,
His feet keepin' up that onceasable tread,
Till he faded away in the distance, an' when
I seed the condemned Eastern rooster again,
He war' thar' with the boys at the end o' the race,
That same keerless, onconsarned smile on his face.

Now, pard, w'en a cowboy gits beat he don't sw'ar,
Nor kick, if the beatin' are done on the squar';
So I tuk that Easterner right by the hand,
An' tol' him, that broncho awaited his brand.
Then I axed 'im his name, an' whar from he came,
An' how long he'd practiced the wheel-rollin' game.
Tom Stevens he said war' his name, an' he come
From a town they call Bosting, in ol' Yankeedom;
Then he jest paralyzed us by sayin' he'd whirled
That very identical wheel 'round the world.

Wal', pard, thar's the story o' how that smart chap
Done me up, w'en I thought I had sich a soft snap:
Done me up on a race with remarkable ease,
An' lowered my pride a good many degrees.
Did I give 'im the hoss? W'y, of course I did, boss,
An' I'll tell you it wan't no diminutive loss.
He writ me a letter from back in the East,
An' said he'd presented the neat little beast
To a feller named Pope, who stan's at the head
O' the ranch whar' the cussed wheel horses ar' bred.

Boston, March, 1888.

A CHALLENGE FROM KLUGE TO CRIST.

W. E. Crist, Esq., Washington, D. C.:

Dear Sir—I hereby challenge you to a series of three races, the the winner of two to take the prize, which shall be a trophy subscribed for by each of us. Any distance from one to twenty miles—one, five and ten being suggested. Track and date to be settled between us, as soon as you will favor me with a meeting, or by mail if challenge is accepted. Trusting that you will not refuse a race at earliest date possible.

I am yours fraternally, CHAS. E. KLUGE.

BRAKES ON SAFETIES.

Editor Bicycling World: In reply to No. 3001, would refer him to an article in *C. T. C. Gazette* for February, '88,—same being a classified statement of a score or more of experienced riders on the various qualities, good and bad, of the various styles of "rear-driving safeties." With nearly all of these riders, spoon brakes on front wheel are considered insufficient and unsatisfactory. The editor summing up, recommends application of brake as follows: "First by a strap on the drum affixed to the *driving axle*; second by ditto affixed to *hub of driving wheel*; third by a spoon in front of hind wheel tyre pointing downward and located within three inches of ground." L. A. W. 5110.

BRAKES ON SAFETIES.

Editor Bicycling World:—In answer to "L. A. W. 3001," permit me to say that the brake is placed on the front wheel of rear-driving safeties because it is simpler and easier. All other reasons prove the rear wheel to be the proper place to apply the brake. If placed as low as the crank axle, it will not throw mud or dust, whereas the front wheel brake will drop mud on one's feet when coasting, or throw off a cloud of dust in dry weather. Applying a front brake at speed will cause the rider to take a header, if the application stop the wheel, and the speed be sufficient to revolve rider and wheel around the forward point of contact with the ground. In stopping, the momentum causes most of the weight to be carried by the front wheel, and therefore the front brake is often effective enough to be dangerous. With a rear brake there can be no such results, for if the stop be too sudden the rear wheel lifts and all strain is relieved. The sudden stopping caused by the front brake throws a tremendous strain on the front forks and the connecting frame, which is almost entirely avoided in the rear brake.

Further, let me say, if you want to be happy, avoid band brakes. They must of necessity be heavier than spoon brakes, because they have to exert a power many times greater. They are usually more complicated and harder to keep clean, and, last and largest, there is no peace of mind when you have one, for unless blissfully ignorant, you are ever wondering if that brake is not rubbing somewhere. Unless very carefully fitted, it will rub somewhere, and under the best of fitting, a bit of mud or gravel may get under it, and make the remainder of the road all up hill. Or the repairer may accidentally destroy its proper curve; or it may not be tempered alike throughout its length, and therefore lose its curve. Under any circumstances it will find some way to make its owner wish it out of existence. If any one doubts this let them examine band brakes on machines that are in use. Respectfully, CHAS. E. DURYEA,
Washington, D. C.

THE KAUFFMAN TRICK CHAMPIONSHIP.

Editor Bicycling World:—In the weekly letter which, with your good permission, W. J. Morgan devotes to the advertisement of the American team, I have noticed with regret a most unjustifyable attack upon the honor of the English press. My regret only refers to the fact of the BICYCLING WORLD printing the words, as we have a sincere and strong feeling of friendship for the WORLD and its editors. Morgan's opinions are of value to those who choose to appraise them.

It is insinuated in the paragraph to which I take exception that such men as C. W. Nairn, F. Percy Low and your servant for *Wheeling*, Harry I. Swindley for the *Cyclist*, T. H. S. Walker for *Der Radfahrer*, and R. I. Mecredy for the *Irish Cyclist*, were "got at" by means of a champagne supper to cheat the trick riders of the world, and to give the championship to Nick Kauffman without his winning it. Now sirs! and you, London W.! more particularly, you know us. Is it likely? No! I will not insult American gentlemen and journalists by assuming for an instant that you believe that the men who have stood by American good faith for many years, would do this mean and dirty thing. I will not go into detail. The story is strictly false. Morgan and his team have pretty nearly worn us out over here, and I presume Morgan knows it, or he would not have ventured to break off with the whole cycling press, bar *Bicycling News*, in this manner. In a spirit of international good feeling and sport, we constituted ourselves the ladder by which your "Senator" climbed to success in England. This is the kick for the downfall of said ladder, which is now of no further use.

Nick Kauffman has been declared champion by the united press, as the only man who would ride all comers on all classes of machines, and his challenge not being accepted by any of the so-called champions, no other decision could be come to.

Yours truly, W. M. MCCANDLISH.
London, March 12, 1888. Co-editor *Wheeling*.

LEAGUE MEET COMMITTEES AND HOTEL ARRANGEMENTS.

For the benefit of those contemplating attending the L. A. W. meet to be held at Baltimore on June 18th, 19th and 20th, I would say that all arrangements are being pushed ahead as rapidly as possible by the various committees, and every indication points toward a most successful and attractive meeting. Already inquiries are being made by League members from all over the country as to hotel accommodations, transportation, etc., and for the information of all interested, I give below the names and addresses of the chairmen of the different committees in charge, with a brief outline of the duties of each committee, and all communications addressed to any of these chairmen, seeking information concerning the meet, will receive prompt attention.

GENERAL COMMITTEE.

Chairman, A. E. Mealy, 1521 Eutaw place; Secretary, R. M. Lockwood, 1731 McCulloh street. This committee is made up of the chairmen of the different sub-committees, and have full control of the entire arrangements for the meet.

FINANCE COMMITTEE.

Chairmen, W. H. Beatly, No. 92 Dugan's wharf; Secretary, C. H. Eisenbrandt, 124 E. Baltimore street; Treasurer, Jno. S. Bridges, corner Baltimore and Light streets.

RECEPTION.

Chairman, Geo. S. Hagerty, care of Keen & Hagerty, Baltimore. All communication on securing advance hotel accommodations and storage of wheels must be addressed to this committee. All persons writing to have rooms at the hotels secured in advance, will please name their choice of hotels, and what price accommodations they desire. The committee will in such case use their best efforts to carry out the instructions to the letter, but in case the hotel named should be already full, they will use their judgment in securing the next best, in which case they will expect the support of the party whom they are trying to serve.

TRANSPORTATION (Local).

Chairman, Jos. Chism, 10 E. Lombard street. All information as to how to reach Baltimore during the meet will be furnished by this committee, or by the

NATIONAL TRANSPORTATION COMMITTEE.

Chairman and Western representative, B. B. Ayres, 152 S. Hoyne avenue, Chicago, Ill.; Eastern representative, Geo. R. Bidwell, 323 West 58th street, New York.

ENTERTAINMENT.

Chairman, Albert Mott, 1513 Barclay street, Baltimore.

PARADE.

Chairman, E. P. Hayden, care of Drovers & Mechanics' National Bank, Baltimore.

RACES.

Chairman, Sam'l T. Clark, 2 and 4 Hanover street, Baltimore. Will furnish any information in the way of racing events.

TOURS AND RUNS.

Chairman, F. W. Pope, 7 South street, Baltimore.

PROGRAMME (Official).

Chairman, Milton S. Wood, care of A. Hoen & Co., Baltimore.

PRESS.

Chairman, C. R. Eisenbrandt, 124 E. Baltimore street.

For any information not embraced in the above committees, address the Chairman of the General Committee.

HOTEL ARRANGEMENTS.

The Carollton Hotel (American) can accommodate 400 guests; terms, $2.50 to $4.00 per day; to L. A. W. members during the meet, $2.00 to $3.00 per day, according to location of rooms.

The "Hotel Rennert" (European) can accommodate 100 guests; terms, single rooms, $1.50 to $3.00; double rooms, $2.50 to $4.00 per day; a reduction of 50 cents per day will be allowed L. A. W. members. Suites of apartments, containing parlor, bed, bath and toilet rooms, from $6.00 to $10.00 per day; a reduction of $1.00 per day to L. A. W. members.

The Eutaw House (American), accommodations for 250 guests. Terms, $2.50 to $3.50 per day; to L. A. W. members during the meet, $2.00 to $3.00 per day, according to location of rooms.

Guy's Hotel (European), accommodotion for 200 guests. Terms, single rooms, $1.50 per day; double rooms, $2.50 per day; with a probable reduction to L. A. W. members.

Other hotel arrangements will be complete in a few days. A. E. MEALEY.

WE wonder what kind of racing tracks they must have in Australia, if they have any at all, and do they utilize any convenient ploughed field for the purpose of racing. This query has been brought about by reading the following, which we take from *Sporting Life*: "The 25-mile bicycle race, for 50/., between J. Libeau, of New Zealand, and S. Clark, champion cyclist of Scotland, was contested on the Carrington Ground on February 4. Clark led off, but after a couple of laps had been recorded, Libeau overtook him, and then both men seemed to settle down to their work. During the first lap of the fifteenth mile Clark fell twice, and Libeau added nearly two laps to his credit. These he maintained until he was in the last mile, when in rounding the curve at the western end of the course his bicycle struck a stone and he came to grief, but remounting, won by about half a lap in 1 hour 49 min."



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"THE SWIFT."

(Coventry Machinists' Co., 239 Columbus Ave., Boston, Mass.)



THE 1888 pattern Swift has many improvements and advantages over the 1887 pattern. The top rail of the frame has been neatly curved in the neighborhood of the saddle, which allows the seat to be placed farther back so that the rider obtains more power over his pedals and consequently rides easier. The seat pillar is secured to the frame by means of a split socket, which does away with the pin at the side, which some riders found a little too prominent. An improved method of securing the mud guards to the frame, both back and front, is now used, which successfully overcomes the disagreeable rattle peculiar to mud guards generally. The adjustment to take up the slack of his chain is so simply constructed that it can be done without soiling the hands, and each machine is fitted with an adjustable but firm chain-guard.

The adjustable and detachable cranks are now made seven inches long instead of six inches, giving a longer throw if required. The centre-steering is now used instead of the socket, which was more difficult to adjust and too sensitive. The Swift is fitted with a neatly curved, hollow handle bar, with barrel-shaped handles, affording a firmer and more natural grip. The adjustment is now altered, being fitted into a split socket, which makes it much simpler,

and the machine much lighter than last year. The improved spoon brake on the front wheel has been substituted for the lever brake on the back. This spoon is now made with the joint under the top of the fork. It is three and one-half inches long, the whole surface of which is made to grip the wheel, bringing the machine to a standstill instantly.

The machine is fitted with a specially devised spring lamp bracket, which, together with the usual spring on a lamp, successfully overcomes this difficulty. The new Swift has hollow forks both back and front, which makes the machine much stronger and lighter.

All parts of this machine are put to a severe test and examined before they are "assembled." After the machine is "assembled" it is stripped for the painter, and when finished it has to undergo another examination before it is shipped. This insures a strong and reliable machine, which is proved by the universal praise that we hear from the riders of Coventry Machinists' Co. machines.

The New Mail is having a very large call, and William Read & Sons report all they can do to fill orders.

Geo. Hendee was in Chicago Thursday, visiting Mr. Stokes, the Springfield Roadster agent. He speaks very encouragingly of the prospects of this machine, but it has made little headway here, never having been thoroughly tested by our riders.

We have before alluded to Mr. Underwood's Road Book of Boston, and we again call the attention of the cycling public of the country, and especially that of Boston, to the fact that this Road Book is now on the market, as will be seen by referring to our advertising pages. It is one of the most complete and comprehensive that has ever been issued, and we bespeak for Mr. Underwood's venture a large sale. It can be had by writing to Mr. Underwood, himself, or sending to this office.

It is worth a trip to William Read & Sons, 107 Washington street, to see their splendid display of New Mails this week in their large window. In the background is a handsome display of parts, all steel forging. This firm are expecting a large invoice of Ivels this week. They should be seen by those who anticipate buying safeties.

The Springfield Bicycle Co. have gotten out a very attractive colored hanger. Mr. Worden of this Company has just returned from a very successful four weeks' trip through New England. He reports business booming.

A very neat little arrangement, called a toe-clip, has been introduced in England. It is a simple piece of steel, curved to fit the end of the toe, and it can be attached and taken off any pedal. Those who have taken "the tip" say that it is immense. The patent is controlled by the New Rapid "people."



ABBOT BASSETT, Secretary-Editor.

FAST DAY is with us this week, and the riding season is once more open to us. This New England holiday is always looked upon as the gateway through which we approach the season, and that day always sees the riders out if the weather is auspicious. We are talking about New England and we do not forget that there are some favored communities where Nature always presents an inviting front to wheelmen, and where the season has neither end nor beginning.

MASSACHUSETTS comes prondly forward with a donation of $300 to the League. She is distributing a road book that is costing her a very large sum of money but she is loyal to the League, and extends a helping hand in time of need. Generosity that calls for a sacrifice is doubly blessed.

NEW JERSEY wheelmen are talking of sending a lady representative to the Board of Officers. Since the ladies have no particular point to urge, nor advantage to gain by such a representation we do not see the necessity for it. As a matter of sentiment it may strike some as a desirable move, but it will force undue publicity upon the lady, which is oftentimes embarrassing, and no good purpose will be served withal.

WE have done much in our day to persuade ladies to ride the wheel. We shall do all in our power henceforth to bring to their notice the benefits and pleasures of cycling, but we do not feel that, because a lady rides, she should take an active interest in club affairs, and engage in the legislative work of the League.

A CORRESPONDENT in Clarksville, Tenn., writes to protest against that provision in the reorganization scheme, which obliges a State to have one hundred members before it can organize a division. He is not altogether satisfied with the new idea of grouping the smaller States into Territorial divisions, and maintains that a State with fifty members can do more and better work by itself than as a part of a Territorial division. Our correspondent urges that the Chief Consul of a Territorial division would have a very large territory to rule over and could work to no advantage. Meetings would be attended only by members in his own State, and all legislation would have a local coloring. Speaking for Tennessee, he claims that she has many plans for the coming season, and hopes to be able to make a good showing in League work, but if she must have a hundred members to become a division she will be buried in a Territorial division and lose all incentive to active endeavor.

WE have had several letters of similar tenor to the above. There is undoubtedly a feeling among the smaller divisions that the League is taking too long a stride in the change of the number requisite to the formation of a division from twenty-five to one hundred. One writer urges that "the change is a good thing for the big divisions, it is death to the smaller ones. They, the big fellows, can stand alone well enough now, but they are going to have more power, while we little fellows that struggle hard to get fifty or sixty members have got to take upon our shoulders the little fellows of five or ten and carry them along. New York has a big income; she is going to keep it and have more. Our State has a little income; she has got to divide it with the little fellows." All these arguments have weight. Let them be brought up at Baltimore and be duly considered.

NICKEL PLATING for cycles does not altogether meet the demand for a covering at once grateful to the eye and protective to the metal. Wheelmen will be interested in the development of a platinum-plating process, which promises to cover all the failings too often vexatiously proved in nickel-plating. Platinum is the most imperishable of all ordinary metals, and utilized as plating it defies rust, never tarnishes, and never becomes discolored. An English company has lately been formed for the purpose of working the process, and thus far the most flattering results have been obtained.

CYCLE manufacturers are becoming very much interested in the new process of welding by electricity, which has been invented by Prof. Elihu Thomson, and representatives of the Pope Mfg. Co., the H. B. Smith Mfg. Co., and other manufacturers have been down to Lynn to see the practical working of the invention. The invention is one of the most important that has been made in the mechanic arts for many years. By this process metals may be welded almost instantaneously and a juncture is formed as strong or stronger than any point in the units. Moreover, any two metals, no matter how dissimilar, may be as firmly united as two pieces of common wrought iron. The machine used for the purpose consists of a huge induction coil, through which are passed alternating currents of high potential force, and they are transformed into alternating currents of low potential force. In the low potential circuit is obtained a current of one volt, or a fraction over, equal to 10,000 to 30,000 amperes. To each end of the transformer is attached a horizontal conductor of solid copper several inches in diameter, and about a foot in length. At the end of each conductor simple clamps, working with thumbscrews, are attached. Into each of these clamps one of the pieces of metal is screwed, with the ends of the latter almost, but not quite, in contact. The current is turned on and easily regulated by a rheostat handle, working with a crank and screw. The operation of fusing the two pieces of metal, or different metals, together is the work of but a few seconds. A very strong current is required, but only for a limited time, and a very great amount of power is not necessarily needed to produce the desired result. The actual volume of the current, while it lasts, however, must be considerable. The temperature reached is an important feature, but cannot be determined by any definite rules. Experience, governed by a careful study of the incandescence of the metals, is the principal factor to success. By the color of the welding point, just as an ordinary blacksmith judges of the proper temperature of his two pieces of metal, must the important moment when the pieces to be welded reach just the right heat be determined. The temperature rises so quickly that it is concentrated directly upon the weld, and is not diffused over the bulk of the metal. It is applied first to the centre of the bar, working thence outward, and the process is, therefore, directly the reverse of the ordinary method. Cast-iron, which could never before be welded, and also copper and lead pipe are united strongly by this process. The company welds its electric wires, and no joint is visible. Visitors to the factory are shown many curious and interesting products. A highly polished rod is shown made up of all alternate sections of brass, copper, german silver and iron. Several cast-steel chisels, gouges, etc., which had been broken, were so skilfully welded that no one could tell, after the "dressing up" process, they were not new tools. It is safe to say that no class of workers in metal will be more interested in this invention than are the cycle makers. They require welding of the very best attainable kind, not only as regards strength, but in the matter of looks. It would seem that they have much to look forward to in the development of Professor Thomson's ideas.

MASSACHUSETTS CONSULS.

All Consuls of this Division are reappointed until Sept. 1, 1888. H. W. Hayes, Chief Consul.

RESIGNATION.

H. W. Hayes, Chief Consul Mass. Div. L. A. W.:

Dear Sir—Having taken up a residence in this city, I herewith tender my resignation as a representative to the League of American Wheelmen for Massachusetts. In so doing permit me to express my appreciation of the confidence shown in me by my constituents during the past few years. I shall be glad to see my friends in my new quarters in the office of "The Press," 28 North William street, New York city.

Very fraternally yours, W. I. Harris.

New York, March 30, 1888.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 133—Total 79—8852.

Boston, April 6, 1888.

California Division—1—311.

Unattached.

18030 Tromboni, Marco, 608 Brannan st., San Francisco.

Connecticut Division—1—386.

Unattached.

18037 Manville, Edwin A., Absonia.

Illinois Division—3—187.

Capital Cycling Club.

18038 Mallette, W. B., 1130 South 7th st., Springfield.
18039 Smith, H. L., 1027 South 7th st., Springfield.

Unattached.

18040 Smith, Henry J., care Watch Co., Peoria.

Indiana Division—1—161.

Unattached.

18041 Jaeger, Fred. W., Box 255, Muncie.

Iowa Division—2—107.

Unattached.

18042 Dougherty, C. B., Washington.
18043 Dougherty, R. E., "

Maryland Division—1—274.

Unattached.

18044 Bowerman, J. C., Waverly.

Massachusetts Division—15—1000.

New Bedford Cycle Club.

18045 Cumiskey, John A., So. Dartmouth.
18046 Taylor, Wm. H., 99 So. 6th st., New Bedford.

Springfield Bicycle Club.

18047 Syrett, Benj., care Smith & Wesson, Springfield.

Taunton Bi. Club.

18048 Anthony, E. C., 92 School st., Taunton.

Worcester Bi. Club.

18049 Stebbins, W. K., Heywood B. & S. Co., Worcester.

Unattached.

18050 Baldwin, Thos. H., 220 Pendleton ave., Springfield.
18051 Buckler, A. E., 216 Tyler st., "
18052 Crossman, Chas. P., 59 Stebbins st., "
18053 Prouty, Geo. C., 10 Newton st., "
18054 Smith, E. B., 15 Worthington st., "
18055 Pawlowsky, Oscar E., 210 Pendleton ave., Springfield.
18056 Bird, Henry W., 432 Washington st., Boston.
18057 Graves F. C., Box 5283, "
18058 Bishop, Frank E., 400 Essex st., Lynn.
18058 Morse, John F., Westboro.

Michigan Division—7—197.

Muskegon Valley Bi. Club.

18059 Hayward, M. D., White Cloud.
18060 Jacobi, F. Jr., Newaygo.
18061 Noble, Miner L., Sparta.
18062 Riblet, Fred. W., Newaygo.
18063 Trask, H. A., White Cloud.
18064 Van Leuven, Frank, Newaygo.

Star Bi. Club.

18065 Grylls, Miles W., Detroit.

Mississippi—9—10.

Greenville Wheelmen.

18066 Galdman, J. C., Greenville.
18067 Galdman, F. A., "
18068 Graham, H. C., "
18069 Herrin, J. B., "
18070 Langor, L. N., "
18071 Sanders, Henry, "
18072 Shanks, Tom, "
18073 Washington, R. H., "
18074 Yerger, W. Jr., "

Missouri Division—2—275.

Marion County Wheelmen.

18075 Woodruff, H. C., Hannibal.

Unattached.

18076 Carter, E. C., "

Nebraska Division—1—78.

Omaha Wheel Club.

18077 Adair, Wm. R., Omaha Nat. Bank, Omaha.
18078 Livesey, J. L., "
18079 Paterson, Geo., Neb. Fuel Co., "
18080 Colson, Paul A., Fremont

New Jersey Division—1—307.

Unattached.

18081 Luck, Arthur C., Brick Church

New York Division—21—1900.

Manhattan Bi. Club.

18082 Lahr, Chas. A., 69 Attorney st., New York.
18083 Vandenhowe, D., 131 E. 55th st., "

Universal Cycling Club.

18097 Boniface, Roy, 302 State st., Brooklyn.
18098 Crowne, Thomas P. Jr., 250 High st., "
18099 Finn, Oscar J., 78 Tillary st., "
18100 Finn, Philip C., 78 Tillary st., "
18101 Finn, Wm. J., 78 Tillary st., "
18102 Fletcher, John, 500 Marcy ave., "
18103 Ford, Jas. H., 252 W. 34th st., New York.
18104 Goodstein, Mark, 279 Bridge st., Brooklyn.
18105 Harris, Maune, 241 Adams st., "
18106 Hennessy, Daniel J., 207 Nassau st., "
18107 Huselton, Gus O., 67 Sands st., "
18108 Huselton, Wm., 67 Sands st., "
18109 Isaacson, Adolph, 233 Adams st., "
18110 Masterson, Walter G., 704 Norwood ave., "
18111 Rogers, Hiram D. Jr., 78 Maiden lane, N. York
18112 Stanton, Walter A., 1031 Lafayette ave., Brooklyn.

Unattached.

18084 Allen, E. E., 44 8th ave., New York.
18085 Demphy, John B., 154 E. Tupper st., Buffalo.
18086 Mitchell, John C., 29 Cherry st., "

Ohio Division—2—600.

Unattached.

18087 Wetmore, Geo. S., Windsor Hotel, Akron.
18088 Zulch, Gustave, M. D., New Knoxville.

Pennsylvania Division—3—1172.

Century Wheelmen.

18113 Rosenau, Philip, 715 Filbert st., Philadelphia.

Unattached.

18089 Hening, Frank H., Homestead.
18090 Flanegan, R. M., Monongahela City.

Tennessee Division—1—50.

Unattached.

18091 Coykendall, Jas. B., Knoxville.

Virginia Division—1—77.

Shenandoah Valley Wheelmen.

18092 Stone, Edgar E., Winchester.

Wisconsin Division—4—71.

Racine Bi. Club.

18093 Collins, C. H., Racine.
18094 Erickson, A. F., "
18095 Freeman, John, "

Unattached.

18096 Bloodgood, F. Jr., 102 Wisconsin st., Milwaukee.

LEAGUE CLUB RENEWALS.

Certificates have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888:—

Los Angeles Wheelmen, Los Angeles, Cal.
Quaker City Wheelmen, Salem, Ohio.
Old Dominion Wheelmen, Richmond, Va.
Racine Bicycle Club, Racine, Wis.

New Club.

Greenville Wheelmen, Greenville, Miss.

All memberships in the League of American Wheelmen expired Jan. 15, and as all members must renew, so must all clubs. Before a club is entered on the list of 1888, the following certificate must be filed by the Secretary: "This certifies that the Blank Club will remain a League club for and during the year 1888. Blank, Blank, Sec."

LEAGUE CLUBS.

The following suggestions regarding League clubs are respectfully offered:—

By-laws, Art. V., Sect. 9—Any cycle club in the United States that shall have in its by-laws a provision requiring every active member to join the League of American Wheelmen, shall become a League club, and entitled to all the privileges accorded League clubs under these by-laws. The number of votes that any League club shall be entitled to cast through its delegates at the annual meeting, or at any constitutional convention, shall be one vote for every member of said club, in good standing, upon the rolls of the League.

The following is a common form of by-law: This club shall be a League club, under the rules of the League of American Wheelmen, and each member shall become also a member of the League. The initiation fees and dues of the L. A. W. shall be paid out of the club treasury, and each member of the club shall pay his share of these dues to the treasurer. New members, not already connected with the League, shall be proposed for membership by the secretary.

After qualifying as a League club, the secretary must file at this office a certificate giving the name of the club, date of organization, date of qualifying, name, and address of secretary, list of officers, and give address to which the club copy of BULLETIN shall be sent.

The secretary will enter the club upon his books, giving it a number, and will publish application in the BULLETIN.

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, ...

Club, *P. O. Address,* .....

City and State,

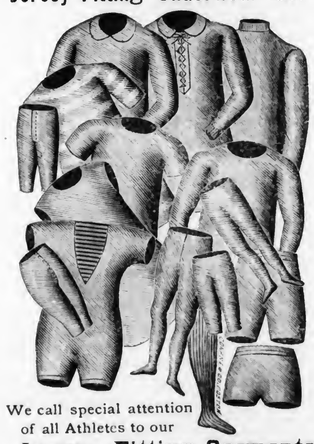
References:

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose $2.00; in April, May or June, enclose $1.75; in July, August or September, enclose $1.50; in October, November or December, enclose $1.25.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

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We call special attention of all Athletes to our

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$3.00 Per Pair.

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Is made of the finest genuine Kangaroo or Dongola in any size or width.

Greatly improved over 1887 Shoe; is the lightest, strongest and easiest shoe made.

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Liberal Discount to Clubs and Bi. Agents.

Also Manfr. of the celebrated

Buffalo Base Ball Shoes.

W. B. TOULMIN,

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THE Standard Gloves.

Made from

CALIFORNIA BUCK SKIN,

with Open Backs—(or Knit, if preferred).

Reinforced and padded where the greatest wear comes; open fingers which gives full use of hands; fastened across the back of wrist with a patent fastener. These gloves will never get hard no matter how wet they get. They will always remain soft and pliable. A great help to avoid cutting the hands in case of a fall. Cyclists who have once used these gloves will never go without them.

Price, by Mail, Best Quality, $1.25 per pair.

W. C. BOAK, Le Roy, N. Y.

☞Discount to the trade.

BEFORE BUYING,

SEE OUR LISTS.

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ANKLE ACTION

(See L. A. W. *Bulletin* Feb. 24th) is learned the easiest and best on the EUREKA HOME TRAINER AND BICYCLE STAND. Price $7.50. In Bicycles, Tricycles and Sundries, we can also please you with style, quality, price and terms.

☞Correspondence solicited.

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BICYCLING NEWS—the Cyclers' Illustrated Paper—Every week by mail for a year, $2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey and C. W. Nairn. $2.50 per year, including postage.

TRICYCLISTS' INDISPENSABLE ANNUAL AND HAND-BOOK. By Henry Sturmey. Describes every machine made, with detailed analysis of all the various parts, principles or novelties in present use, etc. Profusely illustrated. Edition for 1884, revised and enlarged, 50 cents, by mail. There will be no edition of this book for 1885.

Lord Bury, President N. C. U.—"I have very great pleasure in saying that your "ROVER" is a very perfect machine."
THE "ROVER" has set the fashion to the world.—The Cyclist.
THE "ROVER" is one of the happiest ideas that have evolved from the mind of maker.—Bicycling News.
THE "ROVER." The fastest 50 miles ever ridden on the road was on the "Rover."—The Cyclist.
THE "ROVER" has reached the States, and is favorably received in Boston.—Tri. Journal.
THE "ROVER" Starley and Sutton are having their expectations realized.—Bicycling News.
THE "ROVER." On this machine some startling speed rates may be look for.—Bazaar.
THE "ROVER." Worthy of the high reputation enjoyed by this firm.—Illustrated Sports.
THE "ROVER" has covered the longest distance in the hour on the road.—The Cyclist.
THE "ROVER" has been attended by an enormous amount of success.—Athletic News.
THE "ROVER." For night riding its equal would be hard to find.—Bicycling News.
THE "ROVER" has proved its worth.—Illustrated Sporting and Dramatic News.
THE "ROVER." We have the highest opinion of this machine.—Irish Cyclist.
THE "ROVER" shows to what perfection cycling has arrived.—Court Journal.
THE "ROVER" is easy, comfortable, safe and a good hill climber.—Invention.
THE "ROVER" is extremely easy and pleasant.—Cassell's Family Magazine.
THE "ROVER" is quite free from the vice of side-slipping.—C. T. C. Gazette.
THE "ROVER" is the best and safest of all the Safeties.—Bicycling News.
THE "ROVER" is the best hill climber on the road.—The Presbyterian.
THE "ROVER" is built on the soundest of principles.—Weekly Budget.
THE "ROVER" is speedy, comfortable and safe.—Colonies and India.
THE "ROVER" is the King of Safeties.—Irish Cyclist and Athlete.
THE "ROVER" continues to merit my warmest confidence.—Health.



THE "ROVER" is a wonderful machine.—Hardware Trade Journal.
THE "ROVER" on which record was so badly beaten.—The Cyclist.
THE "ROVER" is very fast and safe to a degree.—C. T. C. Gazette.
THE "ROVER" attracts a great amount of attention.—Bell's Life.
THE "ROVER" was, of course, well to the fore.—Land & Water.
THE "ROVER" is a very excellent machine.—Colonies and India.
THE "ROVER" runs with remarkable steadiness.—The Bazaar.
THE "ROVER." We always use a "Rover."—Tricycling Journal.
THE "ROVER." The 100 mile race was marvellous.—Citizen.
THE "ROVER" is the fastest and safest machine.—Knowledge
THE "ROVER." This machine is *par excellence*."—Knowledge.
THE "ROVER" presents many features of interest.—Health.
THE "ROVER" is a splendid hill climber.—Bicycling News.
THE "ROVER" is a sterling machine.—English Mechanic.
THE "ROVER" is exceedingly well received.—Ironmonger.
THE "ROVER" proved to be as fast as predicted.—Field.
THE "ROVER" is learned in ten minutes.—Irish Cyclist.
THE "ROVER" now so well known.—Bicycling News.
THE "ROVER" does not slip sideways.—The Cyclist.
THE "ROVER" is a perfect beauty.—Cycling Times.
THE "ROVER." The success of the year.—Bazaar.
THE "ROVER." A most luxurious vehicle.—Youth
THE "ROVER" is a perfect demon.—Wheeling.

STARLEY & SUTTON, "Meteor" Works, West Orchard, COVENTRY.

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Would call the special attention of **the Trade** to their excellent line of **ATHLETIC GOODS,** in the Latest Styles of the season, and for beauty of design, elasticity and durability cannot be excelled. We weave all of the cloths and manufacture from the **best Worsted** and **Woolen Stock,** which gives us many advantages in getting up beautiful effects, in **Polo, Bicycle, Gymnasium, Lawn Tennis, Yachting, Rowing, Base Ball, Fencing Suits, Leotards** and **Dress Suits,** in mixtures, solid colors, and the more delicate shades. **Also, L. A. W. Suits,** very stylish. All of these goods are gotten up in Light, Medium and Heavy Weights, as ordered.

Our **Knee Pants** and **Full Body Tights** are the admiration of all who wear them, the introduction of our **New Suspensory Pocket** and reinforcement giving ease and comfort to the wearer, and are great promoters of health, and highly recommended by Eminent Physicians and Professors of Physical Culture.

Our **Bicycle Hosiery** is made of fine **Worsted Stock, Glove-fitting,** and to match the shades of our garments. Those we are now introducing of **Linen Fashioned Soles and Toes,** are a great comfort in warm weather, and very durable.

The TRADE will find it decidedly for their interest to do business with us. Our prices are very reasonable. Correspondence solicited.

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The "BEST" Bicycle Whistle.



This Whistle is pronounced by all Cyclists to be the most convenient,

Loudest and "Best" call on the market.

The mouth piece is so constructed that it can be held easily in the mouth, and with little effort will produce a loud sound.

PRICE, 25c. EACH. Discount to Dealers.

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Rubber Tires, all sizes, at reduced prices.

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TAKEN IN EXCHANGE FOR BICYCLES.

Before you buy a Bicycle send to **A. W. GUMP, Dayton, Ohio,** for largest list of Second-Hand Bicycles in America.

DIFFICULT REPAIRING A SPECIALTY.

Expert Testimony.

The Expert is put out for its seventh year with its world-wide reputation for staunchness, durability, ease of running, and beauty of lines and finish, holding easily the first among all medium weight machines, and with the noteworthy distinction of being the only bicycle which has ever passed this stage of its existence with constantly increasing favor and sales.

There is probably no machine manufactured that can call out so much favorable testimony.

It has been ridden across the continent three times—by Capt. Hugh J. High, Geo. B. Thayer and F. E. Van Merebeck. It was the machine ridden by Thomas Stevens around the world. When this intrepid wheelman arrived at Erzeroum, Asia Minor, the Boston Herald reported that he said: "I haven't had occasion so far to as much as tighten the spokes in the Expert. Everything about it is in perfect order." On the completion of his journey he wrote: "Notwithstanding all that it had gone through, the Expert that carried me round the world is in very good condition. I used none of the extra parts forwarded to Constantinople, but a few rubber tires, and spokes, broken out by the Afghans."

Prof. Williams, of Brown University, after his return from a bicycle tour of England and France on the Expert Columbia, said: "Having examined carefully the wheels of England and France, I do not think that a better roadster is made in the world than the Expert Columbia."

The report of the Ohio tour in the Fort Wayne Journal says "That the Expert Columbia, as usual, went through the trip famously; every one coming home in perfect condition. They were found to be the favorite wheels in every town visited."

A. J. Wilson (Faed), of England, after having ridden and carefully examined Thomas Stevens' Expert, said it was fully up to the quality of any that he had ever ridden.

It might be remarked here that the Expert, which is claimed to be a medium weight roadster, is as light as many of the "so-called" light roadsters.

A full illustrated description of this machine is found in the new Columbia Catalogue, which is sent free by mail upon application.

Respectfully submitted,

POPE MFG. CO.,
Boston, New York, Chicago.



RUDGE BICYCLETTE.

A large invoice of these famous machines, and also of the well-known

RUDGE LIGHT ROADSTER,

Just received.

Rudge Catalogue Free.

H. M. SABEN, Manager,
152 Congress Street, Boston.

Is there an agent for the RUDGE in your vicinity? If not apply as above.

FOUNDED THE 1878

BICYCLING WORLD & BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year. 5 cents a copy.

BOSTON, 13 APRIL, 1888.

Volume XVI. Number 24.

KEEP UP WITH THE PROCESSION.

Your eyes will tell you that all over the land the old riders--those who have learned to know a bicycle when they see one, and who will not ride if they cannot have "the best thing"—are riding

VICTORS.

Ask any VICTOR rider how his machine runs; how it climbs hills; how it coasts; and see what he says. Victors are not thrown together—they are built.

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OVERMAN WHEEL COMPANY, - - - MAKERS,

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THE CLARK CYCLE COMPANY

(Successors to SAMUEL T. CLARK & CO.)

BALTIMORE, MD.

Write for Our 1888 Catalogue.

New Rapid Roadster,

New Rapid Light Roadster,

New Rapid Safety,

QUADRANT TRICYCLE, No. 8, for Gentlemen,

Quadrant Tricycle, No. 14, for Ladies and Light Gentlemen,

Quadrant Tandem, No. 15. Two Ladies can ride.

We desire to announce to the trade that we have secured United States agency for Jos. Lucas & Son's goods, including the celebrated

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and shall be pleased to give quotations.

Agents Wanted for our Cycles and Sundries in unoccupied territory.

More About Incomes.

I stated last week that persons with moderate incomes, who could not afford the outlay required to purchase a Bicycle or Tricycle for cash, might take advantage of my "EASY TERMS" plan, and, by making small weekly or monthly payments, soon become the "full paid up" owner of a wheel. I might also suggest lthat a neat litte sum might be saved by purchasing a **Good Second Hand Wheel.** I have a few Bicycles in stock that are exceptional bargains (sizes 50, 52, 54 and 56), and several TRICYCLES and TANDEMS, all leading makes. Detailed description will be furnished by mail, and the wheels guaranteed as represented.

GEO. R. BIDWELL,

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FOR SALE OR EXCHANGE.

In this Department, 15 cents a line. Cash must accompany the order.

FOR SALE—Marlboro' Club Tandem, new 1886, not used 1887; balls all round; safe, fast and satisfactory; first-class condition. Price $150. Address R. F. SHANNON, 907 Liberty st., Pittsburg, Pa.

FOR SALE—50 and 52-inch Expert, 1887 pattern; 50 and 58-inch, '86 pattern Victor Tricycle, old style; good as new; $80. Springfield Roadster, $67. 50 and 52-inch Harvard, *cheap*. Cyclometers, saddles, etc., cheap. SPEAD, South Newmarket, N. H.

BRAND NEW New Mail, '88 pattern; warranted perfect. $115. CYCLE SUPPLY CO., 3 Berkeley street, Boston.

FOR SALE—50-inch Premier Bicycle, 1887 pattern; including Lillibridge saddle, Spaulding lamp, bell, luggage carrier and tool bag; used three months; perfectly sound, for $70. Address C. N. D., 40 Perry st., New York, N. Y.

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FOR SALE—52-inch Expert; nearly new; cheap for ready cash. W. F. FRATCHER, Clayton, N. Y.

FOR SALE—Traveler Tandem (Singer & Co.) in first-rate order. Price, including lantern and cyclometer, $175. E. H. Tarbell, 111 Washington st., Boston.

FOR SALE CHEAP—Expert Columbia, 1884 pattern; 3 pair-handle bars, Butcher cyclometer, H. & T. alarm. For terms apply to FRED. BINFORD, Pawtucket, R. I.

58-INCH English bicycle for sale. Balls all round, including pedals. Cow-horn bars, spade handles, and all modern improvements. New last fall. Owner going abroad. $70. takes it. GEORGE D. HAZARD, Room 83, Equitable Building, Boston.

FOR SALE—59-inch Columbia Light Roadster; full nickeled, ball bearings, spade handles, Kirkpatrick saddle. $99. C. A. CONOVER, Coldwater, Mich.

"LOOK AT THIS." Two "Victors" for sale; one 50 and the other 54 inch; both in excellent condition. Lakin's cyclometers to go with each if desired. Address, Lock Box 367, Plainville, Conn.

A BARGAIN—50-inch Expert for $80, cash at once. E. H. ABRAMS, Croton Falls, N. Y.

FOR SALE—A 52-inch Champion American, 1887 pattern, balls all around; spade handles, Lillibridge saddle; only shows wear on tires and pedals; $85.00 cash buys it. Address F. S. CUMMINGS, Fairfield, Iowa.

FOR SALE—58-inch Expert, enamel and nickel, Kirkpatrick saddle, King of Road lamp; machine and tyres scarcely show a scratch; all just as good as new; good reason for selling. Price, $85.00. Address G. W. GAIL, jr., care The Clark Cycle Co., Baltimore

BIG BARGAINS—One 51-inch Columbia Light Roadster, 1887 pattern; spade handles; ridden one season; perfect condition; not a weak spot in it. $100, including Butcher's Cyclometer. One 51-inch Rudge Light Roadster, brand new; never ridden; 110. Lock Box 202, Holyoke, Mass.

FOR SALE—1887 Victor Safety bicycle; in first-class condition. Address J. S. DEAN, 28 State street, Boston, Mass.

SPECIAL.

All Advertisements in this Department 20 cents a line.

JERSEY RIBBED STOCKINGS—$1.00 per pair. CYCLE SUPPLY CO., 3 Berkeley street.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

ENAMEL—BY MAIL, 50c. per one-half pint. CYCLE SUPPLY CO., 3 Berkeley street.

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BICYCLES, second hand, sold for owners quickly on commission. A big list for buyers to choose from. Old mounts taken in part payment for new Victors. MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York City.

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NICKEL PLATED STEEL WRENCHES, 50c. Cycle Supply Co.



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A positive and continuous action, making it reliable in every respect.



REGISTERS 2500 MILES.

We have given the manufacture of the Cyclometer careful investigation and study, with a resolute determination to remedy all defects, and at last we place upon the market an instrument that seems absolutely perfect in all its workings. *We furnish a certificate of accuracy with all instruments.* In ordering give size and make of wheel, also size of axle, and length of axle between the hub shoulders inside. Price, with balance weight and Lantern attachment, **$10.00.**

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FOR 1888.

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Specialties Found in No Other Wheel.



The New Mail is having a remarkable demand.

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Sure 'tis a Trigwell Ball Head Year!



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Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Warwick's New Rim.

No Seam outside. Thickened Metal at Bottom.

Not a Buckled Rim Last Year.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

Send for it before selecting your mount, it don't cost anything to read it.

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BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

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All communications in reference to advertising should be addressed to Mr. Hazard as above.

All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 13 APRIL, 1888.

THE "winter of our discontent" seems at last to realize that its departure is much desired.

THE *Herald's* complimentary remarks about our co-editor has set him up most amazingly, and he threatens to strike if his salary is not increased to an inconceivable extent.

ALTHOUGH racing has been most effectually stamped down by injudicious and over legislation, it can, we think, by a little tender nursing, be brought around to a healthy state again. We believe that frequent and unpretentious meetings will do more to foster path racing than an occasional large tournament. At all events we must look to a new crop, or get what fun we can from professionals.

THE roads were full of cyclists on Fast Day in the vicinity of Boston. The early part of the day was superb, but a heavy rain in the afternoon dampened the skins and the ardor of a good many riders before they got home. A good many sore joints, muscles, and abraised cuticle made evident to many of the riders that a winter's inaction had left them feeling pretty soft.

IT is said that the English "pros." are much surprised at Rowe's complete abstinence from tobacco and alcoholic stimulents. We doubt, though, if their habits are changed, notwithstanding that Rowe thinks his success is due to his habits. Some will feel inclined to say, with Lacy Hillier, "what would he have been if he had indulged in a mug of stout with his dinner?" We know not, but we do hope his "hot tea" will keep him in front of Howell.

THIS week's issue will have to go as one of the largest ever published by a cycling paper in this country. There has only been one larger, and that was our issue, containing forty-six pages, of May 14, 1886. The "next best" was our issue of April 2d, 1888, containing thirty-two pages. This issue of the WORLD AND BULLETIN contains thirty-eight pages. In connection with this issue, we desire to call attention to the enterprise of the Coventry Machinists Co., in printing their catalogue in our advertising pages. This is an indication of what kind of a swath the Coventry people intend to cut this year. If infusion of life, energy, and the presentation of excellent goods can jointly produce business, then all we can say is that the "Club cycles" will show up in sales among the "leaders" of the trade at the end of the season.

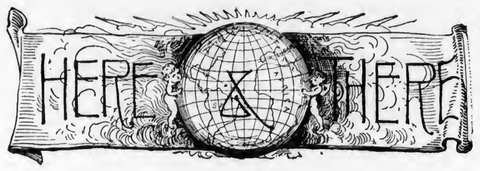
ONLY on special occasions do we speak in this department o our advertisers, but we do think the fact that a firm dealing in road repairing machinery using our columns as a means of reaching a class of customers to whom they expect to sell their specialties, is worthy of comment. We deem it a significant sign, and one that contains a cheerful sermon. It indicates with all its collateral important features, the fact that the road-building machinery manufacturers recognize in wheelmen an influence which must prove of vast mutual benefit. We do not feel we are stepping beyond the bounds of propriety in commending the enterprise of Messrs. J. W. Davis & Co. to the notice of all League members to the end that Road Commissioners and others may have their attention called to Messrs. Davis' advertisement. We cannot do *too* much to aid in every way the accomplishment of what now, alas, is a *desideratum* only.

NEVER since cycling became an institution in this country has there been such universal interest shown in the matter of road improvements by the cyclers of the United States. From every quarter we hear of more or less activity among the riders to further and promote schemes and laws looking towards the building and maintenance of better highways. It is an encouraging feature, and one that should embolden the wheelmen to more aggressive action. The numbers of riders are now so large that they are no longer an element in our politics to be utterly ignored by those who look to us for our suffrages. We hope that every member of the League and every rider of a bicycle will never lose sight of the fact that his vote counts ONE, and that his influence may count for several more, so that when the question of road or street building or repairs comes up for their consideration and suffrage they will use their vote and utmost influence to the end that the best men and means will be employed to bring about a better condition of roads. The ball has been set a-rolling, on every hand are signs of awakening interest on this most important question. Let every road improvement organization persist in accomplishing the aims and ends it has in view; let every bicyclist look on it as an imperative duty to support such organizations both by moral and substantial aid; let every rider of the wheel make this one idea, "Roads Improvement," his hobby, and if we never miss an opportunity to cast a vote, speak a word, or spend a dollar for The Cause, the result must be "success," and the cycle and its votaries, as practical civilizers, will hold a place in history, which those who made it will be proud, and those who come after and continue the good work will be grateful.

PHILADELPHIA CENTURY—NOTICE OF MEETING.

A MEETING of delegates of the clubs interested in the proposed great Century run to Philadelphia, on June 16th, will be held at the office of Mr. L. A. Clarke, 25 Broad street, New York City, on Friday afternoon, April 27th, 1888, at 4 P. M. sharp. Definite action has been taken by six clubs, and in two instances the run has been already called. Details are yet to be arranged, but in general the plan is as follows, viz: Rendervous at Newark and Orange on evening of Friday, June 15th; leave Orange at 4 A. M. next morning; easy riding to Trenton, where have dinner; in afternoon to Philadelphia, on Plain Side, and through Fairmount Park; in evening out on the celebrated Lancaster Pike, with the Philadelphia Wheel Clubs, and those others who will have gone on by train, far enough to finish the Century. It is not designed to be a road race, but a practical exemplication of the usefullness of the wheel, and, weather permitting, should be the biggest thing of the kind ever attempted. My imagination soars toward 200 participants.

"WING-FOOT."



"GENTLEMAN JOHN." PEEBLES, SCOTLAND.

CHAPTERS have been written upon "American informality," and there is, I think, room for much more manuscript of a purely laudatory nature upon the subject. When one contrasts the free and easy American mode of hospitality with which any sojourner in their country is treated by the best circles (provided, of course, that he or she has the instincts of a gentleman or lady), with the stiff, formal, unchristand-unchristianlike demeanor of the large majority of the "cheap and nasty" two-legged fossils who have made Peebles their home within the last few years, the Americans (looking at the matter without prejudice and in an unjaundiced manner) have rather the best of the comparison. Robert Burns, the Scottish bard (it looks very much like tautology to append "the Scottish bard" to Burns' name) has a few lines which describe to a nicety the narrow-minded colonists to which I refer. He says:

"There's nothing here but Hieland pride,
Hieland pride and hunger;
And if the Lord has sent me here,
'Twas surely in his anger."

Even if a stranger condescends to attend their church, they glare at him with an I-am-holier-than-thou glare, and stare at him with a what-manner-of-man-art-thou stare, and act very much as a Highland steer does when he sees a bicyclist for the first time. The term which is applied to anyone who has not been brought up in the little self-sufficient hamlet of Peebles, is an "incomer;" and they have an even more disrespectful word, a "Stourey-foot." The meaning of the name "incomer," as applied to strangers, is of course very evident, but that of "Stourey-foot" is not at once plain to one not conversant with the Scottish dialect. "Stourey" means dusty, and the name implies that a stranger is a person upon whose pedal extremities still clings the dust or "stour" of other cities. See? Then a person who has been brought up (or, as a pronounced Southerner or Westerner might say, has been "raised") in the obsolete hamlet of Peebles, is a "gutter-blood." A "blood" of the gutter—of the street—of the town. In fact I wonder if the average Peebles adult-mind is capable of grasping the idea that the name "gutter-blood" is a very doubtful eulogistic epithet. In fact since I have been here, I have seen much daily evidence which has forced me to believe that the drowsy air of Peebles is more conducive to the healthy growth of matter than of mind, of pounds avordupois and turnips, than of well bred men and women. The male adult is imbued with the tradition that "man's chief end" is to drink all he can (which he generally does), to eat and sleep all he can, and to utterly ignore the "golden rule," in which the treatment of a fellow man is so vigorously dealt with.

A MAN who rides four miles on a Sabbath day upon a cycle, to hear a half-witted and, generally, under-paid Scotch minister preach of the narrow road which we are told leads to a place where happiness is said to abound, is looked upon as a sinner already damned, already fast and irrevocably entangled in the meshes of Beelzebub, the heavy weight champion of Hades. He is pointed out in church and whispered about during the service, when they should have been listening to the hair-raising twaddle in which the minister tells them that he has positive knowledge that they are already the holders of everlasting passes to the fire which has no end. I think that even the firmest believers in the "fire-eternal" have grown callous under the treatment of the Peebles divine, and look upon eternal pyrotechnic treatment after death as undesirable but unavoidable. The idea of attending the house of the Lord in knee breeks, and leaving a velocipede among the grave stones outside, is looked upon as a crime, for which there can be no adequate atonement. But as the class to which I refer are both "ill born and ill bred," and perfectly harmless, I shall dismiss them from my thoughts, as unworthy of more than this very mild descriptive reproof. I have always been a mild-mannered man, and dislike *strong language* very much, as evidenced by my newspaper writings. It is with unassumed and most genuine fervency, that, *not unlike* Sparticus, I cry, "Thank the gods that I am (not) a barbarian," and not a native of Peebles. For this last, especially, may Heaven be praised.

IF I were going into business on this side, I do not know of a more likely investment than a factory in Peebles to manufacture a condensed "milk of human kindness, put up in one-pound tins. I am sure it is needed here sadly, and the expense of commercial travelling could of course be dispensed with, as the factory would have difficulty (unless it was upon a mammoth scale) in supplying the people in the vicinity of Peebles. Perhaps I have dwelt "somewhat rather much at length" upon the Peebles crustacean, but I could not do less than "damn them with faint praise." They need it, if ever a God-forgotten people did.

I GOT a sweet-scented little note from Percy Low, of *Wheeling*, in which he tells me that I have been "missed" from Fleet street, and people were divided in opinion as to whether I had got arrested under an alias (how would "Gentleman John" do?) at the late Sullivan-Mitchell (alleged) fight, or had taken a steamer for the Brazilian ports to join the Le Feur brothers. Poor fellows. I am afraid the Le Feur brothers would have had more fun in England than among the wilds of Brazil. Of course they are both reckless sort of chaps, and care but little for expense, and as little for notoriety, as evidenced by the quiet "manner of their going and setting out," both from America and from Liverpool. Had it not been for the efforts of "Ratchet," of New Jersey, the Le Feur brothers might never have been engaged as special correspondents of the BICYCLING WORLD, and their doings might have remained in comparative obscurity to a large portion of the world. As it is, their trip promises to out-Stevens, to out-Ricalton, to out-Stanley and to out-*Outing* anything that has been heard of. I am just dying to hear of their safe arrival at St. Thomas, as is, I am sure, every careful reader of the BICYCLING WORLD, the unrivalled leader of American cycling journalism.

NEW JERSEY NOTES. "RATCHET."

THE Mayor of Orange, in his annual message, makes a number of valuable suggestion in regard to streets. He says: "The Street Commissioner reports having expended $4,274.52 in labor on streets, of which $2,377.38 was spent in rounding up on dirt roads. I am convinced that the putting of much work on dirt streets is a mistake, as the rounding up, as it is called, must be repeated annually, and the expense thus incurred would go far towards the payment of a permanent pavement. At this season of the year many of the prominent thoroughfares are almost impassable, and their improvement has been delayed by a combination of circumstances — the unwillingness of property owners, and the necessity of placing a large part of the cost on the city at large. I refer to Lincoln avenue, Lumber street, Essex avenue and Scotland street. Jefferson street has been opened, but no move has been made to grade. If it were wise to open and pay heavy damages for land taken, measures should be adopted to open up the property for street purposes and grade it. One, at least, of the streets alluded to, should be macadamized during the coming season, and proper provision made for the cost."

ORANGE has appropriated about $15,000 for road and street improvements.

A MACADAMIZED road between Irvington and South Orange avenue is being talked up.

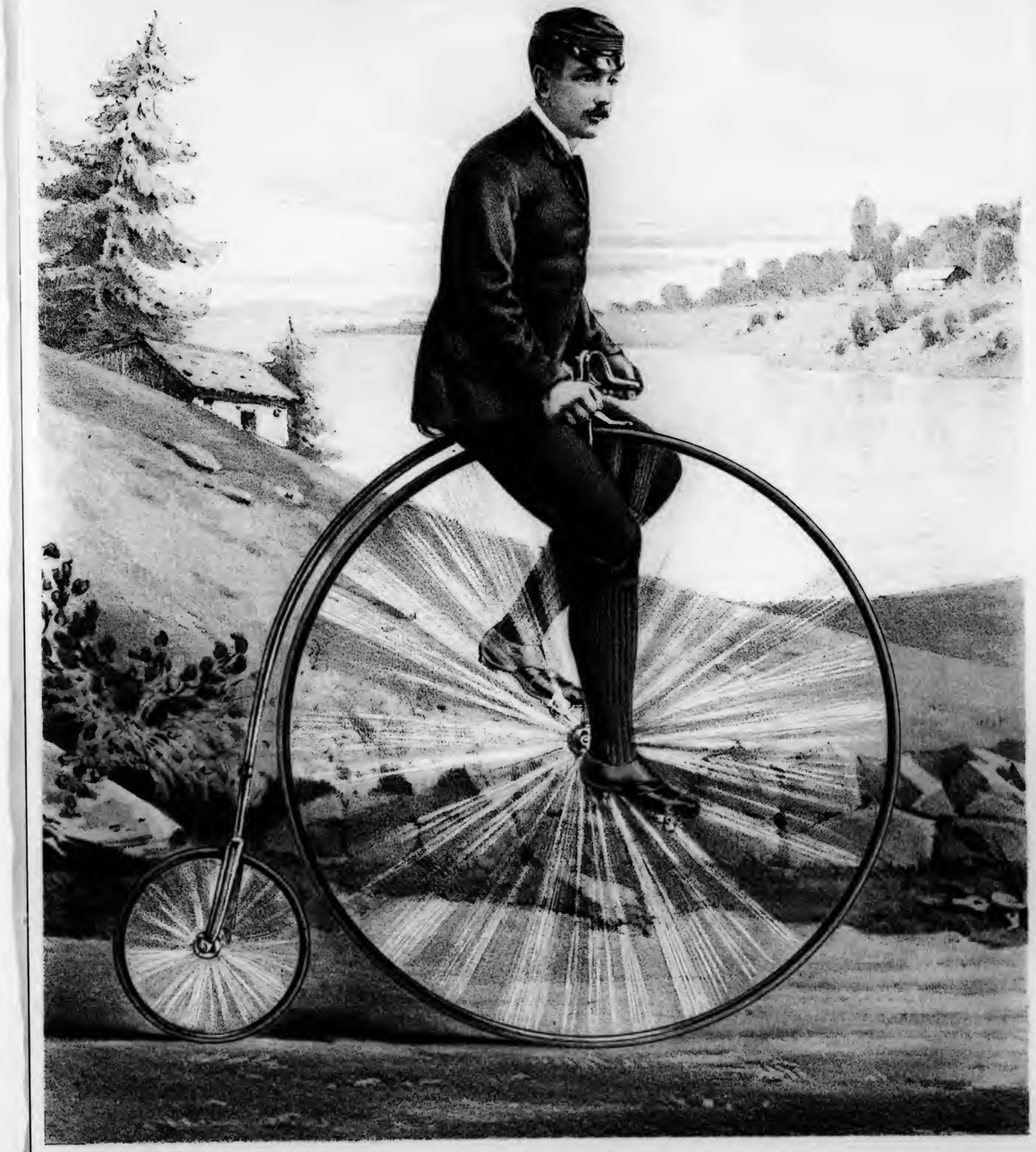
THE Elizabeth Wheelmen will soon have a team on the road practicing for the semi-annual road race. Ditto, the Union County Wheelmen.

THAT Newark to Paterson, or Newark to Norristown and return, road race is again being talked up. Likewise a race from Jersey City to Philadelphia and return.

WHEELMEN who are interested in road racing are advised to fight shy of North Plainfield. Dr. J. H. Cooley Chairman, of the L. A. W. Racing Board, has been elected Mayor of that place. Dr. Cooley *is not* in favor of road racing.

THE Orange Wanderers held a meeting on 24 March, and thirteen new members were elected. It was decided to withdraw the resignation from the "Alphabetical Association," and W. A. Belcher and and C. W. Freeman were elected delegates to that organization.

THE Jersey City *Journal* says: "Dr. Johnson, the President of the Hudson County Wheelmen, was the first person to ride a bicycle in Jersey City. He began riding in 1880." The monthly meeting of this club was held 5 April, and the usual routine business transacted. The Hudson County team for the inter-club road race will soon be found on the Irvington-Milburn course, getting themselves into shape.



C. K. Alley, of New York, on the Columbia Light Roadster.
BICYCLING WORLD AND L. A. W. BULLETIN, PLATE No. 3.

SOME of our cyclers seem to be determined to bring the wheel into disrepute if possible by riding on the sidewalks of Broad, and other streets, as well as Central, Belleville and Lincoln avenues. It required some work to secure the passage of the bill giving to cycles the same rights as are accorded to other vehicles in New Jersey, and it seems unjust that any wheelman should, by insisting upon riding on sidewalks, violate the provisions of the bill. It is no more than fair, however, to say that the majority of those who use the sidewalks are boys or half-grown men.

HERE's another chance for some missionary work; and another reason for abolishing the amateur rule, doing away with the Racing Board, and appointing committees on road improvement: "Never before were the roads of Randolph township in such a condition as now. The road overseers in most cases refuse to open or do any work because they can get no assurance from the Township Committee when they can get their pay, and they say they do not propose to hire men and pay them, and then wait for their money till after next year's taxes come in. Other townships have been opening their roads and paying their bills, and are doing this necessary work without any trouble at all. Our present committee, untroubled by any debts at all, seems wholly unable to devise means to meet the needs of the people."—*Essex County Exchange*.

AND apropos the road race, it seems to me as though the Brooklyn Bi. Club, now that they count the Ilderans in, should be able to put an almost invincible team on the road, provided, of course, that the road racers of the latter have joined the former club. It will be remembered that the last race was won by the Kings County Wheelmen's team, scoring 73 points. The second man to finish was Bradley, Ilderans, 23 points; fifth, Mead, B. B. C., 20; sixth, Waters, B. B. C., 19; tenth, Todd, B. B. C., 15; thirteenth, Schoefer, Ilderans, 12; fourteenth, Williams, B. B. C., 11. The first four men named had an aggregate of 77 points, while taking two Ilderans and two Brooklyns, their aggregate would have still been a winning one—74 points. It looks as though the Kings County and Hudson County men would have a big job on their hands on Decoration Day.

CONNECTICUT-INGS.

THE SOLITARY CLUB.

THAT proposed joint tour from New York to the City of Brotherly Love will be pleasant and profitable in proportion to the pace taken, for in the latter part of the month of roses a continued scorch would not be up to our club's standard of average comfort. Make it a two days' ride and our Secretary could easily be "induced to accept an invitation to join!"—Believe that is the popular modern way to put it.

FINALLY we can see bare ground again, and begin to feel encouraged that soon the wheels can revolve, and cycling joys be ours. Some of our safety riders have been riding for some time, but the wintry March has set us back a month, nearly. It has brought our winter record of missed days' riding up to the unprecedented one of over thirty.

GIVE this lazy scribe a reasonably low and safe, easy-driven wheel, on which six to nine miles an hour on the road can be done, and he will be contented.

OUR fellow voyager across the deep blue last summer, Captain Hurlbutt, has been indisposed recently, but we hope before wheeling weather comes the Cap'n will be out again, and help reorganize the old club that disbanded here a year ago. Assistant Postmaster Jessup is working for the new club, and a meeting to see what can be done is called for this week Thursday evening.

ONE of our Star riders is reported as intending to tour in Europe this season, but has sold his wheel and "will not go as a cycler," save the mark!

NEW men are already coming on and taking up the second-hands, that so much relieves the owners of them, who want something newer, lighter, lower, safer, or easier, and by a strange fatility these points are seldom combined in new machines.

WE are glad to see interest waking in the matter of easier-going cycles for the "most distracting half of humanity," and that they can ride on a nearer even footing with the sterner party of the second part. It occurs to us that the lady's machine must be so low that with the dirt-carrying chain and the very low frame work, they must be uncleanly to ride. Take one driven without chain, and with a better dress guard than wire netting, and the pleasure of the dainty rider must be much enhanced. We know from experience that the now regular chain safety is as famous for slinging mud as is a politician, and that the task of cleaning the chain to save wear was—well it was seldom done! Why cannot "Brer. Wilcox" draw us a sketch of what he thinks would be a good thing in the shape of a lady's safety cycle, as he has studied the "safety and easy-driving problem," and he "could if he would."

PENNSYLVANIA.

"ARIEL."

No more important move has been made for a long while in the Quaker City than the bill introduced into Councils on April 5th, by Mr. Anderson, to re-pave Broad street with asphaltum, from Passyunk avenue to Columbia avenue. This would give us what is sorely needed, a rideable street through the centre of the city, and as it would adjoin the asphalted surface of Diamond street, we would have a superb outlet to the park, a riding avenue surpassed by no place in the country. Mr. Anderson deserves the thanks of all wheelmen, and more than this, he deserves their hearty co-operation. This suggestion respectfully referred to the associated cycling clubs. What a boom such a thoroughfare will give cycling! The proof of the practical utility there is in the wheel would double the number of riders in a year's time. My bicycle would save me about thirty dollars a season in car fares alone, and isn't that an argument to clinch the nail with?

MR. E. I. HALSTEAD, of the Harlem Wheelmen, is now a Pennsylvania Club member, having been elected to membership last Thursday evening. At that meeting thirteen new members were taken in, making the club roll about 175. The dark gray uniform with the silver Keystone will be one of the prominent features at the Baltimore meet.

ANOTHER death must be recorded; that of Mr. Harry H. Levette, of the Century Wheelmen, which resulted from incautious handling of powerful electric appliances at the works of the Thomson-Houston Electric Light Co., Lynn, Mass. He was still an active member of the club, although for some time residing at Lynn. Suitable resolutions were passed.

A RECKLESS driver ran over the velocipede belonging to a little boy, near Belmont Hill in the park last week, and was chased and caught by Messrs. Shaffer and Allen of the Centurions, who caused his arrest by the first guard met. A few cases of this sort and the reckless element who run into and over everything in the shape of cycles, will learn that punishment is swift and sure in every case.

QUOTING from the Lynn *Item*, the *Wheel and Cycling Trade Review* (full name, if you please, Mr. Editor; Mr. Prial seriously objects to having his journal's name curtailed) says J. H. Shurman of Lynn will stop at Philadelphia on his Western trip, and inspect "Eagle Hill." Surely this overgrown village has not obsorbed the Orange district too.

LONG ISLAND NOTES.

"WING-FOOT."

THE following shows the value of infloo'nce in the politics in Queens Co., and also the condition of things against which the warfare for good roads must be waged. The Jerico pike and the North Hempstead pike are the two arteries of travel on Long Island, connecting the metropolis and the towns in the interior, the latter, the one in question, being macadamized from Little Neck to "Harry Hill's" on Flushing meadows, where it divides. The shorter route from this point is direct Jackson avenue, so called, but the longer is a better road known as Thompson avenue, the latter getting the most traffic, at the best both being poor. For a number of years efforts have been made to get an appropriation for the improvement of the former, but have always, until last year, failed, because the keeper of a certain road-house on Thompson Ave., objected, on the ground that *it would take his trade away*, and threatened to "cut the ticket." And yet the old case-hardened agriculturalists keep on year after year, voting the "ring" ticket, and making their own already degraded condition lower and lower.

"LONG ISLAND roads are of a sandy complexion." We are thinking of trying "Recamier Cream" hereafter, instead of macadam, "to remove imperfections."

THE Mercury Wheel Club holds the opening record to Babylon again, as it has for the two previous years, two members having gone through on Sunday last, reporting the roads to be in the finest kind of condition.

A GOOD many wheelmen will no doubt take advantage of the prevailing beautiful weather this week to witness the attempted removal of the Brighton Beach Hotel, which has been cut into sections and is to be moved 500 feet, upon railway flat-cars. This is a most extraordinary undertaking, and special trains are to be run to

Coney Island to allow people the opportunity of seeing a large summer hotel moved 500 feet in fewer seconds.

The annual dinner of the Kings County Wheelmen will be eaten at Dilliards on April 14th. Covers will be laid for one hundred and fifty, and the Mayor and other city dignitaries and celebrities have been invited. The K. C. W.s have won the handsome silver cup, representing the pool championship of those two close but friendly rivals, the L. I. W.s and the K. C. W.s.

The North Hempstead turnpike, out as far as the end of the the macadam, is in first-class shape. Brer. Lincoln, of the Mercurys, and myself went as far as Little Neck and return on Easter Sunday, and enjoyed the novelty of alternately riding in dust, and between snow banks three feet in depth. The roads between Jamaica and Flushing were not open up to Sunday.

At the athletic games of Co. A, 23d Regiment, Saturday evening, April 7th, Messrs. J. F. Borland and J. W. Schœfer, of the Brooklyn Bi. Club, took first and second places, respectively, in the two-mile handicap bicycle race, and Mr. Ed Hornbostel took first place in the one-mile handicap run. The Brooklyns turned out as large and enthusiastic as ever, and made their share of the noise. The annual election of this club took place Tuesday evening of this week, but the result has not yet come to hand. The "goat" fever has broken out very badly in all the Brooklyn clubs, and circus posters have gone up in price since A. B. B. began selling them.

ST. LOUIS.

"LINNEUS."

Percy Stone recently started to rent a bran new Salvo tandem, and consequently tandem riding is quite the thing now. Klipstein and Miss Kate Medart have had one or two runs on it lately, and in each case covered between fifteen and twenty miles. As Miss Medart has never ridden before this is a very good showing, and her reputation is all the more enhanced by "Klip" declaring positively that he only did *his* share of the work.

The renting of wheels is assuming large proportions here. Last Sunday the St. Louis Wheel Co. rented no less than thirty of them, and could have placed fifty if they had had them on hand.

The final entertainment of the winter season was given at the at the Missouri Bi. Club's house Thursday. As usual the attendance was large, and all enjoyed themselves immensely. The managers have concluded to have these entertainments at intervals during the summer. The next one will be a Lantern Slide entertainment, at which the club's photographers will show fine views of pictures taken while on some of the runs, the whole to conclude with the usual hop.

The Cycle Club held their annual meeting for the election of officers Monday, April 2, at their club rooms. The following were elected for the ensuing year: President, Geo. H. Lucas, re-elected; Vice President, Eug. Jaccard; Treasurer, Walter Tyler; Assistant Treasurer, H. W. Greenwood; Secretary, E. L. Mockler, re-elected; Captain, E. N. Sanders. At this meeting three active and two associate members were admitted to membership. The committee appointed to look up new quarters have not as yet succeeded in finding a suitable house, but no doubt will be able to do so before the lease of their present quarters expires.

Street re-construction is going on at a lively rate here, but I am sorry to state that very little of it is asphaltum or Telford pavement. Grand avenue will be improved from Laclede avenue to Tower Grove park at a cost of over $40,000. This will make this park easily accessible from all parts of the city. Tower Grove park has the finest roads in the State, and it reflects very creditably on the good sense and judgment of Mr. Hy. Shaw, who, when he presented the park site to the city, stipulated that a fund of no less than $25,000 would have to be annually expended in keeping the roads and the park itself up to the required standard.

Acting upon the suggestion contained in my last letter, President Brewster appointed Messrs. Douglas, Boker, and Chauvenet a committee to confer with the muncipal authorities relative to leaving parts of certain streets unsprinkled before certain hours at morning and evening. The committee went to work at once, and on Thursday interviewed President Flad, of the Board of Public Improvements, in regard to it, who received them very graciously, and upon hearing their request, promised to bring the matter before the Board next Tuesday, when he requested them to be present, and do all in his power to extend the courtesies. It is to be hoped that the request will be granted, as many of the resident riders will give up riding if they could not use their wheel in going to and from business.

The first run of the season of the Missouri Bi. Club took place Sunday, April 1, to Ballwin. It being Easter Sunday the attendance was rather light. In spite of this, seventeen Missouri men faced the wind, and reached Ballwin in time to enjoy one of mine host Busch's dinners. The Manchester road being freshly macadamized, a diversion was made to the Clayton road, and it followed to North and South road, where the Manchester road was again taken. The features of the run were Percy Stone's climbing of Sun-of-Gun on a Victor safety, and Hildebrand's like feat on a Columbia Light Roadster, and Bob Sharpe's strong attack on hen fruit. Messrs. Sharpe and Weil took their first long run with the club, and pluckily rode the entire distance. Both of these gentlemen have been regular attendants at Prof. Barron's gymnasium classes during the winter, and their riding showed the good resulting therefrom.

PITTSBURG and VICINITY.

"DUQUESNE."

The McKeesport Club men elected the following officers for ensning year: President, L. Hammitt; Vice President, J. D. O'Neil; Secretary and Treasurer, O. M. Hunter. After some talk, it was decided to give a gold medal to the member covering the greatest distance during the season, and a silver medal to the second man, also a gold medal for greatest distance in twenty-four hours.

An applicant for a position on our police force had over eleven inches expansion, and will probably be refused. Next!

"Ariel" labors under a mistake. I didn't offer to back Banker against Wilhelm; I am not around giving money away.

I made a mistake last week, the child-poet will ride a "Star" this year. You may now prepare for "An Ode to Sirius," or some equally ethereal subject.

Hiland avenue is in bad shape, and not likely to be repaired this summer. This will be hard on some butterflies who secure their mileage by riding from Penn avenue to the reservoir and return.

The *Commercial Gazette* gives publicity to A. C.'s run to De Haven, and says it is their annual run. Inasmuch as they go to De Haven on nearly all their club runs, the use of the word "annual" is slightly ambiguous.

Messrs. Editors, would like you to settle a dispute. Rowe, *versus* sprinter, distance 100 yards; which wins? It is claimed by the majority that the sprinter would beat Rowe, as he would lose so much on the start. The whole question narrows down to. can Rowe beat ten seconds? Can you tell us? [Rowe can beat ten seconds with a flying start, but it would be a question if he could do as well within two or three seconds from a standing start.—Ed.]

BUFFALO.

"MERCURY."

Three cheers and a tiger for Senator Laughlin, who has taken up a project which has been laying idle for over a year, and—but hold on! Let me state the cause of my crowing. The fact is, our worthy Senator has introduced a bill in the Senate at Albany, which provides for the location of a boulevard, 100 to 200 feet wide, to extend from this city to Niagara Falls. It names several prominent men from Buffalo, Tonawanda and Niagara Falls as commissioners to locate the boulevard. They will meet at the City Hall, Buffalo, June 15th, and organize; they are also instructed to report on or before Sept. 1st, 1888. A commission of three will then be appointed to appraise lands taken by the boulevard. If the bill passes all right, work will undoubtedly be commenced before the year is out. As I predicted before this, a cycling boom is in store for Buffalo. The *Commercial* states: "The bicyclists of this city have signified their intention of assessing each member of the L. A. W. in this State one dollar for the completion of the boulevard." Now aren't they a little too previous? Whether the plan will work remains to be seen. I hardly think it will, for this reason: There are some League members (and a very large "some") who will think twice before they give a dollar towards something from which they derive no benefit. I admit there are members whose liberality will not be questioned; I will wager they are in the minority. I would suggest, if I may be so bold. that subscriptions be solicited in the different cities of New York State, and I believe in that way more money would be realized than by the other plan. I don't see how the assessing of each L. A. W. member is possible; there is nothing in the constitution that provides for a thing of that sort. [Right you are.—Ed.]

The Ramblers are considering the advisability of renting more commodious quarters. The members expect to act in the capacity of "mine host" during the tournament this summer, and think the

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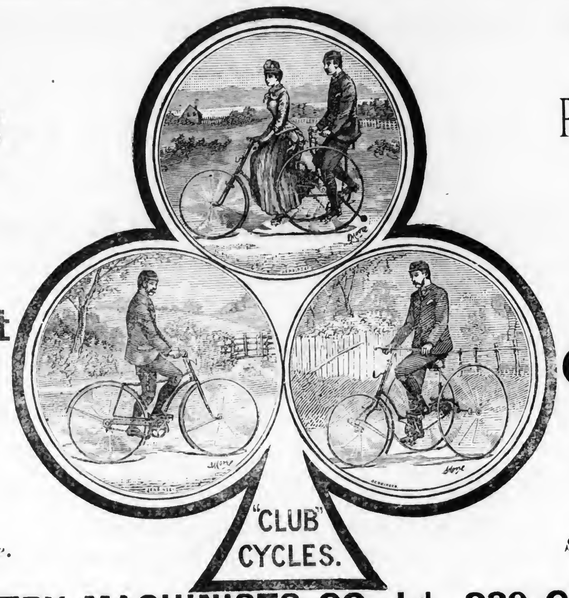
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present rooms too small to accommodate the large number of visiting wheelmen who will accept their kind invitation to make themselves perfectly at home.

PARDON me, Mr. Editor, if I again insert a pun in my squib; it is not of my making. I happened into Bowen's place the other evening, and noticing the Victor catalogues were issued in red and white covers, I remarked the fact to Bowen, and he replied: "Yes, I suppose they meant to have one, red outside and white within, and the other, white outside to be read (red) within." The office cat, which had been sleeping peacefully under the stove, let forth an unearthly screech and squirmed about in horrible agony on the floor. Three bicycles took a tumble.

HERE is something interesting to cyclers in general and "Duquesne" in particular. I wandered over to the domain in which the "King-pin of tournament managers" (I needn't mention his name; everybody knows him) holds forth, and probing that worthy sire, elicited the following information: He informs me that his plans are almost completed, and in answer to my inquiry as to which club, if any, will have charge of it, "the Ramblers," he replied. "and just as soon as my plans are perfected, I will make a formal proposition to them." He stated further, that he had a talk with C. J. Hamlin, the Driving Park magnate, and there are chances that he (Hamlin) will lay out a cycling track at his own expense, providing the tournament is held during the Fair and opening of the Exposition Building, which will occur some time during September. Ducker says the tournament will last four or five days. My half hour's conversation with him gave me enough enthusiasm to run a tournament all by myself. I hope to have more definite information in my next.

DETROIT.
"TWINKLER."

A HOME-TRAINER contest by members of the Detroit Bicycle Club took place at the club parlors on March 25. The affair was the more enjoyable as it was entirely informal. Nearly all the members took part, and the audible comments upon the riding of some, were more productive of mirth than of fast time. The best time made was by Lieutenant Lane, who made a quarter in twenty seconds. The Detroit Club has delightful parlors. Give us another contest.

PRESIDENT KIRKPATRICK has accepted the invitation of the Star Bi. Club of Detroit, and will be its guest at the division meet this summer. The meet will be held at Grand Rapids, probably in July.

ALREADY candidates for Chief Consul and Representatives are being discussed. There is a strong sentiment in favor of Mr. J. E. Beal of Ann Arbor, for Chief Consul. Mr. B. well deserves anything within the gift of the Division, or of the League for that matter. He is well known, popular, and an indefatigable worker. It is understood, however, that he will not accept office for next season on account of contemplated absence from the State, so we must look elsewhere. Now what's the matter with Mr. Clarence Lightner, President of the Detroit Club? Mr. L. is a man of much ability, and is "a hustler from Hustlerville."

NEWS AND COMMENT.

J. FRED MIDGLEY will be actively on the road this year. He is under the care of Mr. Charles P. Daniels, one of the best trainers in the country. Midgley's mount will be the same as last year, the Springfield Roadster. He will not only ride on the road, but he proposes to take part in all the track events this side of Chicago. We also understand that Mr. Worden, who is now in the employ of the Springfield Bicycle Co., will place himself under the directions of Mr. Daniels, and also train for the coming season.

WILMINGTON, Del., is to have a bicycle track. It will also be used for pedestrian races.

'TIS said that Long Branch, N. J., will add to its many attractions, that of a bicycle track, the laying out and building of same to cost some $25,000.

SPRINGFIELD claims to have been the birthplace of cycling, so far as this country is concerned. We would respectfully ask, where does Boston come in?

CAPTAIN JACK CRAWFORD, the "Poet Scout," author of the very clever character poem which appeared in our last issue, is now staying at the Adams House in this city.

THE English War Department have designed a uniform to be worn by the cycling contingent. It consists of a dark green military tunic and cap, faced with red, dark green knee breeches and stockings.

A TWENTY-MILE road race, between the New Bedford Cycle Club and the Taunton Bicycle Club, will be run on Memorial Day, for a trophy of $50 value, subscribed by the New Bedford citizens.

A FRENCH nobleman is the latest one to dabble in the application of steam to a tricycle. He makes the usual claim that it is perfectly practicable, very light, and will maintain a speed of twenty-five miles an hour on good roads.

ROWE will not appear among the starters for the world's open one-mile championship to be run at Wolverhampton, England, April 23. Woodside, and possibly Temple, will represent the American contingent. Howell is named to start.

A BREATHLESS universe is awaiting the result of that $30,000 match between Prince and McCurdy. There may be some "breathless" backers if there is any chance of repeating that Minneapolis affair in which Mr. McCurdy so prominently figured.

IN the final heat of the five-mile international race between Battensby and Rowe last month, at Agricultural Hall, London, Rowe beat the Englishman by "a few inches." So close was the finish that some discontent was shown by the spectators, as many thought that Battensby had it.

THE subject of our cartoon this week is Mr. C. K. Alley, one of the very best known riders in New York State. He has always been prominent in League matters, and has held the important position of Vice-president of the National organazation. His New York friends will be especially pleased with this plate.

WE went out to Corey hill the other day. We found it there just the same as last year, and it had a sort of come-if-you-dare look on its high forehead which was not very encouraging to the prospects of Messrs. Shurman's, Wells' and Greenwood's chances of climbing the same on a bicycle twelve times without stopping.

THEY have got a one-legged man in Lynn, Mass., who can ride a bicycle, perform on the trapeze, or gyrate on the festive roller skate. This individual glories in the name of Prof. Erni. This has an Italian sound, but we would bet dollars to doughnuts that he hails from the vicinity of Cork, and that his name begins with Pat.

WILLIAM J. CORCORAN, the well-known trainer, will stay in this country and look after the ped, George Littlewood, in his six-day race to come off in New York. After this event, which will take place in May, Corcoran will assist Dr. Dole in his college athletics. Mr. Dole will back Crocker to ride three races with Rowe at Lynn for $500 a side, on the return of these two men from England.

L. A. W. No. 551 writes: "In regard to aged riders, I would remark that I am 45 years of age, and have ridden a bicycle for two years. For three years previous I have suffered from kidney complaint, but thanks to the intelligent use of my wheel I am now as tough as steel and as limber as an eel. I shall be in Baltimore, and I hope to meet many of the older 'Knights,' and I hope to be able to demonstrate that I am as good and better than some of our younger brethren."

AT a meeting of the Long Island Wheelmen held April 4, the Hon. A. C. Chapin, Mayor of Brooklyn, was elected to honorary membership. It will be remembered that His Honor the Mayor recently appointed Mr. Chas. H. Luscomb, Captain of the club, a Park Commissioner. The club gave a ladies' reception on Saturday evening, the 7th inst., at which Mayor Chapin was present. An interesting programme of music, recitations, and dancing was given. Among the performers were Mrs. Nellie Yale Nelson, leading lady of the Gilbert Dramatic Society, and Miss Vogt, pianist.

"QUONG WING," hailing from Denver, Col., writes: "The eyes of the Denver men were opened very wide by some correspondence in your issue of March 23, and we all wonder why the existing road records stand, with such men loose in the country as the seven who went on the San Francisco Bi. Club's *moonlight run*, and covered the first twenty-six miles in one hour and twenty minutes, this, too, with one mile of scarcely rideable road, which must necessarily have thrown them behind five or six minutes. We figure their riding better, or equal to the world's records, *ridden in daylight*. Perhaps their 'special Club Liar' broke loose, or the riders were timed by a Waterbury oil can?"

MR. W. C. COFFIN of Pittsburgh writes the following: "In a late issue of the BI. WORLD I see that "Duquesne" attributed my giving up the Victor Safety to the fact (?) that I could not keep my pedals from doubling into cow horns, or words to that effect. The *fact*, however, is that the pedals never gave me any more trouble than my full-fledged crank, but, through recklessness in jumping every gutter and other obstacle that I thought at all surmountable (without regard to the welfare of my wheel), I broke the saddle twice and any number of spokes, and then gave it up because of my own abuse of

it. Give the wheel the same treatment that you do your Light Roadsters, and I will put up my *pile* that it will outlast them."

THE Longwood Minstrels of Boston is composed of some of the most accomplished amateur performers in the country. Indeed, it can be truthfully said that the entertainment given by this troupe, composed as it is of some of the best-known society men of "The Hub," rivals those given by some of the foremost professional troupes. It goes, therefore, without saying that the volunteer entertainment given by several members of the "Longwoods" at the Boston club house, last Saturday, was one of the most delightful ever enjoyed by that club. The Boston club men cannot say enough in praise of the really excellent impromptu "show," and they are profuse in their thanks to the members of the Longwood Club, who so kindly volunteered to appear on that evening.

THE Scranton (Pa.) Bicycle Club have taken steps to become an incorporated body and also to purchase property on Washington Ave., 40x160, on which they propose to build a club house. They are a "cordial lot" out in Scranton, as the following from Secretary Jno. F. Roe will testify: "Fellow-wheelmen coming in our midst this summer will find us unable to extend the hospitalities of club rooms as of yore, but instead we extend the hospitalities of the whole city. Any wheelman by inquiring of the Secretary of the Y. M. C. A. or any hotel clerk will be directed to a member of the club who can entertain him in the saddle, and will take pleasure in doing so."

L. A. W. No. 7276 writes from New Bedford, Mass., as follows: "I note in your columns a clipping from the *Bi. News*, in which a man speaks of coasting a hill with folded arms at a two-minute gait, and which you seem to disbelieve. If it is the time you doubt, I have nothing to say; but, if it is a question of coasting "hands off," I would like to say that it is not anything extraordinary, as I have coasted half a mile with my hands in my lap, and I am the reverse of expert in riding. A friend of mine, who has been on my machine a half dozen times of a few minutes each, always folds his arms when he coasts, but, as he is very expert and can ride almost any kind of machine at sight, it is to be expected. My mount is a Rudge Bicyclette."

THE N. C. U. have made the startling discovery that the "Surprise Dart Safety Tricycle" is *not* a tricycle at all. This decision of the N. C. U. has completely upset all our notions of what a tricycle ought to be. We turn to the rules of the N. C. U., and we find they say a tricycle is "any machine three or more wheeled, two or more tracked." Then we turn to the cut of the Surprise, and we see a three-wheeled machine making three tracks!! The ruling of the N. C. U. is a positive proof that that organization can make black into white. With such power as this, the N. C. U. ought to be able to purify the rankest, most corruptible beat in the professional or amateur ranks into an amateur, guileless and pure. We know of a few specimens that we would like to see purified by this infallible and all powerful body which can decide beyond cavil, a tricycle to be a mowing machine, or bicycle to be a locomotive.

THE NEW SCIENCE OF WILL POWER AS APPLIED TO CYCLING.

THE article in the Boston Sunday *Globe* a few weeks ago on Christian Science or Mind Cure has led me to think what an excellent science this would prove to the cyclist if it can be successfully worked. I learn from this article that all things in their present state are the outcome of the Mind or Life of the human being. I am told that hunger, broken limbs, sickness, cyclones, and earthquakes are all creations of a diseased and perverted Mind; that such things do not exist, but are merely the emanations of a distempered imagination. These statements are rather staggering to one who has always believed that broken bones were a disagreeable reality, and that earthquakes and cyclones were affairs out of the controlling jurisdiction of man and his Mind. To the believer in the new and remarkable "ism," we poor mortals who have not yet been able to set a dislocated bone by merely "will power," are wallowing in the lowest depths of ignorance and darkness. I propose to wake up to the delightful possibilities this new theory presents, and tell you and your readers how I have experimented and intend to experiment, and show how I, with the Power of Mind well in hand, will neutralize all the discomforts I have heretofore thought I had encountered while riding a cycle. With this Power the header will lose all its terrors. What if I do knock out half a dozen teeth, and swallow them for that matter? What if my machine does become a wreck and my nose be denuded of skin? Bosh! it is all imagination, a trick of an ill-trained mind. No such catastrophe has occurred; my Mind says so, and I believe it, though I must confess to a funny sensation on the end of my nose, a queer feeling in my insides where the teeth have lodged, and a sense of bareness pervading my gums. As to the damaged bicycle, my Mind, with a very little effort, straightens out the buckled wheel, the bent pedal and puts back in place the broken spoke. This is, we know, hard on the repairers, but what is the use of having a Mind unless I use it? When I have gotten this Mind of mine well in hand I expect to have great sport with those who have a Mind and do not know how to use it. How I shall laugh to myself as I see these poor benighted nd ividuals toiling along against an imaginary head wind wrongly supposed, and wickedly reported by the weather bureau to have had a velocity of fifty miles an hour. My Mind will have decided that there is no head wind, or if there is it must be a fair one. How I shall chuckle when I see these same heathen struggling up a rough stony grade perspiring, groaning and swearing in an old-fashioned, mistaken manner. I shall have Willed that the grade or the bad surface do not exist except in the perverted imagination of my comrades. I shall will a surface as smooth as asphalt and as level as calm water. I tell you, Mr. Editor, I have allowed this old Mind of mine to have altogether too easy a time. It has got to work for a living now, and by the time the snow leaves the ground I and my educated Mind will surprise the boys. Oh, by the way, knowing that the snow and vile condition of the streets were "all in my eye," according to the new theory, I Willed that the streets be dry and smooth and then started out to ride. I must confess *sub rosa* that the old Mind did not work, as I was apparently aware that the ground was very wet, and that I appeared to cause much merriment on behalf of some passers-by. This, however, was of course imagination. If I was not a convert I should say my nose is very sore, but it isn't, that I am prepared to aver, even if I don't like to have anything touch it. I shall be obliged to give you full account of how I progress in getting my Mind tractable and docile. I am going to try it on my landlady and see if I cannot convince her that I am not six weeks in arrears. If I cannot do this I am afraid my Mind will have to take my stomach into partnership.

"CULTURE."

TO WILLIAM A. ROWE.

THE nation's eyes are on you,
Billy Rowe;
And we've millions bet upon you,
As you go;
Don't you let Dick Howell beat you,
Or there'll be none here to "treat" you,
For we'll be a bankrupt country,
Billy Rowe.

Let Richard do the *head*-work,
Billy Rowe;
Just *you* freeze on to the *ped*-work,
Every show;
Cut the pace out fine and large,
And sail by that loitering barge,
And show him you can travel,
Billy Rowe.

Do him up so jolly brown,
Billy Rowe;
That 'twill flatten London-town,
Don't you know;
Break the records by the mile,
In your good old Springfield style,
And come home like Julius Cæsar,
Billy Rowe;

The fire-works are waiting,
Billy Rowe;
And the prospects are elating,
You should know;
For a grand jubilation,
In your honor, by the nation,
And "with cards" to All Creation,
Billy Rowe.

You shall live on milk and honey,
Billy Rowe;
With the "Surplus" for pin-money,
—All free blow:
You shall revel like a lord,
And the nation pay your board,
If you'll ONLY DO UP HOWELL,
Billy Rowe!

PEDALS.

EUROPEAN TOUR.

TO my many cycling friends, and other readers of the BI. WORLD who may be interested, I would say that I am now making arrangements for a European cycle tour for a party of twenty-five, to take place during the summer of 1889. The route will be across Ireland, England, France, Switzerland, down the Rhine to Antwerp, where steamer will be taken for England. The party will leave America the latter part of May, 1889, and be gone about three months. At both London and Paris (World's Fair in latter city) halts for a week or more will be made. I should be pleased to correspond with those wheelmen who take interest in the contemplated trip.

Your truly,
F. A. ELWELL,
152 Pearl St., Portland, Maine.

WE OFFER A MEDAL.

THE "aged riders" are waking up, and records of rides are being received right along. The latest is from Indiana, and is as follows: "Last June I. C. Doan, of Richmond, Ind., aged fifty years, rode a light roadster to Indianapolis (seventy miles) in the forenoon. At the end of the first fifty miles he made a ten-mile spurt in three-quarters of an hour. The same afternoon he rode out to Crawfordsville, forty miles further. Next day rode sixteen miles, visiting the Crawfordsville road race, returned to Indianapolis by rail in the evening, and jogged back to Richmond next day on his wheel, and was neither stiff nor sore. Entire riding distance, 196 miles. Put him amonge ye ancients." In connection with the above we have it on good authority that Mr. McCune, President of the Springfield Bicycle Co., thinks nothing of his sixty miles a day at a ten-mile clip. By all means let us have a veterans' race at Baltimore, Md., next June. In order to bring about the event, we hereby offer a gold medal to be competed for at Baltimore during the June meet of the L. A. W. on the following conditions:

Age of rider must be forty-five years or over; distance to be covered, two miles; any form or type of road machines, only, to be used. Entrance free, but entries, with age and machine to be used, must be received at this office by May 20th next.

THE HILL CLIMBING CONTEST.

WE learn from the *Athlete* that arrangements between Greenwood and Wells have at last been completed, and we are told that: "The first contest will take place on Kimmswick Hill, St. Louis, on Saturday, June 30th, or on the following Monday in case of rain. The second contest will be held on Eagle Rock, July 28th, and if a third race is necessary it will take place on Corey Hill the first week in August. The rules will be the same as those usually governing hill-climbing contests, the man climbing the hill in the quickest time to be declared the winner. In case either contestant is thrown out by an accident to his machine, he will be allowed to repair the damage and make another trial. The winner of two out of three races will be declared champion of America. The loser will pay the railroad and hotel expenses of the winner, and also the entire cost of the $50 championship medal." We are of course personally sorry that the contest on Corey is made provisional, but we hope that each man will prove successful on his "native hill," so that Corey will be the scene of the deciding battle. In the meantime we should like to hear from Mr. Wells as to the proposed match between himself and Mr. Shurman of Lynn? We are advised that Mr. Shurman thinks "12 times up and down Corey" within his capacity. We hope this fact won't discourage Mr. Wells.

A NEW FIRM IN THE BICYCLE MANUFACTURING BUSINESS.

THE Warwick Cycle Mfg. Co with factory and headquarters at Springfield, Mass., is a new firm in the country, but the name of Warwick as connected with some of the most valuable improvements in construction, is by no means a new or an unknown combination to most of our readers. The President of the American Company, Mr. George T. Warwick, is the son of Mr. Thomas Warwick, of Birmingham, England, the patentee of the celebrated Warwick rims and backbones. This English firm, is probably, one of the most extensive and successful makers of bicycle material in that country. For some time past Mr. George T. Warwick has been in this country looking the ground over, and the results of his investigations have brought about the establishment of a firm to manufacture cycles in the United States. As yet the new concern have not made any public announcement as to their products, but in a general way we learn that rubber cushions are to be used in the construction in a way to minimize the jar as much as possible. The backbones and the rims will of course, be of the celebrated Warwick patents; the bearings will be ball with vertical adjustment. There will be several new features included in the new machine, among which will be an improved way of detaching handle-bar, putting in spokes, the details all of which will have attention in full when the company are ready to announce. The officers of the company are: President, George T. Warwick; Vice-president, D. L. Swan; Treasurer, George K. Tapley: Secretary, Fred. R. Swan. The machinery for manufacturing is being constructed, and the company hope to be running by May 1. They manufacture a full line of bicycles and also tricycles. They will also make spider-web wheels for carriages. These wheels will of course be stronger than the bicycle wheels and there will also be a rubber cushion at the end of each spoke.

THAT FATAL ACCIDENT.

THE death of Mr. Edward A. Paul last Monday week, has caused a great sensation among wheelmen in Washington. As we went to press one day earlier last week, the news and particulars failed to reach us in time for publication. The facts are briefly: At about 5.30 Saturday week, Mr. Paul started out on his bicycle to ride to Whitney Close; on his return and nearly opposite his house, No. 2410 14th street, a colored man riding a horse at a furious pace, ran Mr. Paul down, throwing him to the ground and fracturing his spinal column. Mr. Paul retained his consciousness almost to the last, although below his shoulders he was completely paralyzed. At the time of the accident Mr. Paul was on the proper side of the road, and there was plenty of room for any vehicle to pass. Eye-witnesses say that Chase was urging his horse; on the other hand Chase avers that the horse became unmanageble, and that he could not control its speed or direct its course. Chase was arrested and released on bail, but on the death of Prof. Paul he was rearrested to await the coroner's verdict. Professor Paul was the Principal of the High School. Action was taken by the Alumni of the High School, and his funeral was largely attended by school officials, also by a large number of cyclists. Prof. Paul was a young man, being in his 33d year; he was born in Haverhill, Mass. The "Capital Club" called a meeting and took steps to raise funds to carry on and prosecute the case. Much indignation is felt by all at Chase for his reckless riding, and the awful results thereof. We requested information by wire as to coroner's verdict, but up to the time of going to press we have received no word.

LATER.—Since the above was written and put in type, we have received advices, that the Coroner's Jury has returned a verdict that Edward A. Paul came to his death through a collision caused by the careless and reckless riding of James M. Chase. Chase will be held for action of Grand Jury.

RACING IN PHILADELPHIA.

YOUNG MCDOWELL, the Philadelphia professional, was tendered a benefit Saturday evening, at the Elite Rink, by the South End Wheelmen. The races: One-mile, Pennsylvania Club.—Halsted first, in 2.57 3-5. Fuller dropped out.

One-mile, South End Wheelmen—Betchold had a walk over. Time, 3.12 4-5. Bailey had also a walk over in the one mile, Century Wheelmen. Time, 3.04 2-5.

One-mile, Camden Wheelmen—Weaver first, 3.09 2-5. Potter second.

One-mile novice—H. M. Green, first, 3.16 3-5. Draper a close second, 3. 17.

One-mile open—Halsted first, 3.03 2-5. Potter second, 3.06 4-5.

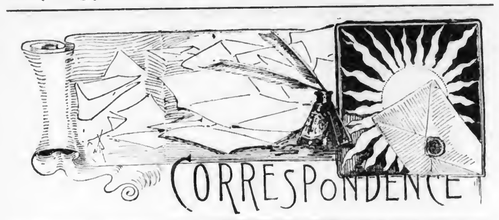
One-mile inter-club between Bailey, of the Century Club, and Halsted, of the Pennsylvania, won by the latter in 3. 04.

There was also some fine fancy riding by J. M. Stout, the deaf mute rider of New York, solos by Prof. Kennedy, and some remarkable shooting by Medis the Rifle Queen.

The officers were: Judges, W. D. Roberts, C. A. Snyder; timers, Frank Kohler, W. D. Supplee; clerk of course, J. A. Green; starter, G. N. Strong; referee, J. A. Wells.

"WE were glad during the past week to make the acquaintance of J. Purvis-Bruce, the Scotch-American correspondent of the BICYCLING WORLD, who up to now has been only known to us by his writing under a *nom de plume* ('Gentleman John'), which raised our wrath each time we came across it. Mr. Bruce is a most amusing companion, and we can understand now, the many complimentary things that have been said about him at various times by our American and English exchanges, and we hope to see a good deal more of him before he leaves these shores. There is something about his

face, surmounted by its curly head of hair, and light tweed-covered figure, which seem to make him on the best of terms with everyone, and now he has discarded his *nom de plume*, we shall have the very greatest pleasure in meeting him, if not in every-day life, in the pages of the leading American cycling paper." The above we take from *Bicycling News*. We must ask our good friends of the *News* to pardon us, but the wording of the above would indicate that Mr. Purvis-Bruce has taken to wearing a "light tweed-covered figure" above his face! We have tried to figure the thing out, but we become perplexed and bewildered trying to imagine the genial Scotch-American "upside down and every way." Now we expect to get a lesson on punctuation from Mr. Harmsworth, but the off-hand reading of the above paragraph struck us on our funny side, and we hope there will be no reprisals inflicted on us and ours for our temerity in thus jokingly alluding to above kindly notice of Mr. P.-B.



"BOYCOTT CORBIN."

Editor Bicycling World and Bulletin: Dear Sir—Right heartily do I indorse "Wing-Foot" in his article against Corbin and his pet monopoly, the Long Island R. R., and bitterly do I regret my numerous shekels that have gone to enrich it. Now as there is no law, or power in the League to give us redress, nor, as I opine, any great superfluity of cash in the treasury to conduct such a fight, why cannot we boycott Mr. Long Island Corbin by building a cinder path from Brooklyn to Jamaica, where good riding commences, by popular subscription, as wheelmen have done in other parts of the country?

I am sure that this can be done for a much less sum than what we spend for transportation in one season, and I for one will do my level best to promote the scheme financially and otherwise.

Won't you kindly give this space in the WORLD AND BULLETIN, so that some one or more well known wheelmen who will give weight to the undertaking, will take it up in a manner to place it before our brotherhood? I would gladly start the ball rolling myself, but am at loss how to proceed, and indeed, this is the first time I have raised my voice in the interest of our fraternity, much as I may have been tempted to do so before. L. A. W. No. 14763.

Brooklyn, April 4th, 1888.

[We shall always be glad to hear from you.—ED.]

THE ROADS QUESTION.

Editor Bicycling World:—I must say I certainly agree with Brother Ratchet, of New Jersey. Certainly we must all admit our poor roads keep back the bicycling fraternity from numbering thousands, aye, tens of thousands, more than they do at present. The long-headed wheelmen do not expect to see the millenium for bicyclists come, after a few determined but short efforts on their part to secure advantages and rights essential to the rapid increase of wheeling and wheeling-interests in the United States. The old adage, "what is everybody's work is nobody's work," holds true here, as elsewhere. A "live committee," not in each State, but in every Territory containing so many wheelmen, would, I am sure, at least serve as a nucleus, from which in ten years, possibly in five or even less time, a wide-spread and determined movement in the interest of good roads would sweep over the country, leaving in its train good roads, provisions for keeping them good, and a multitude of bicyclists arising in every town and village. From my own observation, I have arrived at the conclusion that the prejudice and indifference of legislators and farmers which has in the past kept our roads in such a deplorable state arises chiefly through ignorance. In every division the Chief Consul could select from a large class of able writers a few of the most enthusiastic, who could be relied upon to keep the local papers supplied with articles clipped from wheeling periodicals, dwelling chiefly on the benefits to be derived from good roads by farmers, who must use this means to obtain a market for their goods, and in fact by all owners of horses. In every State Legislature men can be found able and willing to propose a bill for the improvement of roads. All that is needed is pressure brought constantly to bear upon our noble (?) politicians. And that pressure can be laid on best, in my judgment, when particular bicyclists feel an especial responsibility in the matter. If we would change the character of the broad river we must begin at the fountain head, If we can succeed in localities, if we can educate people generally to realize the benefits accruing to them through improved roads, it is not an impossibility we may see in the future, even so seemingly radical a plan as that proposed a few issues back, namely to devote the surplus in the United States Treasury to the bettering of our roads, prove a glorious reality. Let us keep this matter constantly before us, and who has ideas, let him express them in the WORLD. L. A. W. 7504.



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THE actual capacity at one time of the enameling furnaces of the Gormully & Jeffery Mfg. Co. is one hundred complete bicycles.

WE are pleased to learn from the Holmes Co., that the demand for their excellent line of goods especially adapted to the cyclists' use, is very large this year. Riders should place their orders soon, and not wait until the season is really opened.

IF you desire to ride safe and attain speed, climb hills with ease, ride rough roads with but little vibration, buy the 1888 pattern Springfield Roadster. $75.00. ***

IT is stated that, out of the many hundreds of Columbia Light Roadsters that were fitted with the tubular rear fork during 1887, not one has been known to break or twist. This is one of the specialties for 1888.

THE Rudge machines gave such satisfaction last year that, beyond a few minor details, it has been difficult to improve them, and their sterling worth will be well appreciated by the riders who desire a high class English mount.

MR. VICTOR R. PYLE, of Wilmington, Del., reports that he holds the Third St. hill records for that city on a Springfield Roadster.

C. J. BROWN, of Florence, Mass., has taken a travelling position for the Springfield Bicycle Co., in place of Geo. M. Hendee who has gone to Chicago to assist C. F. Stokes in representation of the Springfield Roadster in that city. Mr. Hendee reports prospects and business good.

OUR Philadelphia correspondent reports on trade from his standpoint as follows: "Messrs. Tryon & Co. sold twenty-one Victor safeties last week, and five light roadsters. That's how cycling is booming this season, and the safety in particular. Mr. H. B. Hart also reports an increased demand, and prospects were never so good for a lively trade. I had a letter from Mr. C. R. Overman last week dated from Fort Wayne, Indiana, in which he tells me that they alone have booked over four times as many orders as last year."

ONE HUNDRED DOLLARS buys the 1888 pattern Springfield Roadster, with ball-bearings all round; two rows of balls on each side of front wheels, two rows on each clutch-shaft, and one on each side of front wheel; two rows on each clutch-shaft, and one on each side on rear wheel, with our overlapped side-fork fastening, which makes a very rigid and firm anti-fraction bearing. ***

IT is deemed by the makers that the American Light Champion is the lighest of the light roadsters, a 54-inch '88 pattern, with all on, weighing but 37 1-2 pounds.

THE Rover, made by Starley & Sutton, is one of the strongest all-round machines made. Messrs. Starley & Sutton have always insisted that the "five-side" frame was the only proper one to use in this type of machine. That they are nearly correct is proven from experience of other makers. We expect to see a good many of Starley & Sutton's machines in the United States this year.

THE New Mail pattern for 1888 has been tried on the road this season, and a well-know rider was heard to remark that "it was the easiest-running machine he ever bestrode." This must be an exceedingly gratifying verdict for Messrs. Read & Sons, as they have aimed conscientiously to make the bearings of the New Mail as fine as human ingenuity can devise.

THE Rudge Crescent Tandem for 1888 shows many improvements in details, and the splendid advantages of this machine were warmly appreciated by its many riders last year.

THE Gormully & Jeffery Mfg, Co. have recently added a retail department to their factory. A handsome store has been provided on the main floor, and a full line of the American cycles, in every variety and finish, silently solicits the patronage of any visiting customer, though a competent salesman is in charge.

MR. ROSS, of W. B. Everett & Co., has just returned from a short but exceedingly successful trip Westward. Mr W. A. Doane, late of Stoddard, Lovering & Co., has accepted a position in Denver, Col., with W. L. Van Horne, and will push the Apollo in that vincinity.

THE inquiries made through the mail and personally to William Read & Sons by riders for information in regard to the Ivel Safety have been very numerous, since it became known that that firm were to handle this celebrated machine for this country. American riders should congratulate themselves that these wheels can be bought in the United States. If it is true that imitation is the highest kind of flattery, then Dan Albone ought to be happy, as the Ivel's lines have been carefully copied by more than one prominent maker. See our advertising columns for the announcement of this machine.

MR. R. OVERMAN has just returned to town, after an exceedingly successful trip out West. In fact, Mr. Overman says that business has never been so good with his firm as it is this year.

OUR St. Louis correspondent writes: "Mr. J. B. McCune, of the Springfield Bicycle Mfg. Co., paid the city a visit on April 3 and 4. He brought on a 46-inch Springfield Roadster with him, and requested Hal Greenwood to give it a trial. Hal at once complied, and in company with Mr. McCune rode out to Son of a Gun Hill, to test its qualities. Although Hal had been on this machine but once before, he had no trouble in climbing Son of a Gun with ease. After this performance he tackled the "Undertaker," a much steeper grade, and succeeded in climbing it two rail lengths beyond Arthur Young's mark. This is indeed a wonderful performance, and in a way establishes the reputation of the wheel, as being a hill climber, par excellence.

WE understand that the Kingston Knitting Company, are receiving many compliments from buyers of bicycle and Athletic goods for their elegant styles and excellent fitting garments, and their very reasonable prices.

THE English papers assert that Rowe will ride a new Rapid in his forthcoming races.

H. SQUIRES, of 178 Brodway, New York, and Strong & Green, of Philadelphia, will handle the Club Cycles for the coming year, The Coventry Machinists' Co. have just received an invoice of light 36-inch Marlboro's.

THE new check-nut and duplex screw which is fitted to the heads of the Columbia Light Roadster and Expert will convince any rider who advocate ball heads that, so far as keeping the head tight, these two improvements render that part of the machine as perfect as possible.

WE would remind Grand Rapids *Star* that this paper does not recognize anonymous communications. On receipt of name we shall be pleased to have our anonymous friend's letter put in type.

MR. ALICK HILL, of the Coventry Machinists' Co., has started on his business trip through this country. He has already made it evident that the Club bicycles will play a very prominent part in the total sales of machines made in the United States during the season of 1888.

THE FACILE SWALLOW.



Julius Wilcox, Importer, 33 Murray Street, New York.

The front-driving Geared Facile is identical with the familiar ungeared in shape and proportions (50 and 52 being the usual sizes), and in appearance is not distinguishable from that at a glance, as the only visible differences are in the small gear-wheels added and the slightly longer levers. Both the front and the rear-driving patterns were delayed in 1887, by some changes required in the patent geared axle, which has cost $8,000 to perfect, said to be one of the most beautiful pieces of mechanism ever put into a bicycle. In a general way, the rear-driver may be called a Facile reversed, the rider facing the back wheel and pushing that first. The driving axle is double, consisting of a *hollow* one connecting the hubs, and having as a fixture with it and the left hub the larger of the two-toothed wheels, outside the fork; within this hollow axle is placed the usual solid one, having the cranks on its ends. The inner axle runs freely and independently within the hollow one, and connection for the driving is made by the smaller toothed wheel, borne on the end of left crank, which transmits power to the larger toothed wheel. The left lever pulls down on this small pinion; the right lever in turn lifts it *up*, transmitting power through the solid axle and left crank, both levers driving alike. The effect is that, while the cranks and solid axle make one turn, the hollow axle and the wheel make one and a half.

The frame of the Swallow is wholly unlike any other machine. It consists of two Y's with their tops meeting above the wheel, and joined there by a ♎ tube, which serves as a backbone and also (being concave on its under side) as a mud-guard for the wheel. The single arms of the Y's form extensions for the levers, which are a little lengthened to offset the gear, the crank remaining the usual Facile length, three inches. A short curved tube carries the front of the saddle, and on its forward end the steering neck. The brake is a "plunge," the spoon having extra length to offset its working on a smaller wheel. The handles have a backward inclination. Handle-bar and brake-lever adjust together in height, and for convenience of stowing or packing are easily swung round parallel with the wheels, or removed altogether. Step (not shown in cut) is on extension. Lamp will be borne by a spring carrier on front fork. Foot-rests are not shown, but will probably be attached just back of the head, where they will have the peculiarity of not being interfered with by the turning of the wheel. Saddle is a special one, borne on three springs, supported on the three upright tubes, and adjustable in height. Steering-wheel is 28 inches; the driver varies from 36 to 42; the standard size—38, geared to 57—will fit nearly all persons.

Entire frame, including handle-bar, levers and connecting rods, is weldless steel tubing. Spokes are usually direct, and rims solid; but tangent spokes with hollow rims may be used. Head is the matchless "Abingdon," bearings are the Facile double-ball, *every* bearing being adjustable ball; the axle runs on five rows, and the machine contains in all *250* balls, the largest number ever put into a cycle. Finish, polished enamel with nickel trimmings.

The front fork has great rake, but the centres are in line with the point of contact with the ground; steering is all that could be desired, and the machine can be ridden without hands.

In material, construction and finish this machine is as fine as can be produced, and it may be added that riders whose ideas of the Facile are based on the machines of a couple of years ago are not aware of the progressiveness and improvement in them since. Increased skill is shown in them in many points; for instance, not only in the "Abingdon" ball neck, but in the insertion of the ends of the tubes into the solid lugs, instead of vice versa, the result being to not only improve the brazing, but to protect the tube ends from burning in the process. This particular "tip" was found on the Humber machines at this year's show by the representative of one of the cycling papers, and was by him innocently credited to "the wonderful mechanical genius of Mr. Humber," whereas it was seen in *last* year's show on the newer Facile patterns, and has been used by them ever since.

The following points of superiority over the chain machines are claimed for the geared Faciles by the makers, and are enumerated by the importer as follows:

1. Position of rider, the Facile action being fully vertical, on rising as well as descending pedal.
2. Shorter stroke; with a 6-inch crank and average gearing, the foot on the chain machine goes 15 3-4 inches to drive the wheel 170, whild on the geared Faciles it goes only 24 inches and drives the wheel 188 1-2.
3. Much easier as well as slower and shorter stroke.
4. Tread the narrowest ever attained, which in part accounts for the easy running.
5. Greater speed, with riders equally matched.
6. Better on hills, notwithstanding the gear averages six inches higher.
7. Less vibration, the wheels not being so extremely small.
8. Pedals do not go so near the ground, hence less liable to strike stones.
9. Lighter in weight, not because more slightly built, but because having fewer parts.
10. Bearings entirely escape the special and severe strain which those of the chain-wheel and driving-wheel must bear from the *pull of the chain*.
11. The gear wheels have less friction than the chain, and are much less exposed to trouble from mud and grit.
12. The gear wheels need less lubricating, and this is done more easily.
13. The gear wheels are easily cleaned.
14. The gear is noiseless, which a chain is not, and the Facile has no rattle from guards.
15. The Facile gear excels the chain in durability.



ABBOT BASSETT, Secretary-Editor.

MUCH has been said in the press concerning the Kentucky bill, prohibiting cycling, and it has been stated that the League was doing nothing in the matter. It is not with the blare of trumpet and the beat of drum that the League does its work, and in this case, as well as many another, a deal of quiet work is going on. The Rights and Privileges Committee took up the Kentucky case a long time since, and immediately communicated with the Chief Consul of Kentucky, giving instructions as to advised methods of procedure. The Chief Consul and the Committee are now in communication with the authorities, and vigorous methods will be pursued as soon as the necessity for action appears.

SINCE the above was written we have this from the Chief Consul of Kentucky: "The bill introduced in the Legislature prohibiting cycling on the Kenton County roads was refused to be acted upon by the committee to whom it was referred. Another victory!"

PRESS of business forces Chairman Cooley, of the Racing Board, to retire, after months of valuable service to the League. His election to be Mayor of North Plainfield may have something to do with the step he has taken. Mr. Caesar once remarked that he had rather be the first man in his native village than to be the second man in Rome, and Chairman Cooley may have the same idea. He will be succeeded by Gerry Jones, of Binghamton, who has been a member of the Board for several years, and who is well fitted for the position.

THE wheelmen of Washington are much exercised over the death of Mr. Paul, the principal of the high school, who was run down on his cycle by a pair of horses. A meeting was held at the quarters of the Capital Bicycle Club to take action to secure a thorough investigation. There was general condemnation of the recklessness of drivers in the streets of Washington, and a committee was appointed to collect testimony and employ legal assistance in the prosecution of the driver who ran down Mr. Paul. The lady riders sent resolutions of sympathy with the movement. Quite a sum of money has been raised to prosecute the case.

PENNSYLVANIA wheelmen who have been asked to serve as local Consuls, and those who have been requested to make arrangements with hotels, looking to their appointment as League hotels, are requested to fill out the blank postal cards sent them, or to communicate with the Chief Consul at once, in order to expedite the issue of the road book, which is to contain a full list of Consuls and hotels.

MARYLAND APPOINTMENTS.

"The Cabin John Bridge Hotel" is hereby appointed League Hotel, at Cabin John Bridge, Md. Regular rates $3.50 per day; rates to L. A. W. members, only on presentation of membership tickets, $2.75 per day, or 75c. each for breakfast, dinner and supper, and 50c. for lodging.

Local Consul—Mr. G. Herbert Beckley is hereby appointed Local Consul for Reisterstown, Md.

To Consuls of Maryland Division.—All Consuls of this Division are hereby reappointed to September 1st, 1888. Fraternally,

A. E. MEALY, Chief Consul.

APPOINTMENT RACING BOARD.

Dr. J. H. Cooley, owing to pressure of professional duties, having resigned as member and chairman of Racing Board, I take pleasure in appointing as his successor as chairman Mr. Gerry Jones, Binghamton, N. Y., who is already a member of the Racing Board and thoroughly familiar with its workings.

T. J. KIRKPATRICK, President.

Nominations for Chief Consuls Wanted.

The Chief Consuls for the States of Colorado and Wyoming having failed to renew their membership in the L. A. W., I now declare their offices vacant. I would be pleased to receive nominations for the offices from the members in these States. Please make them at once. T. J. KIRKPATRICK, President.

IOWA APPOINTMENT.

H. B. Cropper, Esq., has been appointed as representative for this Division, to fill vacancy caused by the non-renewal of D. G. Kirschbaum.

ROBT. L. THOMPSON, C. C. Iowa Div.

To the Maryland Division, L. A. W.

As it is very important that our membership should be largely increased within the next few months, I would especially request that each and every member of this Division put forth his every effort to secure new members. If you know any wheelmen who are not L. A. W. members, or know of any such parties, kindly send me their names and addresses at once; then call upon them in person. In the meantime I will have sent them some printed matter that may assist you materially in securing their applications. Let every member of this Division enter into this work, with the determination that he will do his share toward bringing our State to the prominent place she should occupy. You have the material to work on, and all it wants is little effort on the part of our present members. So come forward every member, and do your share, and thereby increase your own personal benefits. Every new member of the Division secures more advantages for each and every member.

Fraternally yours,

A. E. MEALY, Chief Consul.

1521 Eutaw Place, Baltimore.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 134—Total 158—9010.

BOSTON, April 13, 1888.

CALIFORNIA DIVISION—2—313.

Unattached.

1S114 Dyer, M. L., Los Angeles.
1S115 Hoyt, F. T., Jr., Box 2078, San Francisco.

CANADA—1—8.

Wanderers Bicycle Club.

1S116 Foster, Fred, 13 King St., Toronto.

COLORADO DIVISION—2—42.

Denver Ramblers.

1S240 Calderwood, J. Macdonald, 1316 18th St., Denver.
1S241 Tucker, John L., 1244 California St., "

CONNECTICUT DIVISION—2—388.

Unattached.

1S242 Law, W. H., 55 Crown St., Meriden.
1S117 Wilcox, H. P., Stamford.

DISTRICT OF COLUMBIA DIVISION—11—80.

Capital Bi. Club.

1S120 Botcler, Frank M., Box 299, Washington.
1S118 Wilson, Lewis D., 21 3d St., N. E., "
1S127 Wilkins, Ben T., Jr. "

Washington Cycle Club.

1S119 Atwater, Mrs. Geo. S., 2304 Pa. Ave., "
1S122 Dolan, P. V., 1410 Pa. Ave., N. W., "
1S126 Weber, D. E., 1246 8th St., N. W., "

Unattached.

1S121 Dodge, Herbert A., 717 A St., N. E., "
1S123 Smith, Mrs. Wm. E., 1827 Vermont Ave., Washington.
1S124 Town, C. E., 1st Aud. Treas., "
1S125 Toney, J. M. G., 1315 10th St., N. W., "
1S128 Tegeler, Miss Ella M., 716 12th St., N. W., Washington.

GEORGIA—1—15.

1S243 Ingram, T. L., Columbus.

ILLINOIS DIVISION—13—500.

Streator Wheelmen.

1S216 Colley, Lisle R., 55 River Ave., Streator.
1S217 David, Lester W., 141 Main St., "
1S218 Elder, Edgar B., 2 Bloomington St., "
1S219 Holmes, E. S., 9 Main St., "
1S220 Vanloon, E. C., 30 Main St., "

Ottawa Cycling Club.

1S129 Estabrook, Geo. P., Ottawa.
1S130 Hess, Louis W., "
1S131 Lynch, Thos. J., "

Unattached.

1S132 Fitzwilliam, Wm. R., Bloomington.
1S133 Loehr, Harry M., "
1S134 Lowentrout, Otto A., "
1S244 Finker, Chas., 182 Dearborn St., Chicago.
1S221 Farrell, Felix E., Jacksonville.

INDIANA DIVISION—3—165.

Terre Haute Bi. Club.

1S222 Griffith, V. N., 520 Wabash Ave., Terre Haute.

Unattached.

1S223 Chase, Frank W., La Fayette.
1S134 Wright, Nat C., Connersville.

IOWA DIVISION—7—114.

Dubuque Wheelmen.

1S136 Blocklinger, Albert H., 110 Broadway, Dubuque.
1S137 Eckert, Frank B., 230 Bluff St, "
1S138 Grievish, Ed. W., "
1S139 Guyett, Rod. G., Box 256, "
1S140 Herrenig, F. L., L. Box 17, "
1S141 Sears, Nathan F., 1592 Locust St., "
1S142 Upton, Chas. N., "

KANSAS DIVISION—1—108.

Unattached.

1S245 Schwinn, Benj. F., Fort Scott.

MARYLAND DIVISION—23—268.

Baltimore Cycle.

1S224 Abbott, C. F., 302 So. Chas. St., Baltimore

Hagerstown Bi. Club.

1S143 Beck, J. Ed., Hagerstown.
1S144 Dayhoff, Harry E., "
1S145 Grove, Clinton R., "
1S146 Hays, Chester P., "
1S147 Hays, R. M., "
1S148 Kefley, Malcolm S., "
1S149 Lechleider, Martin L., "
1S150 Lutz, Thos. W., Box 1, "
1S151 Miller, Emery H., Drawer L., "
1S152 Mobley, L. R., "
1S153 Mobley, W. B., "
1S154 Miller, A. W. S., "
1S155 Morrison, W. B., "

Unattached.

1S156 Stackhouse, Geo. F., care of W. S. Bomberger, "
1S225 Hubbard, Alvard, 116 N. Howard St., Baltimore.
1S161 Gillet, Edgar, 410 S. Eutaw St., "
1S162 Molinard, W. R., 217 South St., "
1S163 Sadtler, Albert, 2100 Druid Hill Ave., "
1S158 Caldwell, R. L., Glyndon.
1S158 Henry, Robt. S., "
1S159 Rich, Alex. M., Reisterstown.
1S160 Rich, Geo. Herbert, "

MASSACHUSETTS DIVISION—12—1013.

Chelsea Cycle Club.

1S164 Catlin, W. A., care of E. R. R., Boston.
1S165 McCune, W. E., Box 704, Everett.

Easton Cy. Club.

1S248 Thomas, A. E., So. Easton.

Roxbury Bi. Club.

1S247 Silver, Joseph G., 7 Berlin St., Roxbury.

Suffolk Bi. Club.

1S246 Davis, F. R., 725 4th St., So. Boston.

Unattached.

1S166 Gray, Frank M., 417 Wash. St., Boston.
1S167 Hill, A. S., 239 Columbus Ave., "
1S168 Louden, I. Freeman, 210 Tremont St., "
1S170 Hewett, Herman S., Brockton.
1S169 Coburn, Dr. H. W., Lowell.
1S226 Hills, E. E., 8 Wash Sq., Worcester.
1S227 Mccorney, Chas. F., 410 Main St., "

MICHIGAN DIVISION—2—201.

Unattached.

1S171 Courtney, G. Y., 302 2d Ave., Detroit.
1S172 Shamafelt, W. C., Three Rivers.

MISSOURI DIVISION—6—281.

Joplin Bi. Club.

1S249 Henricks, J. W., Joplin.
1S250 Jenkins, T. B., "

Unattached.

1S173 Rutledge, W. T., Monroe City.
1S174 Scott, F. A., Moberly.
1S228 Brugler, Rev. Chas. F., 1615 Lucas Pl., St. Louis.
1S229 Greenwood, S. N., 3017 Dickson St., "

NEW JERSEY DIVISION—3—570.

Dennisville Bi. Club.

1S175 James, Fluviel W., Dennisville.

Unattached.

1S176 Clarke, Geo. H., 15 Robinson St., New Brunswick.
1S177 Williams, Will F., Box 779, Plainfield.

NEW YORK DIVISION—24—1934.

Auburn Cycle Club.

1S252 Cossum, Fred J., 2 Mary St., Auburn.
1S253 Ellis, Frank M., 34 Genesee St., "
1S254 Forrest, Chas. A., 165 Van Anden St., "
1S257 Osborn, Herbert, 77 Seymour St., "

Citizens' Bi. Club.

1S178 Ross, Reuben W., 347 W. 32d St., New York.

Long Island Wheelmen.

1S230 Cole, W. L., 565 Carlton Ave., Brooklyn.
1S231 Hare, W. Irving, 224 Wash. Ave., "
1S232 Topping, A. P., 270 Classon Ave., "

New York Bi. Club.

1S179 del Genovese, Albert, 66 Fulton St., "

Syracuse Cycling Club.

1S180 Schell, H. R., 74 So. Salina St., Syracuse.

Yonkers Bi. Club.

1S233 Kingsbury, Arthur W., 49 Warburton Ave., Yonkers.

Unattached.

1S185 Hecox, W. H., Jr., 29 Chestnut St., Binghamton.
1S182 Nickerson, L. M., 89 So. 6th St., Brooklyn.
1S183 Doll, A. M., Gas Light Co., Buffalo.
1S255 Kellogg, H. W., Castile.
1S256 Lucas, T. W., "
1S184 Flack, A. H., Clavereck.
1S180 Hutchinson, Geo. W., Hornellsville.
1S188 West, Chas. F., Glen's Falls.
1S234 Blanchard, H. J., Groton.
1S251 Cooke, Alfred Sherman, Gas Light Co., Lockport.
1S181 Thornall, Clarence E., 1133 Lexington Ave., New York.
1S187 Keeler, Harvey T., Walden.
1S258 Wright, Arthur T., "

OHIO DIVISION—16—707.

Canton Bi. Club.

1S260 Trump, H. A., Eagle Block, Canton.

Orrville Bi. Club.

1S235 Bechel, H. M., Orrville.
1S236 Tanner, P. E., "

Toledo Cycling Club.

1S189 Fisher, Geo. M., Jr., 135 Summit St., Toledo.,
1S190 Hodge, James, "
1S191 Knights, Carl, Pliny, Watson & Co., "
1S192 Nelson, R. A. Collingwood Ave., "
Wellington Bi. Club.

1S193 Crabtree, Vincent, Wellington
1S194 Horr, Chas. P., "
1S195 Wight, John W., "

Unattached.

1S197 Howells, J. A., Bridgeport.
1S198 Scott, J. M., "
1S261 Smith, E. R., 9 Rouland St., Canton.
1S262 Smith, Mrs. E. R., 9 Rouland St., "
1S196 Clark, Herbert, Wellsville.
1S259 Sigmund, Will S., Springfield.

PENNSYLVANIA DIVISION—11—1188.

Chambersburg Wheel Club.

1S199 Rhinehart, L. M., Green Village.

Unattached.

1S203 Shutt, Will J., Bloomsburg.
1S204 Philips, S. Jones, Kenneth Square.
1S239 Swigert, J. Clyde, Newville.
1S201 Bowne, W. N., 1023 Spruce St., Philadelphia.
1S203 Edwards, R. E., 305 Walnut St., "
1S202 Chambers, Wm. P., 909 Penn. Ave., Pittsburg.
1S237 Cornice, E. P., Central Stock Yds., "
1S238 Myler, T. F., E. Liberty " "
1S205 Weaning, Arthur F., Waynesboro.
1S200 Ballinger, A. L., 746 W. 4th, Williamsport.

RHODE ISLAND DIVISION—17—192.

Social Wheelmen.

1S206 Campbell, Ernest W., 231 Prarie Ave., Providence.
1S207 Thornton, Edward C., 110 Oxford St., "

Unattached.

1S267 Tyler, Geo. F., Anthony.
1S208 Walker, Arthur C., Centreville.
1S212 MacAllen, Geo. I., Central Falls.
1S204 Andrews, Taney G., 121 Federal St., Providence.
1S209 Bruce, B. T., 103 Pine St., "
1S271 Collins, J. F., 25 Andern St., "
1S268 Campbell, Chester I., 135 Pavilion Ave., "
1S209 Donle, Fred. H., 18 Spring St., "
1S210 Macleod, F. W., Box 269, East Providence.
1S211 Worrall, Henry, Jr., 13 Haswell St., Providence.
1S213 Phillips, H. O., 170 Broad St., Pawtucket.
1S214 Walker, Hugh, Saylesville.
1S270 Campbell, James, Box 761, Rumford.
1S265 Foster, Charles A., Washington.
1S266 Foster, George A., "

VIRGINIA DIVISION—1—78.

Unattached.

1S215 Patrick, R. J., Hampton.

LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888:—

Universal Cycling Club, Brooklyn, N. Y.

NEW CLUB.

Dubuque Wheelmen, Dubuque, Iowa.

All memberships in the League of American Wheelmen expired Jan. 1; and as all members must renew, so must all clubs. Before a club is entered on the list of 1888, the following certificate must be filed by the Secretary: "This certifies that the Blank Club will remain a League club for and during the year 1888. Blank, Blank, Sec."

LEAGUE MEET COMMITTEES AND HOTEL ARRANGEMENTS.

The annual meeting of the L. A. W. will be held at Baltimore, Md., June 18, 19, 20. Correspondence relating to matters connected with the Meet should be conducted with the chairmen of the different committees, as given below:—

General Committee.—Chairman, A. E. Mealy, 1521 Eutaw place; Secretary, R. M. Lockwood, 1731 McCulloh street. This committee is made up of the chairmen of the different sub-committees, and has full control of the entire arrangements for the meet.

Finance Committee.—Chairman, W. H. Beatly, No. 92 Dugan's wharf.

Reception.—Chairman, Geo. S. Hagerty, care of Keen & Hagerty, Baltimore. All communication on securing advance hotel accommodations and storage of wheels must be addressed to this committee.

Transportation (Local).—Chairman, Jos. Chism, 10 E. Lombard street. All information as to how to reach Baltimore during the meet will be furnished by this committee, or by the

National Transportation Committee.—Chairman and Western representative, B. B. Ayres, 152 S. Hoyne avenue, Chicago, Ill.; Eastern representative, Geo. R. Bidwell, 323 West 58th street, New York.

Entertainment.—Chairman, Albert Mott, 1513 Barclay street, Baltimore.

Parade.—Chairman, E. P. Hayden, care of Drovers & Mechanics, National Bank, Baltimore.

Races.—Chairman, Sam'l T. Clark, 2 and 4 Hanover street, Baltimore.

Tours and Runs.—Chairman, F. W. Pope, 7 South street, Baltimore.

Programme (Official).—Chairman, Milton S. Wood, care of A. Hoen & Co., Baltimore.

Press.—Chairman, C. R. Eisenbrandt, 424 E. Baltimore street.

Hotel Arrangements.—The Carrolton Hotel (American) can accommodate 400 guests; terms $2.50 to $4.00 per day; to L. A. W. members during the meet, $2.00 to $3.00 per day, according to location of rooms.

The "Hotel Rennert" (European) can accommodate 100 guests; terms, single rooms, $1.50 to $3.00; double rooms, $2.50 to $4.00 per day; a reduction of 50 cents per day will be allowed L. A. W. members. Suites of apartments, containing parlor, bed, bath and toilet rooms, from $6.00 to $10.00 per day; a reduction of $1.00 per day to L. A. W. members.

The Eutaw House (American), accommodations for 250 guests. Terms, $2.50 to $3.50 per day; to L. A. W. members during the meet, $2.00 to $3.00 per day, according to location of rooms.

Guy's Hotel (European), accommodation for 200 guests. Terms, single rooms, $1.50 per day; double rooms, $2.50 per day; with a probable reduction to L. A. W. members.

MASSACHUSETTS ROAD BOOK. Those who join the League in second quarter, paying $1.75, can get book of Sanford Lawton, Springfield, Mass., by paying ten cents. League members in other States can get book for $1.

NEW YORK ROAD BOOK. 200 pages. Price to Division members $1.50; to League members from other States, $1.50. Remit to A. B. Barkman, 108 4th Ave., Brooklyn, N. Y.

CALIFORNIA ROAD BOOK. 100 pages. M. R. Gibson, 612 Hyde St., San Francisco, Cal.

OHIO ROAD BOOK. Bound in leather, $1; in cloth, 50c. Frank C. Meyer, Canton, Ohio.

Application for Membership in the L. A. W.

....., 188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed, ...

Club, ... *P. O. Address*, ...

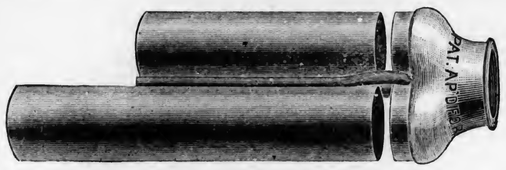
City and State, ...

References: .....

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance, In January, February or March, enclose $2.00; in April, May or June, enclose $1.75; in July, August or September, enclose $1.50; in October, November or December, enclose $1.25.

☞ If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.



Duplex Whistle. Price, 50 Cents.

Tone loud and clear, with none of the harsh, grating sound usual to whistles designed for this purpose. Riders who have used the old Duplex Whistle have found it to be very inconvenient on account of the great amount of force required to produce the sound necessary to be heard at a distance. This is entirely overcome in these new whistles, as the very slightest effort is all that is required to blow them. Address all orders to

Ask Your Dealer for

The Springfield Roadster Whistles

AND

Yost's Air-Drying Enamel.

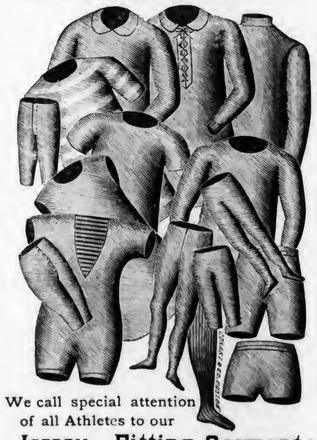
The Best Ever Offered. 50 Cents per Bottle.



Single Tube Whistle. Price, 40 Cents.

Springfield Bicycle Mfg. Co., - - - No. 9 Cornhill, Boston.

Jersey-Fitting Underwear Co.



We call special attention of all Athletes to our

Jersey - Fitting Garments

Each Garment in above cut we make in three different qualities.

Send for Illustrated Catalogue and Price List.

Manufactured by

HOLMES & CO.,

17 Kingston St., Boston, Mass.

Please mention this paper.

ANKLE ACTION

(See L. A. W. *Bulletin* Feb. 24th) is learned the easiest and best on the EUREKA HOME TRAINER AND BICYCLE STAND. Price $7.50. In Bicycles, Tricycles and Sundries, we can also please you with style, quality, price and terms.

☞ Correspondence solicited.

M. A. WOODBURY,

43 and 45 Mechanic St., Bradford, Pa.

THE BICYLING WORLD (established 1879.) The leading cycling paper of America; employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. *One Dollar a year.*



$3.00 Per Pair.

TOULMIN'S BUFFALO BICYCLE SHOE,

Is made of the finest genuine Kangaroo or Dongola in any size or width.

Greatly improved over 1887 Shoe; is the lightest, strongest and easiest shoe made.

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Liberal Discount to Clubs and Bi. Agents.

Also Manfr. of the celebrated

Buffalo Base Ball Shoes.

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77 Seneca Street, Buffalo, N. Y.

JOHN HARRIOTT,

MANFACTURER OF

Bicycle and Athletic Medals,

CLUB PINS & BADGES,

DESIGNS ON APPLICATION.

3 Winter Street, - Boston, Mass:

BEFORE BUYING,

SEE OUR LISTS.

HART CYCLE CO.,

No. 811 Arch St., Philadelphia, Pa.

THE CYCLIST, the leading paper of England, is a well-filled newspaper, containing the earliest, the best and fullest reports of all wheel matters. No other paper covers the ground as the *Cyclist* does, and it is not only the largest in size, but has by far the largest circulation of any wheel paper. Edited by Henry Sturmey and C. W. Nairn. $2.50 per year, including postage.



TRCYCLISTS' INDISPENSABLE ANNUAL AND HANDBOOK. By Henry Sturmey. Describes every machine made, with detailed analysis of all the various parts, principles or novelties in present use, etc. Profusely illustrated. Edition for 1884, revised and enlarged, 50 cents, by mail. There will be no edition of this book for 1885.

BICYCLING NEWS—the Cyclers' Illustrated Paper—Every week by mail for a year, $2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.

TRICYCLING FOR LADIES. By Miss F. J. Erskine. "For some time past there has been a real need with many ladies who have had their interest awakened on the subject of tricycling for some small book which should put them in possession of the most useful and necessary information without having to pay for it by their own experience. This want is now supplied, and in Miss Erskine's book will be found hints on the choice and management of tricycles, with suggestions on dress, riding and touring, etc., adapted to a lady's special requirements." 25 cents.

TWO PILGRMS' PROGRESS, "From Fair Florence to the Eternal City of Rome—Delivered under the Similitude of a Ride, wherein is Difcovered the manner of their fetting out, their dangerous journey and fafe arrival at the Defired City." By Joseph and Elizabeth Pennell. A delightful book of travels on a tandem, and containing nearly 200 pages of letter press by Mrs. Pennell, and numerous iustrations from the pencil of Jo Pennell. The book is elegantly bound, and is an ornament to any table or library. Price, $1.60, post paid.

A. G. SPALDING & BROS.

Of Interest to Cyclers.

Well, here we are!!

And we've come to stay, too.

We propose to have SOMETHING of interest to say to you each week; something FRESH and READABLE.

To commence with, it will not be amiss to call your attention to our REPAIR SHOP and unexceptional facilities for repairing wheels. If you wish anything done in a thoroughly workmanlike manner we can accommodate you.

We not only claim to do repairs as they should be done, but we also claim to have the best line of wheels in the world.

The VICTOR-BICYCLE, TRICYCLE and SAFETY

VICTOR CYCLES are not NEW.
Victor Cycles are not CHEAP.

For six years they have compelled the esteem of the best riders in the land.

Though thousands make up the family of Victor riders, it is yet an exclusive family, composed only of those who appreciate the fact that it is genuine economy to buy the best.

As the horseman is judged by his beast, so is the cyclist by his wheel.

"The apparel oft proclaims the man;" and to-day, he who rides a Victor is looked upon as a wheelman of judgment. His choice is sufficient proof that he appreciates merit.

WHETHER

Mounting the hill,
Coasting the grade, or
Spinning the long miles, the
VICTOR IS NOWHERE LESS THAN VICTOR.

Its reputation has caused it to be freely copied; and it is well known that high grade cycles, in common with other lines of fine goods, are made to suffer by the cheap imitations which are offered by makers whose chief aim is to market an inferior article by trading upon the reputation of those of known merit.

If you are wise you will

Keep up with the Procession.

Your eyes will tell you that all over the land the old riders—those who have learned to know a bicycle when they see one, and who will not ride if they cannot have "the best thing"—are riding

VICTORS.

ASK any Victor rider
How his machine RUNS.
How it coasts,
How it climbs hills, and see what he says.

VICTORS ARE NOT THROWN TOGETHER THEY ARE BUILT

Cycling in America having passed its pioneer period, the question now is not, "Shall we ride wheels?" but "What wheels shall we ride?" This question has been decided to the complete satisfaction of a large proportion of the Wheelmen of this country by their experience with the VICTORS, a line of wheels of the highest grade, presenting more thoroughly good features than any others.

Call and examine the wheel.

SEND FOR A CATALOGUE.

A. G. SPALDING & BROS.,

241 BROADWAY, NEW YORK. | **108 MADISON ST.,** CHICAGO.

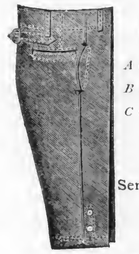
A. G. SPALDING & BROS.

BICYCLE UNIFORMS.



COATS.

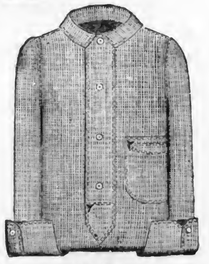
A Grade—Made to order of Special Bicycle Cloth, in Gray, Black and Navy Blue, best quality.....$15.00
B Grade—Made to order of good quality Cloth, Gray, Black and Navy Blue..... 12.00
C Grade—Made to order of heavy Flannel, Gray, Black and Navy Blue..... 9.00



KNEE PANTS.

A Grade.....$7.50
B Grade..... 6.00
C Grade..... 5.00

Send for samples of Uniform Material.



SHIRTS.

A Grade—Made to order of extra fine imported Flannel, best in the market.....$5.00
B Grade—Made of fine imported Flannel..... 3.50
C Grade—Made of imported Flannel..... 2.50

BICYCLE BELTS.

No. 00. Extra heavy nickel buckle..... .50
No. 1. Leather mounted..... .40
No. 2. Best leather mounted..... .50
No. 3. Leather mounted, cotton web..... .25

BICYCLE SHOES.

No. BX. Spalding's Hand Made Kangaroo Bicycle Shoe, cut low, with leather sole and low heel.....$5.00
No. CX. Spalding's Dongola Bicycle Shoe, made same as No. BX..... 4.00
No. DX. Spalding's Canvas Bicycle Shoe, leather trimmed and sole..... 2.50

Spalding's Catalogue of Summer Sports and Athletic Uniforms Free,

A. G. SPALDING & BROS.,

108 MADISON ST., CHICAGO. | **241 BROADWAY,** NEW YORK.

A. G. SPALDING & BROS.



BICYCLE CAPS.

No. A—30. Made of same material as No. A Grade of uniforms.....$2.00
No. B—30. Made of same material as No. B Grade of uniforms..... 1.75
No. C—30. Made of same material as No. C Grade of uniforms..... 1.25



BICYCLE HOSE.

No. 000. The Holmes Bicycle High Stocking and Supporter. The thigh part is of soft material, cool and comfortable, and so knit as to hold stockings in place; at the same time it relieves any drawing or pressure. We have sole control of this stocking. Colors: Black, navy blue, gray and L. A. W. Brown.....$2.50



No. 00. New Linen Sole Bicycle Stocking. A new and specially valuable addition to the cyclist's comfort. It is a handsome ribbed stocking, made in all colors, and the feet are made of the *finest linen*, which is almost as soft and pliable as silk. The advantages of this stocking (which is covered by a strong patent) are of course very evident, namely, having a splendid serviceable leg, and keeping the feet cool and comfortable.

Price per pair.....$1.25

No. 0. Fine Ribbed Bicycle Hose..... 1.50
No. 1. Plain Wool Bicycle Hose..... 1.00

Spalding's Bicycle Catalogue

Mailed Free.

A. G. SPALDING & BROS.,

108 MADISON ST., CHICAGO. | **241 BROADWAY,** NEW YORK.

Davis Patent Road Machine.

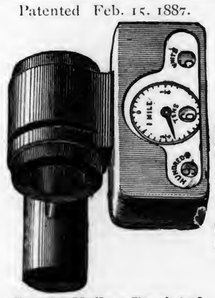


This machine is in successful operation for making new roads, and scraping all roads to a level, laying out gutters, and rounding up the middle in handsome shape. The machine is built of Ash timber and heavy iron work. The pole is 16 feet long, and so hung in the two-wheel carriage that it can be raised and lowered at will by means of the lever, as shown. The scraper is secured to the pole by means of a heavy steel spud, which allows angling to right or left by means of the circle iron, and the draft is always direct from whiffletrees to scraper through draft-rod under pole.

☞ **Send for Circular and Price.**

J. W. DAVIS & CO., 134 Water St., NEW YORK.

Patented Feb. 15, 1887.



All the Accepted Road Records

Were measured with, and thousands of the best wheelmen use only the

BUTCHER CYCLOMETER.

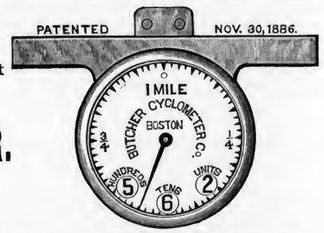
SEND FOR CIRCULAR TO THE

BUTCHER CYCLOMETER CO.,

6 and 8 Berkeley Street,

BOSTON, MASS.

Free by Mail on Receipt of *PRICE, . . $10.00.*



Our Spoke Cyclometer.

SENT FREE BY MAIL ON RECEIPT OF *PRICE, ... $5.00.*

Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from $6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.

BETTER THAN EVER.

PUNNETT'S

JERSEY CLOTH GARMENTS.

Knee Breeches only $4 a Pair.

Club Uniforms a Specialty

Be sure and write for Samples and Measure Blanks.

PUNNETT,

Merchant Tailor and Athletic Outfitter,

ROCHESTER, N. Y.



L. A. W. BADGES,

For **Gold Pins** of the Official Design, send direct to

CHAS. H. LAMSON,

177 Middle Street,

Portland, Me.

Patented. Price, $3.50, $5.00, $7.00 and $8.00, according to finish. **Diamond Badges** $15 to $50 for the larger pins, and $10 to $30 for the small size. Send for circular free. Also, for sale in New York, at M. J. Paillard's, 680 Broadway; G. R. Bidwell's, 313 West 58th St.; in Philadelphia by the Hart Cycle Co., 811 Arch St.; in Boston by the Pope Manufacturing Co.; in Chicago by John Wilkinson & Co.; and in San Francisco by Osborn & Alexander.

THE TRICYCLE IN RELATION TO HEALTH AND RECREATION. By B. W. Richardson, M. D., F. R. S. By mail, 30 cents.

LOOK!!

BARGAINS

IN

SECOND HAND BICYCLES

The Largest Stock North of New York City.

Guns and Sporting Goods.

Bicycle Repairing a Specialty.

F. P. EDMANS & CO.,

TROY, N. Y.

THE COVENTRY MACHINISTS' CO., LTD.

1888.

ILLUSTRATED CATALOGUE

OF THE

"CLUB"

BICYCLES AND TRICYCLES

MANUFACTURED BY THE

COVENTRY MACHINISTS' CO.,

LIMITED,

COVENTRY, ENGLAND.

U. S. BRANCH,

239 COLUMBUS AVE., BOSTON, MASS.

GEO. W. STEVENS, MANAGER.

INTRODUCTION.

After *twenty* years of successful cycle making, we think the present a suitable opportunity for giving a short *resumé* of the work of the COVENTRY MACHINISTS' COMPANY, which is the oldest, as it is one of the largest, of the firms devoted to the production of cycles in the world.

Originally started by a few local capitalists in 1859, to provide employment for inhabitants of Coventry thrown out of work by the decay of the ribbon trade, for which the "City of Three Spires" had previously been famous, the earlier years of the Company were devoted to the manufacture of sewing machines.

In 1867, however, the bicycle first made its appearance in France: and the managers of the Company at once saw that there was a future, however long that future might have to be waited for, for any firm which took up the bicycle in a large way and with a liberal spirit. What this energetic forethought of the early managers of the Company has resulted in, as regards not only Coventry, from a trade point of view, but for the whole country, is now a matter of history.

After a few years of "boneshaker" making, a march forward was made by the introduction of the spider wheel and the rubber tyre: and in the "GENTLEMAN'S." Bicycle, the Company — in 1873-4 — had one of the best machines up to date. This was followed by the "SPECIAL CLUB," a bicycle in which it was sought, and successfully, to reduce vibration to a minimum. This machine revolutionized the whole bicycle trade, and in spite of all imitations, the "Special Club" still retains its position as the finest roadster made. Since then two descriptions of "Safety" bicycle have been successfully sent out from the Cheylesmore workshops.

In the interim came the early days of the tricycle, when, with lever action and a Bath chair handle to steer by, the "Speedwell" Tricycle was made by the Company, and held its own when tricycling was young. The rotary action speedily followed, and then came the "Cheylesmore," the most successful rear-steering tricycle which was ever put on the market.

Though quite content with the "Cheylesmore," from a financial point of view, the Company, having made up their mind to be in the first rank always, and to march with the times, brought out the front-steering "Imperial Club," and, to suit those who preferred the two large wheels in front, likewise made the "Sandringham Club." The fame of these two machines was as a "household word;" but still, fashion, or fancy, required something new, and the front-steerer, guided by means of a handle-bar, after a short experience on the "Ranelagh Club," merged into that tricycle which is now known most favorably everywhere as the "Marlboro' Club."

Improved, as it will be, and with a specially light pattern weighing about fifty pounds, the Company have every faith that the fame of the "Marlboro' Club" Tricycle will be even greater than it has been in the past.

In 1881 business had so developed that it was deemed desirable, in London, to abandon the agency principle, and to open a special London office, which was consequently done at 16 Holborn Viaduct. In two years this establishment had to be doubled by taking in the next-door premises, and now the Company have at once the largest and finest depot, both for window display and repairing workshops, in the British Metropolis. Branch depots of the Company also exist at 9 Victoria Buildings, Manchester; at 239 Columbus Avenue, Boston; and at 4 Avenue de 'lOpera, and 34 Rue Quatre, Septembre, Paris.

The Company have also great gratification in referring to a special grant of Royal favor in the appointment of them as manufacturers to His Royal Highness the Prince of Wales — a privilege accorded to no other firm or company in the trade.

The foregoing short retrospect will, we think, enable us, without fear of a charge of egotism, to say to the public of 1888 that, since the first bicycle was turned out in 1867, up to the present time, when 600 men are busy turning out both bicycles, safeties, and tricycles in the greatly extended works at Cheylesmore, Cov-

entry, it has been, and is, the Company's first thought to give the cycling public exactly what they want of the best possible material and finish.

For 1888 we have improved the "King of Clubs" Ordinary Roadster Bicycle, now fitted with a 24in. back wheel and Brook's International saddle and spring.

The "Swift" Safeties, while retaining all the points which made them so popular during the past season, have been altered in several details. A new and lighter-pattern frame is made, which is eminently suitable for countries where the roads are good. The No. 2 is an equally good machine of another type. The "Junior's Swift" we have been induced to make owing to the flattering reception of the "Junior's Club" Tricycle during the time it has been on the market.

The "Marlboro' Club" is improved for the coming year in various details, the driving wheels being made smaller, and four bearings fitted, if preferred, in place of the two extended bearings which were so eminently satisfactory last season. Our patent spring forks are fitted at option of purchaser. A new pattern of this machine is introduced this year, in the shape of the "Marlboro'" Light Roadster, designed to meet the requirements of those who, riding on good roads, wish to travel at a rapid rate. That the "Marlboro' Club" is undoubtedly the fastest tricycle ever made will be proved by a glance at the records on page 16.

The "Marlboro'" Tandems need no remarks — being so well known they speak for themselves. A new machine is made this year (non-convertible), which, we are confident, will give every satisfaction to purchasers.

We are somewhat ashamed to make our annual apology for delay in delivering machines. The large provision made, we thought, would be ample to meet any demand that might arise, but the increase of business was so great that it proved entirely insufficient. The large extensions and additions made this winter will, we trust, be sufficient to enable us to supply machines during the coming season in a more reasonable time.

OUR SPECIALTIES

AND

PATENTED IMPROVEMENTS.

In order to show at a glance the principal features that go to make up a high-class Bicycle or Tricycle, we beg to enumerate some of our most important Patents and Specialties: —

1. THE DOUBLE OR HOLLOW FELLOE (Bicycle and Tricycle).
2. THE RUBBER SUSPENSION SPRING (Bicycle).
3. SPECIALLY-CONSTRUCTED DUST PROOF & ADJUSTABLE BALL BEARINGS (Bicycle and Tricycle).
4. LOCK-NUTTED SPOKES ("Special Club" Bicycle).
5. DETACHABLE CRANKS (Bicycle).
6. THE "CHEYLESMORE" AUTOMATIC CLUTCH GEAR (Tricycle).
7. THE IMPROVED PATENT SWING LEVER BRAKE (Tricycle).
8. BALL PEDALS (Bicycle and Tricycle).
9. ELLIPTICAL OR OVAL BACKBONE (Bicycle).
10. FLUTED HOLLOW FORKS (Bicycle).
11. IMPROVED LONG CENTRES (Bicycle).
12. NEW SLIDING ARRANGEMENT FOR ADJUSTING SADDLE HORIZONTALLY.
13. NEW PATENT SPIRAL SPRING (Tricycles).
14. AUTOMATIC STEERING FOR "MARLBORO' CLUB," &c., &c.
15. NEW PATENT SPRING FORK FOR REMOVING VIBRATION FROM STEERING WHEELS OF FRONT-STEERING TRICYCLES AND SAFETY BICYCLES.
16. FOLDING HANDLE-BAR FOR TANDEM AND LADIES' TRICYCLES.
17. NEW PATENT BALL BEARING HEAD.

THE "CLUB" PATENT HOLLOW FELLOE as used in the construction of the "*King of Clubs*" Bicycle, the *Marlboro' Light Roadster*, and all our racing machines, is made by rolling seamless steel tubing into a crescent form, thus avoiding the inherent weakness of other forms of hollow felloe made in two parts, or folded over. We have used this felloe now for eight years with perfectly satisfactory results.

OUR NEW DIRECT TANGENT SPOKES, used in the "King of Clubs" Bicycle, are headed in the rim and screwed at a true tangent into the hub, without bend or twist of any kind, doing away with the liability to break, which is a great fault with tangent spokes laced through, or simply headed in the hub and screwed in the rim. Competent judges who saw the few samples we had last year, pronounced it the finest tangent wheel made.

THE PATENT ADJUSTABLE "CLUB" BALL BEARINGS used in all our machines, are made entirely by us, with new and improved machinery constructed for the purpose. Four years ago we laid down an expensive plant for the sole purpose of making the balls for these bearings. They are made from the finest quality of steel, and will run for years without an appreciable amount of wear, unlike the cheap rolled balls in common use.

THE "CLUB" BALL PEDALS are too well known to need much description, but should our customers prefer any other make, they will be substituted.

THE FINEST COLD DRAWN STEEL TUBING is used in all our machines, and we guarantee every part to be constructed of the very best material procurable. The nickel plating and enamelling is done by specially designed and improved processes, and the care and skill bestowed upon our machines has reaped its reward in making the workmanship and finish of the "*Club*" Cycles synonymous with the highest excellence attainable.

The above are a few of the points embodied in the machines described in the following pages. We have purposely refrained from filling the specifications of the machines with unnecessary details, but should our friends desire information on any point not sufficiently explicit, the same shall be cheerfully given them.

BOSTON, MASS., March 1st, 1888.

The King of "Clubs."

(IMPROVED FOR 1888).



SPECIFICATION. — Hollow front and split back forks; round backbone; Stanley head; long centres and deep neck; 24in. back wheel; adjustable single ball bearings to both wheels; ¾in. and ⅝in. tyres; ¾in. hollow felloe to front wheel; patent direct screwed tangent spokes; front wheel grip lever brake; detachable cranks; 26in. patent detachable hollow handle-bar; handles, head, spring, hubs and cranks nickel-plated; enamelled plain black; improved spring and saddle combined; rubber or rat-trap ball pedals; plated spanner and oil-can; tool bag.

PRICE, 50 inches, ... $130.

Ball Pedals Included.

If fitted with Ball Head, $2.50 extra.

The "Universal Club."



SPECIFICATION. — Improved slide spring; plain hollow forks; round backbone; Stanley head, with long centres; improved single ball bearings to both wheels; steel hubs, with direct butt-ended spokes; front wheel grip brake; 26in. or 28in. patent detachable bent handle-bar; painted in two colors; spokes enamelled; hubs plated; saddle; rubber ball pedals; spanner and oil-can; tool bag.

PRICE, 50 inch, ... $105.

The "Swift" Safety, No. 1.



SPECIFICATION. — 30in. wheels, geared to 57in.; ball bearings to both wheels and cranks; adjustable seat and handles; spokes enamelled and bright parts plated; patent method of adjusting the chain; enamelled black; rubber or rat trap ball pedals; plated spanner and oil-can; tool bag.

PRICE, ... $135.

A lighter pattern of this machine, with hollow felloes, weighing 35lbs., is made.

PRICE, ... $140.

The "Swift Safety, No. 2.



SPECIFICATION. — 30in. wheels geared to 57in.; ball bearings to both wheels and cranks; adjustable seat and handles; spokes enamelled and bright parts plated; enamelled black or painted two colors; rubber pedals; spanner and oil-can; tool bag.

PRICE, ... $120

The "Swift" Safety Racer.



SPECIFICATION. — 30in. wheels geared as desired; ball bearings to both wheels, cranks, and pedals; spokes enamelled and bright parts plated; ½in. hollow felloes and ½ in. best red rubber tyres; enamelled plain black; plated spanner and oil-can.

PRICE, ... $145.

(Including ball pedals.)

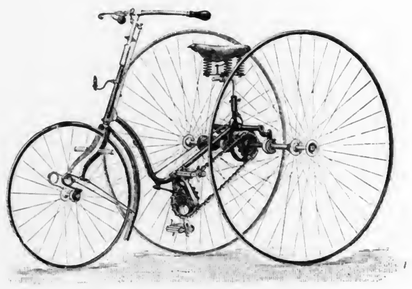
The "Club" Safety.



SPECIFICATION. — 36in., 38in. or 40in. driving wheels geared up as desired from 50in. to 60in.; the forks are carried direct to the main axle so that all twist in the bearings is prevented; sufficient rake is allowed to prevent all chances of "croppers;" the adjustment of the chain is extremely simple: the crank bearing slides into a dovetailed slot, and is fastened by a set-screw from the front; both wheels are fitted with ball bearings, and the crank shafts revolve on a double row of balls each side; spokes enamelled and bright parts nickel-plated; painted in three colors or enamelled plain black; a very comfortable spring, which allows of considerable horizontal adjustment of the saddle; suspension saddle; rubber or rat-trap ball pedals; plated spanner and oil-can; tool bag.

PRICE, ... $125.

The "Marlboro' Club."



SPECIFICATION. — A central-geared automatic front-steerer; the steering rod is adjustable and carried direct to the front wheel; hand brake; fitted with our patent adjustable ball bearings to all parts and our patent spring fork to front wheel; nickel-plated bright parts; enamelled plain black; ¾in. rubbers. Made with two extended bearings, or four, at option of purchaser.

STANDARD SIZE. — 36 or 40in. driving wheels; 28 or 26in. front wheel; gearing, 54 to 57 in.

PRICE, ... $180.

When ordering please state whether automatic steering, or two or four bearings are required.

The "Marlboro Club" Racer.



SPECIFICATION. — Same as "Marlboro' Club" Roadster, with the exception of ½in. hollow felloes and best red rubber tyres. Ball pedals. Enamelled plain black, and bright parts plated. Gearing as required. [26in. driving wheels, 24in. front wheels.

PRICE, ... $190.

(Including ball pedals.)

"Marlboro' Club" Tricycle

HOLDS THE WORLD'S RECORDS.

FOR

¼ Mile	40 ⅘ secs.
½ Mile	1 min. 20 secs.
1 Mile	2 min. 45 ⅘ secs.

(The latter being the fastest time ever made in a race.)

"F. W. ALLARD BREAKS RECORD."

"On Saturday, 22nd October, at Coventry, F. W. Allard, on a Coventry Machinists' tricycle, went for the tricycle record from 20 miles to 50, and succeeded in doing some 6m. 16s. better than A. L. Bower's time. Twenty miles were covered in 1h. 3m. 6s. Allard being a suspend, Bower's record, of course, will stand in the record books of the Union."

MLS.	H.	M.	S.	MLS.	H.	M.	S.
21	1	6	7	36	1	53	53
22	1	9	12	37	1	57	13
23	1	12	18	38	2	0	31
24	1	15	25	39	2	3	55
25	1	18	32	40	2	7	21
26	1	21	41	41	2	10	49
27	1	24	50	42	2	14	20
28	1	28	1	43	2	17	56
29	1	31	15	44	2	21	45
30	1	34	25	45	2	25	27
31	1	37	36	46	2	29	16
32	1	40	52	47	2	33	7
33	1	44	5	48	2	36	53
34	1	47	20	49	2	40	32
35	1	50	35	50	2	43	53⅗

Wheeling, Oct. 26th, 1887.

HOLDS THE N.C.U. CHAMPIONSHIP (5 Miles) in 1886.

ALSO THE

CHAMPIONSHIPS OF GERMANY & AUSTRIA, 1887.

The "Marlboro' Club."

(LIGHT ROADSTER.)



SPECIFICATION.— A central-geared front-steerer; adjustable handle; hand brake; fitted with ball bearings to all parts, except pedals; four bearings on axle; nickel-plated bright parts; hollow rims; painted three colors or enamelled plain black; ⅝in. rubbers; plated spanners and oil-can; tool bag.

36in. driving wheels; 28in. front wheel; geared to 54in.

PRICE, ... $185.

The "Marlboro' Club," No. 2.



SPECIFICATION.—40in. driving wheels; 28in. front wheel; ball bearings to driving-wheels and crank axle; patent double driving gear; crescent steel felloes; direct spokes; ⅞in. red rubber tyres; adjustable handle; hand brake; automatic steering; handles and hubs nickel-plated; spokes and remainder enamelled black; rat-trap or rubber pedals; spanners and oil-can.

PRICE, ... $160.

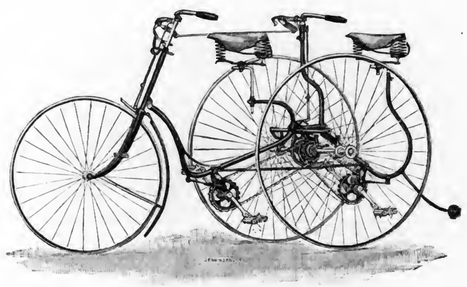
WORLD'S TANDEM RECORD

(250 MILES IN 24 HOURS),

RIDDEN BY A LADY AND GENTLEMAN.

The "Marlboro' Club" Tandem.

(CONVERTIBLE.)



SPECIFICATION.— Patent double-driving gear; adjustable handles; ball bearings to all parts; extended bearings and patent double band brake, applied by either or both riders, with lever for each rider; enamelled plain black; ⅞in. rubber tyres; patent spiral springs; handles, hubs and cranks nickel-plated; plated spanner and oil-can; easily converted into a single "Marlboro'." Made with two extended bearings or four bearings on axle. Double steering.

Standard size of driving wheels, 40in.; front wheel, 28in.

PRICE, ... $250.

When ordering, please state whether two or four bearings are required.

The "Marlboro' Club" Tandem

HOLDS THE WORLD'S RECORDS

FOR

1-4 MILE TO 25 MILES INCLUSIVE.

¼ Mile (flying start) . . 35⅕s.
1 Mile . . . 2m. 37⅜s.

MLS.	M.	S.	MLS.	H.	M.	S.
2	5	42	14	0	41	6⅖
3	8	37	15	0	44	2
4	11	35	16	0	46	58⅖
5	14	28⅕	17	0	49	50
6	17	21⅘	18	0	52	48⅕
7	20	18⅗	19	0	55	54⅘
8	23	19	20	0	58	51⅗
9	26	18⅗	21	1	1	43
10	29	17	22	1	4	45
11	32	13	23	1	7	50
12	35	10⅖	24	1	10	51⅕
13	38	9	25	1	13	42⅘

September 20th, 1887, Messrs. C. W. BROWN and W. C. GOULDING rode

259 MILES IN 24 HOURS.

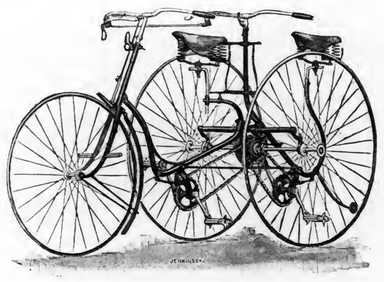
September 24th, Messrs. C. W. BROWN and G. R. WHITE rode

100 MILES IN 7H. 6M. 50S.

250 miles have been ridden in 24 hours by a lady and gentleman.

The "Marlboro' Club" Tandem.

(NON-CONVERTIBLE.)



SPECIFICATION.—Patent double driving gear; adjustable handles; ball bearings to all parts; extended two bearing or four; spoon brake to front wheel and band brake to axle; enamelled plain black; ⅞in. or 1in. tyres to all wheels; handles, hubs and cranks nickel-plated; plated spanners and oil-can; tool bag.

36in. driving wheels; 28in. front wheel.

PRICE, ... **$250.**

When ordering, please state if two or four bearings are required.

The "Boy's Own."



SPECIFICATION.—Adjustable ball bearings to front wheel; cones to back wheel; direct spokes; crescent felloes; ¾in. and ⅞in. rubber tyres; cone pedals; bent handle-bars; round steel backbone; head, handle-bar, brake, spring and hubs plated; spokes black; remainder painted in two colors.

No deviation from standard patterns can be made.

PRICE, 36 to 38 in., **$45**; 40 to 44 in., **$50.**

The Junior's "Swift" Safety.



SPECIFICATION.—24in. wheels; improved dust-proof parallel bearings; tubular steel frame; semi-hollow forks; Arab spring; plated handle-bars, brake lever and hubs; enamelled plain black or painted two colors.

No deviation from standard pattern can be made.

PRICE, ... **$70.**

"Junior's Club" Tricycle.

(AUTOMATIC STEERER.)



Ball Bearings to Main Axle and Pedal Shaft.

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No deviation from standard pattern can be made.

PRESS NOTICES, ETC.

"On the lines of the 'Marlboro',' but with the improvements of direct (free) steering and the new tangent spokes (described fully in the 'Club' bicycles.) The whole framework is exceedingly light, and all necessary parts are easily adjustable, and, as may be supposed, there is no useless weight. On several occasions it has appeared successfully on the path, so that it is not an untried steed. Recently, on the 19th Oct., 1886, at Lynn, Mass., United States, in a twenty four hours' race, Miss Louisa Armaindo, 'the lady cycle champion,' and W. J. Morgan, rode 250 miles in 24 hours, and, a few days later, at the same place, made five miles in 15m. 47⅘s., and twenty miles in 66m. 12⅖s. In England it has also been most successful, but we will only cite one instance. At the Kildare Sports, Lillie Bridge, London, 11th Sept., 1886, Messrs. Allard and Bower won a one mile handicap from scratch in 2m. 57s., the fastest tandem time ever ridden on the ground. There is always a value in such performances, as they show what can be done on the machine. Standard size—36in. driving, geared up to 64in., with 28in. pilot."—*Bazaar*. May 7th, 1887.

"The Coventry Machinists' Co. seems to be piling up records for their machines lately, as will have been noticed by referring to this weeks's issue, and several late issues giving English records." — *Bicycling World*, November 11th, 1887.

"The Tricycling Championship of Austria has been won by A. Slid, on a 'Marlboro' Club.'" — *Bicycling World*, August 5th. 1887.

ENGLISH TRICYCLE RECORDS.

"E. Kiderlen, on Tuesday, the 12th inst., rode a mile on a 'Humber Cripper,' on the Long Eaton track, in 2m. 38⅗s., the quarter mile occupying 40⅘s., the half-mile in 1m. 59⅘s. On the night after (Wednesday), F. W. Allard made promateur tricycle records as follows: Quarter mile, 40⅖s.; half-mile, 1m. 20s. Mr. Allard rode the 'Marlboro' Club' tricycle." — *Bicycling World*, August 5th.

"At Coventry, July 13th, F. W. Allard lowered the quarter-mile and half-mile tricycle records, in spite of a rough track and strong wind; he finished his quarter-mile in 40⅖s., inside record. Allard rode, as usual, a 'Marlboro' Club,' and Oxborrow acted as pacemaker." — *Bicycling World*, August 5th.

"Outing" has despatched Mr. Osbert Howarth to the Azores, where he will ride down the crater of the mammoth volcano on his 'Marlboro' Club' tricycle — at least so says *Bicycling News*."—*Irish Cyclist*, 24th August, 1887.

"TOURING IN NORWAY."— Messrs. H. J. Leake and S. Golder, of the Speedwell and Coventry District Cyclists, have just completed a lengthy cycling tour in Norway, visiting, amongst other places, Christiansand, Christiania, Drammen, Homledal, Tunvolden, Honefos, Radsfjord, Odnæs, Tomlevolden, Sveen, Frydenlund, Fagernäs, Reieu, Grindaheim, Skogstad, Nystuen, Maristuen, Husum, Borgund, Blaaflatin, Saerdalsoren, thence down the Sogne Fjord to Sogndal, Balholm, Vik and Vandheim to Bergen. Making Bergen their headquarters, trips were made to Vossevangen, Hardanger, and Stavanger. They speak very highly of the Norwegian roads, the surface in many places being far better than our English roads. Altogether they had a most pleasant trip, and any one wanting an enjoyable holiday, cannot do better than visit the rocky North. The machine ridden was a 'Marlboro' Club' tandem, by the Coventry Machinists' Company, which behaved itself admirably, nothing in any way going wrong, although the machine, with its sixty-pound luggage, was put to several very severe tests. A tandem they consider is the best machine for Norwegian touring, the roads being terribly narrow and winding." — *Bicycling News*, 10th August, 1887.

"The Coventry Machinists' Co. have, as usual, swept the board in Germany, the Tricycle Championship of Germany and International Race both being won on a 'Marlboro'' racer. The National and International Tandem Races were secured by riders of the 'Marlboro'' tandem, and the 'Swift' Safeties won all the safety events." — *Cyclist*, August 31st, 1887.

"On Saturday, Allard and Oxborrow established a new tandem record for the mile on one of the Coventry Machinists' Co's 'Marlboro' Club' Tandems. The previous best was 2m. 38⅗s., made by Kiderlen (Dutch champion) and Dr. Turner at Long Eaton in July last. Allard and Oxborrow did the mile in 2m., 37⅗s., a reduction of 1⅕s. Afterwards the same riders made a tandem record of 35⅕s. for the "flying quarter of a mile," being only ⅖s. behind bicycle record for the same distance." — *Daily Telegraph*, August 29th, 1887.

"Messrs. Brown and White, on a 'Marlboro' Club' Tandem, have lowered the 100 miles road record to 7h. 6m. 50s., beating the previous best by 23m. 10s." — *The Cyclist*, September 28th, 1887.

"259 miles now stands as tandem record for 24 hours, and is credited to Messrs. Goulding and Brown and the 'Marlboro' Club.'" — *The Cyclist*, September 28th, 1887.

"Last Saturday the North London T.C. held their annual Ten Miles' Race for the Club Championship over a somewhat trying course from Chigwell to Ongar in Essex. The men finished as follows: C. W. Brown (1); W. C. Goulding (2); H. T. Whorlow (3); C. Jeans (4); L. C. Brookes (5); J. Greenwood (6). The winner's time was 39m. 30s. Goulding close up. Brown rode a 'Marlboro' Club' racer, Goulding and Whorlow 'Wasp' roadsters, and Jeans and Brookes 'Quadrants.'"

"The same standard for driving-wheels, 40in., is retained, but the height of the pilot has been increased to 24in., and the 'Marlboro'' spring has been added as a connecting medium and vibration-breaking link between the fork-ends and fork-axle; it takes the form of a double curled spring."

"It is most comfortable on rough roads, and, the foot-rests being on the curved forks, the full benefit of the spring can be enjoyed." — *Bazaar*, May. 7th, 1887.

PARTICULARS OF THE TWENTY-FOUR HOURS' ROAD RACE

"On Tuesday last Messrs. C. W. Brown and W. C. Goulding (North London T. C. and North Roads C. C.) made a successful attempt to beat the 24 hours' tandem record held by Messrs. Marriott and Bird, which has stood since 1884; distance, 231 miles."

"Several attempts have been made on this record, but in all cases the machines have been unable to stand the prolonged strain. Messrs. Goulding and Brown have been unable to practice, and had never been on a tandem together before. However, mounted on a gem of a 'Marlboro' Club,' they felt very confident of success. Their own account is as follows: —

"'We left Hitchin, 34th milestone, at midnight, timed off by Mr. Whorlow, and with Mr. Austin as pacemaker all went well to Eaton Socon, where we posted a card to the Records Committee. Just beyond here we let the tandem go down a slight hill, which left our pacemaker behind. However, we kept steadily on to Buckden, where our lamp went out, and the night being exceedingly dark, we were compelled to dismount and re-light it. Just before reaching Alconbury we nearly ran over a cow which was asleep in the middle of the road. Our lamp now gave signs of burning out, and through a mistake in the wick we had to re-light it eleven times before we reached Wisbech, losing about six miles by doing so."

"'We posted another card at Peterborough, and completed our 50 miles at 3.50 a.m. The road from here was very bad, with ruts and stones, and we were not sorry to reach Wisbech, 69 miles, at 5.30. Here Mr. J. White was in readiness with breakfast, and we left with him at 5.55. At Sutton Bridge we got our book signed by the tollman, and reached Lynn, 90 miles, at 7.30. At Narborough our pace was too much for Mr. White, who was unwell, and we went on alone to Swaftham and East Dereham, where we stopped five minutes. Then on to the Gate House, Norwich, 132½ miles, where Mr. Endersby was waiting with chops and tomatoes. We arrived at 11.12 a.m., and were congratulating ourselves in having the wind behind on the return journey, as it had been blowing hard against us since 3 a.m., but on leaving at 11.50 we found it slightly against us, and in a mile or two it blew harder than ever. Five miles from here Mr. Endersby's safety went wrong, so we were left alone again, which rather took the heart out of us. However, stuck to it against the wind back to Wisbech, where we expected another pacemaker, but were disappointed. We arrived at 5.50 p.m., and left at 6.5. Our lamp would not burn, so we had to go ten miles an hour instead of twelve back to Peterborough, 217 miles, where Mr. White again met us, and then on to Norman's Cross, 223 miles. We stopped five minutes, and left at 9 p.m. At Alconbury we tied the record, and kept on to Buckden, where we stopped for the last time. At Biggleswade we met the timekeeper, Mr. Whorlow, and he called at 11.40; so with Messrs. G. P. Mills and Dudley Marks on a tandem pacing, we settled down to another five miles. We finished at the 40th milestone at midnight, Whorlow calling time. We had covered 259 miles, and our machine was as rigid as at the start. We have to tender our thanks to those riders who assisted us during the ride."

"It is worthy of note that on Saturday last the same machine was ridden in the North Road C.C. 100 miles race by Messrs. C. W. Brown and G. R. White, who easily defeated the other tandems, doing the distance in 7h. 6m. 50s., which goes into the book as record."

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Cyclist wallet,		1 50
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Don,		2 00
C. M. C. valise,		4 00
Bags for luggage,	from	5 00

BELLS—

Single alarm,		1 25
Harrison double alarm,		2 00
Perfection,		2 50

BEARINGS—

Balls,	each	10 cts.
Rear wheel pin and cones,		$1 25
Cones adjusting,		75
Oil hole covers,		05

BRAKES—

Bicycle spoon,		1 00
Lever and bracket,		1 50
Brake spring,		15
" band		1 50

CEMENT— per bot. 25

CRANKS—

Nickel-plated,	per pair.	4 00
Cap and screw,	each	25

CENTRE PINS for Bicycles— " 75

Cup for bottom centre,	"	50
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CHAINS— per foot 1 00

Chain adjuster,	each	50
Guards for Tricycle,	"	3 00
" " Safety,	"	1 50

CYCLOMETERS—

Brook's,	5 00
Lakin's Standard	10 00

ENAMEL— per bottle 50

HANDLES—

Bicycle cranked,	per pair	5 00
Horn ends,	"	1 50
Rubber,	"	2 00
Handle bar nuts,	"	20

LUBRICATORS—

Spring tops,	each	25
Slide,	"	15

LAMPS—

King of the Road, head,	4 00
" hub,	4 50
Salsburys Invincible, for Safety and Marlboro',	6 00
Wick,	05

LOCKS—

Brass,	75
Yale brass,	1 00
" plated,	1 25

LUGGAGE CARRIERS—

For Tricycle, 3 00

NUTS

$\frac{1}{2}$ and $\frac{9}{16}$	15
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PEDALS—

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" ball,	"	10 00
" rat-trap,	"	10 00
Bowns,		10 00
Pedal pins, cone,	each	1 00
" ball,	"	1 25
Cones only,	"	50
Rubber, small,	"	25
" large,	"	50

PLATE POWDER— 25

POLISHING PASTE— 25

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Club adjustable, 2 00

SADDLES—

Ordinary,	from	1 00
Long distance,	"	2 00
Buffer saddle,		5 00
Kirkpatrick,		6 00
International,		6 00
Club tricycle saddle,		6 00

SADDLE PILLARS— each 1 50

SPANNERS—

C. M. C. handy, complete	1 00
" large part only,	75
Acme,	50

SPRINGS—

Rubbers for Am. Club, large,	40
" " small,	30
Blades,	1 50
Arab Cradle,	5 00
" double action,	6 00

SPOKES—

Large plain,	each	15
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Small plain,		10
" plated,		15
Locknuts for Am. Club,		10

SCREWS—

Various small,	05
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STANDS—

Wicksteeds, 2 00

TYRES—

56 × $\frac{7}{8}$,	5 50
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40 × $\frac{7}{8}$,	4 00
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24 × $\frac{3}{4}$,	2 25
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WHISTLES—

Whistle and chain, 25

Any article not named in the foregoing list will be procured to order at manufacturers' prices with the least possible delay.

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WILL EXCHANGE fine 18-mos. old Mastiff Dog, for Bicycle of equal value. Address EXCHANGE, care Bicycling World.

FOR SALE—56-inch Expert, enamel and nickel; Lillibridge Saddle; adjustable spade handles, rat trap pedals, ball all around, King of the Road Lantern (new); in fine condition. Price $100. Address "BICYCLE," Box 707, Geneva, Ohio.

WANTED—Second-hand Bicycle, Springfield Roadster preferred. Give description and exact condition. Must be cheap. H. M. FLETCHER, Peoria, Ill.

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FOR SALE—Club Tandem; balls all around; in fine condition. Price $150. Apply Room No. 14, 32 Pemberton sq., Boston.

FOR SALE AT A BARGAIN—A Genuine Humber Tandem Tricycle, in excellent order. $125 cash. Good reasons for selling. Address J. D. CANDEE, 300 Asylum street, Hartford, Ct.

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FOR SALE—A 53-inch Mail, in first-class condition; new Butcher Cyclometer. A. HALL, 17 Court st., Boston.

FOR SALE—My 56-inch Expert Columbia Bicycle, practically as good as new. Price $80. A. S. PARSONS, No. 105 Magazine st., Cambridgeport, Mass.

4 BARGAINS—One 48 and one 50-inch Standard Columbia; one 48-inch Facile, '87 pattern, practically new; one Kangaroo, of English make. Full particulars on application. NOVELTY MFG. CO., North Adams, Mass.

BICYCLE FOR SALE—A 56-inch American Rudge, in good condition. Price $75.00. ARTHUR H. TUCKER, Blue Hill, Mass.

FOR SALE—Victor Tri., used but little, $110; Marlboro' Tri., used two months, $115; Marlboro' Tri., excellent condition, $100; Safety Bi., only used a few times, $100. EDW. P. BURNHAM, Park st., Newton, Mass.

SPECIAL.

All Advertisements in this Department 20 cents a line.

BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York.

WANTED—Second-hand Bicycles for cash, or will trade any new make wanted. Send full description and lowest price. GEO. W. ROUSE & SON, Peoria, Ill.

BICYCLES—Taken in exchange for new Buggies, roll curtain office desks, or Type Writers; Indiana Bicycle Co., Indianapolis, Ind.

SPADE HANDLES—For any machine, $2.50 pair; cow-horn handle bars, with lever, $3.50. Indiana Bicycle Co., Indianapolis, Ind.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

FOR SALE—50 and 52-inch Expert, 1887 pattern; 50 and 58-inch, '86 pattern Victor Tricycle, old style; good as new; $80. Springfield Roadster, $97. 50 and 52-inch Harvard, *cheap*. Cyclometers, saddles, etc., cheap. SPEAD, South Newmarket, N. H.

BICYCLES, second hand, sold for owners quickly on commission. A big list for buyers to choose from. Old mounts taken in part payment for new Victors. MANHATTAN WHEEL EXCHANGE, 49 Cortlandt street, New York City.

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MANFACTURER OF
Bicycle and Athletic Medals,
CLUB PINS & BADGES,
DESIGNS ON APPLICATION.
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We call special attention of all Athletes to our
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Each Garment in above cut we make in three different qualities.
Send for Illustrated Catalogue and Price List.
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Let every Sportsman try them.

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THE
Standard Gloves.
Made from
CALIFORNIA BUCK SKIN,
with Open Backs—(or Knit, if preferred).

Reinforced and padded where the greatest wear comes; open fingers which gives full use of hands; fastened across the back of wrist with a patent fastener. These gloves will never get hard no matter how wet they get. They will always remain soft and pliable. A great help to avoid cutting the hands in case of a fall. Cyclists who have once used these gloves will never go without them.

Price, by Mail, Best Quality, $1.25 per pair.
W. C. BOAK, Le Roy, N. Y.
Discount to the trade.



M. D. Corey on the Veloce Columbia.

More About Incomes.

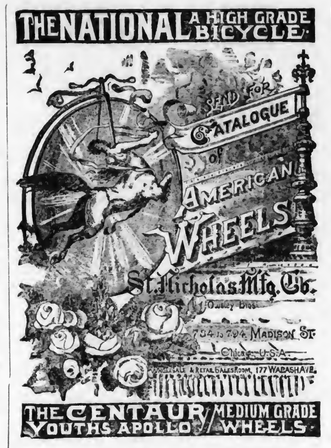
I stated last week that persons with moderate incomes, who could not afford the outlay required to purchase a Bicycle or Tricycle for cash, might take advantage of my "EASY TERMS" plan, and, by making small weekly or monthly payments, soon become the "full paid up" owner of a wheel. I might also suggest lthat a neat litte sum might be saved by purchasing a **Good Second Hand Wheel.** I have a few Bicycles in stock that are exceptional bargains (sizes 50, 52, 54 and 56), and several TRICYCLES and TANDEMS, all leading makes. Detailed description will be furnished by mail, and the wheels guaranteed as represented.

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BICYCLING NEWS—the Cyclers' Illustrated Paper—Every week by mail for a year, $2.50. Contains sketches of the latest inventions and of well-known European and English routes. Also special correspondence from the United States and all countries; useful information and accounts of tours. The oldest and most interesting cyclists' paper in the world.





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Correspondence Invited.

THE FAMOUS CUSTOM-MADE
PLYMOUTH ROCK $3 PANTS
Full Suits and Overcoats
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Owing to the enormous number of mail orders received from New York City alone we have opened there a branch salesroom, at **285 BROADWAY,** opp. **Stewart Building.**

DO YOU WEAR PANTS

where our New York customers may call and be measured, without the rouble of writing us. But, if our goods are so desirable in **New York,** surely they **must** be bargains to the customer in the country, where clothing is higher. These goods are within the reach of every one in the United States, all **at the the same price,** excepting cost of postage or express. Upon receipt of 6 cents we mail 20 samples of cloth to select from, self-measurement blanks, and a 48-inch linen tape-measure. If you cannot wait for samples, tell us about what color you prefer, send us your waist, inside-leg and hip measures, together with $3.00, and 35 cents to prepay express or postage, and we will guarantee safe delivery and perfect satisfaction. **For any cause,** we refund money upon request, or make another garment if customer desires. **The Amer can Express Co.** (capital $20,000,000) will promptly reply to any inquiry sent their Boston office. Address all mail to us at Boston office.

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THE BICYCLING WORLD (established 1879.) The leading cycling paper of America: employs the best writers on cycling subjects, and makes a specialty of practical articles relating to cycling. All the news, carefully edited and given with dispatch. *One Dollar a year.*

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We are the only dealers who advertise to send it by mail. They all say it can't be done. Wewill send it just the same.

REAL SPADE HANDLES, $2.50.

Not the kind that break every time your wheel falls down, but the very best ones made, and we guarantee them to fit. Prominent manufacturers are putting these Handles on their '88 Wheels.

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No. 1.

THE * SPRINGFIELD * ROADSTER

FOR 1888.

YOST & McCUNE PATENTS.

No. 1 cut shows the $75 Springfield Roadster which retails for $75, with plain and cone bearings, nickel-plated trimmings, Fish Saddle, Tools and Tool Bag.

No. 2 cut shows the $100 ball bearing Wheel, with spade handles, cow horn shaped handle bars, enamel finish, and nickel-plated trimmings.

These Wheels preserve the beauty of the ordinary Wheel, with absolutely safety qualities, not to be overlooked by those who anticipate riding, and appreciated by all old riders.

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All our orders call for the Ball Head!

Large Handsome Photograph for 10 cts. in stamps

NEW MAIL.

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Specialties Found in No Other Wheel.



The New Mail is having a remarkable demand.

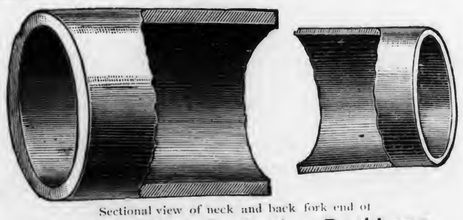
A SUPERB LIGHT ROADSTER.

Sure 'tis a Trigwell Ball Head Year!



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of

Warwick's New Perfection Backbone,

giving increased thickness and strength at upper end, where is the greatest strain. **No spreading of backbone after riding.**



Warwick's New Rim.

No Seam outside. Thickened Metal at Bottom.

☞Not a Buckled Rim Last Year.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

Send for it before selecting your mount, it don't cost anything to read it.

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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE BICYCLING WORLD COMPANY,

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☞ Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 20 APRIL, 1888.

WHAT is the use of legislating against road racing when we read that "New Bedford citizens have subscribed $50 for a trophy for a twenty-five-mile road race?" We pause for a reply.

WE wish to speak a good word for Gerry Jones, the new Chairman of the Racing Board. He impresses us as an intelligent and capable young man, and one who, if he so inclines, can so conduct the affairs of his Board, that amateur racing will be stimulated into a healthy activity.

THE little bill prohibiting the use of cycles on the highways, presented by Representative Coleman from Kenton County, Ky., never got any further than the committee. We congratulate the members of "the committee" on the wisdom thus displayed, but nevertheless do we urge on the cyclists of Kenton County to *remember* Mr. Coleman, and when he "bobs up serenely" for reelection to use stickers *ad lib.* A "Liberty Bill" would be a good thing for Kentuckians to consider at this juncture.

WE desire to congratulate our New York contemporary, the *Wheel and Cycling Trade Review*, on the active campaign it is carrying on in the interests of Road Improvements. We are with it heart and soul on this most vital question. Mr. Isaac B Potter, of 38 Park Row, New York, has issued a stirring circular to New York Wheelmen, soliciting their aid and co-operation in making the New York State Association a success. Mr. Geo. R. Bidwell, Chief Consul, always at the front in any movement which has the welfare of wheelmen at heart, supplements Mr. Potter's appeal by one to L. A. W. members. We sincerely trust that the result will exceed the expectations of the most sanguine. We are with you, gentlemen. Let *every* State have its Roads Improvement Association, and don't let the work cease, in the organization thereof, "A long pull, a strong pull, and a pull all together."

WE fancy that some club Secretaries are wondering why we do not publish the results of the spring elections. We desire to give the reason why. Since the change we have received each week enough of this character of copy to fill over a page of the WORLD. At this particular juncture we have concluded that the club Secretaries would bear with us if we leave out these lists of names to make room for matter that we imagine will prove more readable and generally interesting. We have thought from week to week that we would insert these results, but the appalling accumulation of these club elections has frightened us out of the idea. We like to please all, but we know we cannot do that; the most we can hope to do, is to meet the wishes of the large majority of our readers, and in "cutting out" club elections during the active season of cycling, we hope to reach the object in view. We, however, wish to thank the club Secretaries for their thoughtfulness in sending their lists.

"TO be or not to be," that is the question that at present agitates the minds of the American and English public as to whether Howell will prove himself the fastest man in the world. The first of the series, the five-mile race, has been won by Howell. We do not pretend to be Rowe's manager or his adviser, but we cannot refrain from criticising his tactics in riding the first race. It seems to us at long range, that Rowe's best chance would have been to ride a fast race from the word go. Howell does not like that kind of race, and we doubt if Rowe had forced the pace if Howell could have out-spurted the American on the tape. Every one knows that the Englishman is one of the fastest sprinters on the path, and we doubt if there is a man living (unless it be Temple) who can outsprint him when he is fresh. We hope Rowe and his managers will profit by the experience of the first race, and that the one mile and ten miles will be ridden at record speed; for we believe that if Rowe allows the race to be decided on the "last quarter," he will be out-ridden every time.

GOOD FOR PHILADELPHIA!!

THE following circular letter has been sent to the members of the Committee on Highways of the Philadelphia City Councils by the local bicyclers:

"At a meeting of the A. C. C., of Philadelphia, held on the 12th inst., a resolution was adopted favoring the passage of the ordinance now before City Councils for repaving Broad street, between Passyunk and Columbia avenues, with asphaltum, and the undersigned officers of the association were instructed to respectfully request a hearing before your committee when the ordinance in question is considered.

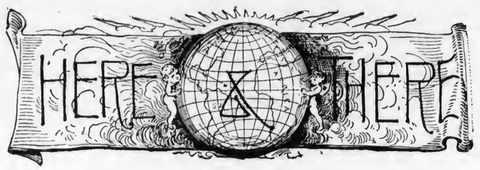
"This association represents the membership of the leading cycling clubs of the city organized for the purpose of securing united action in matters affecting their interests."

The letter is signed by W. R. Tucker, President, and J. R. Lincoln, Secretary.

"MANSLAUGHTER!!"

WE are in receipt of advices from Washington as follows: "The grand jury to-day found an indictment against Joseph M. Chase for manslaughter, in causing the death of E. A. Paul, on the 2d of April, by having at that date forcibly ridden a horse against him, throwing him down and giving to said Paul a mortal-fracture wound on the spinal column."

THE *Sewing-Machine and Cycle News*, London, of 31st March, gave a half page to quoting in full the appreciative review of "Ten Thousand Miles on a Bicycle," which appeared in the previous Saturday's *Field*, saying it was glad to find so important a paper, "the leading organ of sport in England," dealing so fairly with Karl Kron, "whose work is without doubt the most gigantic publication that has ever been placed upon the wheel-world book market." The publisher informs us that the pamphlet of 150 pages, which is to be mailed to all applicants as a free advertisement of this gigantic book, has been delayed because of the bankruptcy of the Sprinfield Printing Company, employed to manufacture it. But the distribution of the 5,000 copies will begin as soon as the binding can be completed, and all postal-card requests sent to "K. K.," at Washington square, N. Y., will be filed for attention in the order of their arrival.



ENGLISH LETTER.

"SENATOR."

THE racing season, which commences on Saturday next, will, it is thought, be the most important of any yet seen in England. From a professional standpoint it goes without saying that more races for stake money and prizes will be run than ever before, and the talent will be the strongest and most representative ever brought together in the world. The rivalry is intense, and it will be "England vs. America" with a vengeance, as the success of the American contingent have made them many well wishers (?), who would like to see Rowe and Temple knocked out in short order. I should like to see Rowe give the big Leicester man a whacking. Remember what I said in my letters last summer, Howell will take a lot of beating, but we hope and trust, not for one hundred pounds sterling sake, but for the credit of America that Rowe will place his wheel a good ten yards ahead at the finish.

SUCH names as Howell, Rowe, Temple, Allard, Lee (Fred and John), English (Tom and Bob), Engleheart, Woodside, Dubois, Wood, Battensby, Young, Lumsden, Robb, Illston (if he decides to run), Oxborrow, and others, are a field if professionals that has had no equal since the sport began, and the amateur racing is correspondingly low tide at present. With Illston, Furnivall, and many of the best men "out of it," the press and public have now veered round to the professional prospect, and I hope the "pros." will take advantage of the stampede "and put in all they know," and thus establish professionalism on a sound basis as leading in cycle racing.

I WAS passing St. Bartholemew's Hospital in London the other day, and having received a letter from the "King of Amateurs" that morning, I turned my feet toward the gloomy portals, and after reading some Bible inscriptions over the door, I made my way to the student quarter, and ran up against Brewerton, the Surrey Cycle Club flyer, who was coming out. "Hello, Senator, who are you after now?' was his greeting. "I'm looking for Percy Furnivall, is he in?" "Yes, in the library;" and away dashed Brewerton, reappearing with the "K. O. A." The Springfield favorite looks handsomer, and is much improved in physique, than when seen on the track in America, the same good-natured, jolly, gentlemanly fellow of yore. "I had only a few minutes to spare this week," says Furnivall, "so I dropped in Agricultural Hall, but could not find you. Am up for an 'exam.' on Wednesday, hence my neglect of not paying you all a visit; and you know we must spurt a bit before an 'exam.' takes place," was Furnivall's greeting. This celebrated English amateur thinks extremely well of America and Americans. An adjournment to "Spier and Pond's" and a "refresher" was in order, and in course of a little talk, I put the question, "How did you come to allow F. J. Osmond to lower your supposed invincible spurting powers?" "Well, it was like this: Before the race started Mr. Hillier came to me and said, 'we know you can beat our man, and therefore your job is to beat Illston.' The consequence was, for once in my life I allowed other people's opinion to outweigh my own. I watched and beat Illston, and was caught napping by Osmond. I never took Osmond into consideration, but you bear in mind, he will in the future bear watching, as I think he is a good one. I don't know if George Lacy was giving me 'taffy,' as you Americans say, but one thing is certain, the ruse worked well." "Will you be seen on the track again?" "No, never again; that is my determination. My people wish me to stick to my profession, and give up racing altogether." "I have read the interview a reporter of *Wheeling* had with you some two years ago on 'windage' in cycle racing, and the influence it had against fast times; have your ideas changed on the theory, or do you now hold the same view on the question?" "Yes, I do, and think resistance of the elements is everything when fast time is under consideration. I think your man, Rowe, or Temple, or any first-class man, could do two minutes for a mile if there was an entire absence of wind against, and good pacing." "Yes, I have noticed in the large building, second-class men can do much faster time than outdoors, which demonstrates the correctness of your theory." With a few commonplace remarks on racing, training and the form of different men, I left this intelligent English athlete, and wandered down through Holborn and Fleet streets, thinking deep thoughts as to if I should ever be able to do 2.10, without training, if the element was "wid" me.

THE most marvelous sign of the times is, the editor of a London paper, who stuck bravely to the correctness of Rowe's wonderful records, is about the only man in England to-day that "believes firmly" that Engleheart will beat Rowe in their ten-mile race at Birmingham on Easter Sunday. I had to laugh the other day in Agricultural Hall; walking through this building, I came across this editor, who was in conversation with Rowe, Kauffman, Allen and others. Rowe got off this to the editor: "I'm afraid you allow your partiality to outweigh your judgment, as you are the only man who has said you think Engleheart can beat me. If you place Engleheart ahead of Howell you are woefully mistaken." In his next issue, the editor says: "Rowe, like all Americans 'we' have met, is full of confidence." I should think so.

"GENTLEMAN JOHN" thinks seriously of changing his nom de plume. Some people joke him about it, and I would not be surprised to see Angel, Ripley, Sandwichman, or some other cognomen in future grace the "copy" of my distinguished confrere. *Bicycling News* is particularly severe on the genial J. P., and he threatens reprisals. Talking of *Bicycling News*, I thought the other day, considering you, Mr. Editor, and your co-editor had used pots of ink and reams of paper in endeavoring to make friend Hillier believe the Springfield records "were all right" I would take the "living testimony" round to 1 Crown Court, Threadneedle street, and was soon in the office of G. L. H., stock broker, who received us as he does all Americans, in a friendly spirit. Having other engagements on hand I left Mr. Rowe in Mr. Hillier's care, and have no doubt that much racing and records was the theme, as the *Bicycling News* editor knows more about racing and the sport generally, than most people have forgotten.

TEMPLE'S foot continues obstinate, and his Easter engagements have been all cancelled by the doctor's orders, but we hope to see the Chicago lad astride his new 53 1-2-inch Humber in a few weeks.

THE American team open the Inter-national Continental Amateur Championship meeting in Berlin, on June 10, 11 and 12, and the five following weeks appear in the first of the 40 German cycle tracks, all of which, the editor of the Berlin *Der Radfahrer* tells me, are in first-class condition. The exact dates of the team's appearance in France are not decided as yet. It may be possible the team will be in two sections after June; two on the Continent, and two in England to match the cash prize meetings. Rowe has run every race (some twelve) since his arrival in England, and even on boards, has not asked any man to favor him, although *Wheeling* hints so much this week. I will give *Wheeling* a page advertisement of the fact if they or anybody else can prove such a thing.

NEW ORLEANS.

"BI."

WEATHER permitting, A. M. Hill, the "vet.,' is next Sunday to make an attack on the existing Southern five-mile record of 16.48, made by W. W. Windle at the Atlanta (Ga.) tournament in October last. Guillotte was trying for it in last Sunday's race, and but for his spell, would have succeeded. He isn't out of the swim yet, however.

PRESIDENT RENAUD, of the Cycling Club, has presented a handsome medal to be contested for during the summer in a series of handicap races, the member making the best average in the series to become permanent possessor of the prize, which is to be known as the "President's medal." The selection of routes, arranging of dates, etc., has been entrusted to a committee of three, who have just made public the following "schedule:" May 13th—Two and one-half miles, Napoleon avenue to Carrolton; June 10th—Ten and one-half miles, Carrollton to Schadwells; July 15th—Eleven miles, Lee Circle to West End, via Carrollton; Aug. 12th—Five miles, Horticultural Hall drive; Sept. 8th—Eight miles, Shrewsbury route. This will furnish all sorts of riding, from shell road and asphalt, to sand and its accompaniment, and the best man is pretty apt to come out on top.

FROM the above programme it will be seen that the roads will be used pretty extensively in this series, and a word or two on the chestnutty road racing problem may not come amiss. I have a high regard for the opinions of such men as Secretary Bassett and "Senator" Morgan, but has it ever occurred to these gentlemen that it is an utter impossibility for every city and two-horse town (one-horse shebangs can't generally boast such a "new-fangled thing" as a bicycle) in the country to possess a cycle track, and as racing seems a "necessary evil" that may and will exist in almost every cycling neighborhood, what is to be done to curb it, where the means for a track are lacking? It strikes me that all this hullaboo about road racing is entirely too premature. When the authorities protest, then it is time to call a halt. They haven't done so yet, and unless the cycling press is specially desirous of having a quietus put on a harmless sport, it should not attempt to force the issue. The conditions of every neighborhood are not alike. I remember well when, some sixteen or eighteen months back, I was interested in a road race, and tremblingly applied to our city officials for a "permit" for the event. I can even now almost fancy I hear the careless "oh! you'll not need one; so long as you don't make too much noise, it's all right," in reply. So we saved our quarter, ran our race, and not a soul said "boo," though fully a hundred people and half a dozen vehicles were crowded around the finish. New Orleans is a big city, too, but I daresay that this is but a fair sample of how much the press, police and people elsewhere interest themselves in road races.

DURING the month of March, C. M. Fairchild, of the L. C. C., rolled up the noteworthy total of 1018 miles, riding every day; longest ride 103 miles, shortest, 7 1-2. C. M. is a regular mileage crank (hear him disclaim! It's in his eye, however), and contrary to your pet idea, Mr. Editor, he is neither a new rider or a novice, being of the crop of 1879.

IT seems impossible to hold a division meeting lately. The one which was billed for the 9th inst, again attracted but a mere handful, and nothing was done for want of a quorum. League offices are usually such empty and thankless jobs that this sort of "monkey business" makes one really tired and discouraged. It would seem that past, present and prospective officials at least should know and realize this and lend their presence. Yet they don't. Of course excuses are plentiful, and I hear one from an "exalted-never-read-my-paper sort," complaining that he didn't get a postal. Neither did anyone else. I've been looking up records, and I find that this bright, particular division "big wig," during the last six or eight months, has done as much League work as this O, has secured as many members as this O, and ridden his wheel as many times as this O. By all means, let us erect a monument to this class. They're plentiful.

NEW JERSEY NOTES.

"HATCHET."

MR. EDITOR, I would like to ask if any of your readers have ever ridden, or know of anybody who has, the road from Flemington to Cherryville, in Hunterdon County, this State. As far as I can remember, the entire route is up hill, and such hills! The first one to be mounted, Cox's Hill, starts about one-eighth of a mile from the Presbyterian church corner, and is at least (I think) a mile and a half in length. A "write-up" of that section of New Jersey from the pen of some rider who knows "the lay of the land," would make interesting reading for your columns. Mullin Hill, about eight hundred yards west of Cox's Hill, while not so long, is much steeper for a quarter of a mile or so than the latter.

THE chances are that the town of Montclair will be illuminated by electricity within a month or so.

THE five-mile club handicap race of the Orange Wanderers will be decided on the Roseville track, Thursday, June 7, at 5 P. M.

JUST credit one more point to Orange, Mr. Editor, as Hillside avenue is to be graded, curbed and macadamized in short order.

THE residents of Palisade avenue, Jersey City, are starting a big kick over the condition of that thoroughfare. Let the cyclers of the city join in the kick, and something may be done toward improvement.

I MUST have been "away off" when I placed Randolph township in Essex County in my last. I thought I credited the item *Morris County Exchange*. I should have done so, at any rate, as Randolph is in that county, near Mount Freedom.

A LITTLE bird has whispered in my ear, saying that we may expect one or more race meets under the auspices of the Orange Wanderers, on the Roseville track, during the coming season. I hope it whispered truly, as, when the Wanderers have the say, there is always fun on the track.

THE authorities of Livingston are discussing the need of better roads. Some of the more enlightened of the villagers are fighting hard for macadam. A number of the "old-timers," however, seem to think "ploughed roadways" are "good enough." Some of them, to their credit (?) be it said, have no objection to having the roads "harrowed" as well as "ploughed." Another good chance for missionary work.

ALL right, "7504," have a "live committee in every Territory containing so many wheelmen," as you say, but let us have the committees appointed at once, as we need better roads now. This is the time of the year to enlist the aid of horse owners, and as such committees have got to come sooner or later, why not appoint them right away. As for keeping the local papers supplied with matter relating to road improvements, just count me in.

BUFFALO.

"MERCURY."

STILL they come; booms, I mean. There are prospects of an athletic association being formed, for the purpose of encouraging the interest in cycling, base ball, lawn tennis, and other out-door sports. A meeting was held the other evening, and the project was discussed with much enthusiasm. A committee was appointed to look for suitable grounds, and a syndicate will be formed, which will purchase the land and make the necessary improvements pending the formation and incorporation of the association. A mile cinder path for cycling, to be laid out, will in itself be a boon to our wheelmen. Mr. Ducker was spoken to on the subject, and was very much pleased. Should the grounds be in shape by next fall, the tournament may be held there.

THE following sign adorns the front of a mechanic's establishment: "Silent steeds of steel artistically illuminated, lubricated, and embellished for the infinitesimal compensation or remuneration of two shillings per operation."

THE Ramblers, at their regular monthly meeting, elected Louis Bruce Vice President, in place of F. A. Barnes, resigned. Several new names will be added to the club's list, at the next meeting. Henry E. Ducker is among the number. Captain Hanenstein announced a club run to Lewiston for Decoration Day.

AT the regular meeting of the Buffalo club, seven new members were elected, making a total of 118, the limit is 150. A committee was appointed to decide upon a club uniform; there are so many unattached wheelmen in this city who are members of the L. A. W. and accordingly wear the League uniform, that the club thought it best to have a distinctive uniform of their own. Captain Hotchkiss announced a club run to Erie, Pa. (century run), for Decoration Day; they go by train and return on wheel. The last club social took place Friday, April 13th.

CHICAGO.

"THE MULE."

THE Aeolus Club men, although not heard a great deal of outside of their own division of the city, are as lively a lot of boys as any. They have elected the following officers for the coming months: H. C. Barr, President; W. C. Smith, Vice President; N. Schuyler, Recording Secretary; F. Weissberger, Corresponding Secretary; H. Freeman, Treasurer; T. Bray, Captain. The retiring President has been presented with an L. A. W. badge. Captain Bray has been appointed by the club to serve on the Committee of Arrangements for Garden's second annual road handicap.

SURBRIDGE has lost Munger, who has joined the forces of House & Roe, and will remain there until Dec. 1st, and perhaps longer.

THE Illinois Club card of fixtures is out, and runs are scheduled all the way from twelve to ninety miles. The club has shown good sense in steering clear of such tremendously long journeys as have been sometimes attempted by others, believing in allowing such members as believe in century runs to enjoy them at their own discretion.

THE Committee of Arrangements for the Decoration Day road handicap is composed of Ed Oliver, Lincolns; H. D. Post, Owls; W. A. Davis, Illinois; Thos. Bray, Aeolus, a Chicago Bicycle Club Representative; and R. D. Garden. They are confident of receiving at least seventy entries. Gormully and Jeffery, with characteristic generosity will head the prize list with something handsome. With the entrance fees a special prize will be purchased for the man making the best time.

THE fraudulent McCurdy-Prince match has fallen through, and the former is in a ticklish position. He has been riding a Star, loaned him by Tom Roe, and has mortgaged it to an Omaha man for $60.00. The mortgagee, supposing McCurdy would remain in town for the race with Prince, allowed him to retain possession of the machine, whereupon Mac decamped, and was last heard of in Kansas City. If the offender is caught Roe promises to go to Omaha and prosecute him.

PITTSBURG and VICINITY.

"DUQUESNE."

Mr. C. W. Coffin should confine himself to what I said, and not rush into print without cause. If he will refer to my squib on the safety, he will find that I did *not* say his "pedals were cow-horn shape," neither will he find "words to that effect." I said they were bent. And I say again that they were bent many a time where a crank would not have been. This follows from the construction of the machine, and Mr. Coffin is well aware of the fact. Mr. Coffin has bent his pedal on a good level road, under circumstances which would not have affected an ordinary. If there are any misstatements in this I am willing to correct them, and furthermore, I would advise Mr. Coffin to wait for just cause before criticising. But to contend that any safety will not have more bent pedal pins than an ordinary is puerile, unless you ride on a fine road all the time, that has no obstructions over six inches high.

Brownsville has "the fever" now, and the men are talking of a quarter-mile track.

Now is the time to make your arrangements to attend the New Castle meet on July 4, next. If you wait until the last minute something will turn up to prevent your attendance.

Messrs. Place and Murray are investigating the merits of the tandem bicycle, and before many weeks are passed they expect to own one. Murray says that if he has the *rear* seat he can wear Place out on the hills. Probably he could!!

LONG ISLAND NOTES.

"WING-FOOT."

My friend, the Solitary Connecticutter, will be welcome in the "great century run," as will all the rest of the club. I only hope the New Havens will come in a body. If they do, perhaps the New Jersey boys and I will be able to get square with them for that Beauford Point dinner, last July. Does the "stout gem'm'n," who rode the tandem, remember my first attempt at riding double? "Solitary" is assured that the pace is not designed to be over eight miles per hour, and that racing is not to be allowed.

The Mercury Wheel Club holds its first club run to Huntington to-morrow and Sunday.

The Long Island Wheelmen beat the New York Bi. Club bowling team 29 pins in their match of Friday last. On the 27th they bowl against the K. C. W.s, and 28th they have a "stag" and theatre party with the K. C. W. at the Park.

The Long Island Wheelmen had the biggest kind of a time on Saturday evening at their regular weekly orgie. Messrs. Steinwetz of the Casino, Kingman, Bretel, Prof. Dubois, the Ilderan Banjo Quartette, and other attractions (solids and liquids) took up the time until 12 P. M.

At the annual election of the Brooklyn Bicycle Club Tuesday evening, the 10th inst., the following gentlemen were elected to their respective offices, viz.: Messrs. Howard Greenman, President; W. E. Fuller, Vice President; G. F. Corby, Secretary; H. Raymond, Treasurer; Howard Spelman, Captain. Messrs. Barkman and Borland, the latter on his safety, succeeded in getting down to Babylon on Sunday, and had a fearfully rough time of it. A couple of K. C. W. men also got through.

NEWS AND COMMENT.

All the Lynn, Mass., cycling celebrities have been interviewed as to their views on the defeat of Rowe by Howell. They all seem confident as to the final result, and their comments are various, and some of them amusing. One of the interviewed on being asked his opinions, said, he though "it was a *bottomless pit* sort of a note."!!

The American team will appear in Berlin, June 10, 11 and 12.

E. Mohrig, of San Francisco, will be in Boston about next week Tuesday.

Is Howell invincible? It certainly looks that way as our advices tell of the defeat of Rowe in the first of the series.

The subject of our colored cartoon this week is Mr. H. D. Corey. His many friends will be pleased to have such an excellent likeness of the well-known "Harry."

The Cambridge (Mass.) Club held their final ladies' night last week Thursday evening. The entertainment consisted of a varied musical performance and recitations.

Platinum plating may take the place of nickel. Experiments have been made by an English firm, and as it is far better able to resist action of dampness than nickel, it is likely to become popular.

The Roads Improvement boom is not confined to these shores. Ireland has formed an association, and we sincerely trust that the movement will not receive the disapproval of the English Government.

The Kings County Wheelmen, (N. Y.), held their annual dinner at Dillard's last Saturday. The usual Spring race meeting of the club will be held sometime in June.

The Montreal Bicycle Club held their annual meeting Thursday, April 12th. The club is prosperous, and as vigorous and enthusiastic as ever it was in its younger days.

We regret exceedingly to hear that W. McCandlish is a victim to the supposed infantile disease of scarlet fever. We hope next advices will report Mr. McCandlish better.

Now that the N. C. U. of England have sat on road racing, the celebrated road riding club, the "North Road C. C." called a meeting April 11th, to formally organize a Road Records Committee.

After the Baltimore meet, Washington cyclists cordially invite L. A. W. members to visit their city. A good time is promised. Bear this in mind when you make your plans for the Baltimore trip.

"Eden Park," Cincinnati, has up to the past few weeks been indeed a Paradise Lost to the wheelmen of Porkopolis. The stern angel at the gate has, however, been removed and the Cincinnati cyclists are once more allowed the sweet privilege of riding in "Eden."

The tables are turned, and all over the country we hear of "liberty bills," similar to those of New York and New Jersey, being introduced into the Legislature. Wheelmen are getting to be a power, and they are consequently getting aggressive. Pennsylvania is now in line with a proposed "liberty bill.

The Newcastle, (Pa.), Club will hold an all-day race meeting on July 4th. In the opinion of such riders as Hollingsworth, Wilhelm, Berlo, Swartz and many others, their track is equal to any in the country. Applications have been made for several national and State championships. Handsome and valuable prizes will be offered.

R. F. Cromelin, of Harrisburgh, Pa., was in Washington last week, and "scraped" an acquaintance with Belva Lockwood, late the woman suffrage candidate for President. They were both riding bicycles on Fourteenth street, when Belva dashed along so close to Mr. Cromelin as to tear off his overshoe. Nothing was said on either side.

The Lynn *Item* seems to think that "The creditors of the Lynn Cycle Club Track Association did not better themselves by not accepting one of the offers made them. The association made them two propositions. One was one-third cash down, one-third at the end of one year and the balance at the end of two years. The other was 50 per cent. cash. The creditors only secured a dividend of 44 per cent. through the Court of Insolvency."

On the evening of April 9 the Fort Wayne (Ind.) Bicycle Club celebrated its fourth anniversary by eating a dinner. The Wayne Hotel was the scene of the celebration, and a right good celebration it was. Half a dozen guests were present, and speeches were made that were all good and none bad or indifferent. We notice the toast of "the Road Hog" was assigned to Mr. P. C. Darrow, of the *Gazette*, and we do not doubt but that P. C. made sausages of the "bicyclers' bane."

The English Chancellor of Exchequer according to the *Cyclist*, "does not consider it advisable to impose a tax upon bicycles and tricycles, because he thinks no greater service could be rendered to a vast number of our young men than the freedom they now enjoy in being able to explore the country on their machines. And the Chancellor of the Exchequer is right, for to ospose even the smallest obstacle in the way of such an athletic exercise would be nothing short of a national calamity."

Henry E. Ducker writes: "I have at last awakened cycling enthusiasm in Buffalo, and as one of the results the *Courier*, one of the leading daily papers here, devotes a column daily to wheeling, and I send you a specimen of what it has to say. You have probably heard of the great International fair to be held here, and for which Buffalo people have raised $500,000. Well they want the tournament badly, and if I make good arrangements with them it will last four days, and I estimate an attendance of at least 100,000 people. This will give the wheel such a boom as it has never had

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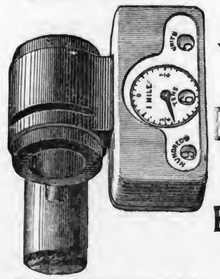
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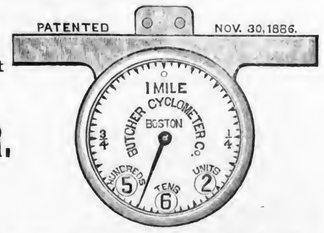
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in the world as yet, and if my health only holds out the coming season we will astonish the world. Now what I want to see is the Eastern croakers (that say a large tournament could never be held in a large city) come to Buffalo this fall, we will send them all home with the idea that Boston and New York will have a tournament in 1889."

OUR much respected *confrere*, "London W.," does not approve of "aged men" struggling for supremacy on the path or road, and he seems to think our offer of a medal to be run for at the Baltimore meet a wicked device that may result in harm, through the over exertion of our "aged" friends. That there is an interest evinced is shown by the many letters and postals we get recording performances by "aged" men. The latest is from No. 5691, and he claims a record of 100 miles on the road in 7h. 56m. A thirteen-mile gait for about 8 hours *is* good going for the best of us. Next, if you please.

MR. F. P. PRIAL and Mr. Newman, of the *Wheel*, were in Boston this week, and gave us a call.

MR. HOWARD P. MERRILL, who last fall left for Los Angeles, Cal., has lately returned to his old position on the Springfield *Union*. He writes: "I have been in exile, so far as bicycling is concerned, but now I am back I propose to keep up with the procession." We are glad to welcome Mr. Merrill back.

BALTIMORE MEET NOTES.

A. E. MEALEY, Chief Consul, has addressed a letter to the Merchants and Manufacturers Association asking the co-operation and support of that body towards making the wheelmen's visit a success. The association has informally assured the Chief Consul of its support, and no doubt the members will subscribe towards making up the sum needed.

The route of march has been decided on, and is as follows: The line will form on Boundary avenue east of Charles street and will move down Charles street on east side to the south side of Monument, to Cathedral; countermarch on north side of Monument to the west side of Charles, to Madison, to Madison avenue, to Robert street, to the west side of Eutaw place, to Lanvale street, to the east side of Eutaw place, to Eutaw place extended, to Druid lake, where the men will be dismissed after the usual league photograph has been taken.

The business meeting will be held at 9 A. M., June 18th, and the Acadamy of Music has been fixed on as the place of meeting.

A party of 350 New Yorkers under the leadership of Chief Consul Bidwell, will go to the meet on a "special"

President Kirkpatrick, who will act as Chief Marshall, has appointed the following aides: E. P. Hayden, Baltimore; W. S. Bombeger, Hagerstown; W. S. Bull, Buffalo, N. Y.; Harry D. Corey, Boston, Mass.; W. R. Tucker, Philadelphia; S. T. Clark, Baltimore. Two or three others will complete the list.

OFFICIAL ANNOUNCEMENT.

THE annual tour of 1888 will be from Philadelphia to Baltimore. Leaving Penna club house, Girard avenue, the morning of June 11, and arriving in Baltimore the evening of June 17, the eve of the Baltimore meet. The route and details will be published later.

W. S. BOMBERGER,
Hagerstown, Md., April 12, 1888. Tourmaster.

THE POUGHKEEPSIE BICYCLE CLUB ENTERTAINMENT.

LAST week the Poughkeepsie (N. Y.) Bicycle Club gave a most enjoyable entertainment at the Casino Rink. Some six hundred people passed the doors, a large proportion of which were ladies. President Bullard headed the squad of wheelmen in their grand entree, and after that A. Edmans and E. Ellenwood, both of Troy, gave a very good exhibition of trick riding. The "drill squad" then repeated their evolutions *in the dark* with lanterns swung to their handle bars. It was evident that this feature of the entertainment met with vast favor at the hands of the younger part of the audience of both sexes. A tug-of-war came next, Poughkeepsie vs. Newburgh. The west shore men had to give up four feet of their rope, and so Poughkeepsie scored a victory. Then came the feature of the evening, a game of polo between Poughkeepsie and Newburgh teams. Neither team knew anything about polo and hence much fun. "Fouls" were the rule, and some of the scrimmages were extremely laugh-provoking. Again was Poughkeepsie's team declared the winners by a score of 3 to 0. At the conclusion of the fun at the rink all adjourned to the club house at a late hour, all declaring that the Poughkeepsie men were hospitality personified.

***

LIFE AND CYCLING IN NEW MEXICO.

A PERSONAL letter from ex-Captain Whitney of the Boston Club, dated from his sheep ranch near Albuquerque, N. M., was received by us the other day, and we are sure Mr. Whitney will pardon us if we give to our readers a few short extracts therefrom:

"I write this letter from our outer ranch, on which is built a one-story adobe house, 13x20. Our headquarters are twelve miles distant, and the house thereon is the finest ranch house in the Territory. We have a force of ten Mexicans and two white men. The Mexicans are a nasty crowd, and are very treacherous. I do not go around without my self-cocking seven shooter, as it may be wanted badly at any moment. The country round here is nicely adapted for cycling, a fine climate and good roads, the latter of which compare favorably with those of Eastern Massachusetts. I am going to send for my safety, and will utilize it to great advantage. Since I have been here, only three or four days have been unfit for riding, and barring the rainy season, which occurs in June and July, we can have ten months of almost continuous riding. I must say I miss steward Nottingham's good dinners, and I have to be content with pork, beans and tortillas, not a very luxurious diet, but I must acknowledge it is 'fillin'.' I hope to be in the Hub after 'shearing time.' We have now 4000 'old lambs' (i. e.), one, two and three years old, and if we have luck we shall show an annual increase of about 1500." Captain Whitney winds up by desiring to be remembered to all friends, whether they be North, South, East or West.

THE GREAT CENTURY—NEW YORK—PHILADELPHIA.

THE New York—Philadelphia Century is booming. The meeting of delegates from the clubs interested for the purpose of arranging details, will be held in room 10, 25 Broad street, New York City, on the afternoon of Friday, 27inst. Any club in the vicinity of New York, which through inadvertance, has not received special invitations, is cordially invited to send a representative. Out of seventeen clubs invited, all have taken action with the exception of the Brooklyn Bi. Club. The estimate of riders from these 16 clubs alone goes above one hundred. I wish to reiterate that the run is not to be a road race, but a comfortable day's ride, with a good dinner and a rest at Trenton.

The Philadelphia Clubs are becoming interested in this end of the procession, and promise a great turnout. I have today asked Mr. Tucker of the Associated Cycling Clubs to arrange for the evening run out on the Pike. My thanks are due Mr. H. B. Hart, for assistance.

For "Plain Side," in the notice of meeting in last week's WORLD, read, Penn Side. Also rendervous for "rendervoas."

Mr. Righter, of Newark, makes the good suggestion that, two or three days before the 16th of June, exploring parties be sent out over the roads to be traversed, between all large towns, simultaneously; each party reporting the state of the roads between its town, and that of the parts next ahead.

Would it not be well for the Orange or Elizabeth Clubs to start the project of a ladies' tour, starting on Friday, June 15th, stopping over night at Trenton, and being overtaken near Philadelphia by the Century party?

WING-FOOT.

THE EASTER MANŒUVERS OF THE ENGLISH TROOPS.

WE cannot give the space necessary for an exhaustive account of these interesting maneuvers, and how the cyclers took active part in same, but we cut the summary from the three English cycling papers which will conver an intelligent idea of what was accomplished. *Wheeling* says: "It may be taken that under no possible circumstances, short of deep snow, could the earlier work of the cyclists have been harder. It is certain that they overcame all difficulties and learnt many lessons. It is certain that, taking the march from Guilford to Ashford, (75 miles) no body of troops, however mounted, could have covered the distance in the time, taking cavalry to stick to their own horses. The value of Cyclists scouts is undoubted; as is their ability for rapid movements, aided, when necessary, by rail, but always ready to proceed to any place to which there is a road; to blow up a bridge, or obtain information, or other work not requiring fighting in large numbers. It is only by continually trying their power that their best points will be discovered. As to opposing cavalry at close quarters they cannot, and against infantry they will always be the smaller number."

Then *Bicycling News* remarks that: "Nearly the whole of the force (100 men) were mounted upon safeties, upon which the rifles were carried in clips, but the three Hartlepool men, the one East Anglian representative, the Post Office men, and two West Surreys were mounted on ordinaries. Upon these machines the rifle was carried up the backbone, the butt resting in a bucket over the back-

wheel. The tricycle riders had a bad time of it, and in Surrey, Hants and Wilts, the ruts were so deep and so stiff that it was some times very difficult to keep safeties right end uppermost. L. Corp, Radermacher, of the Victorias, fainted from exhaustion on Friday, and Lieut. Lownes was so done up between Stockbridge and Salisbury that he went to sleep in the rain by the roadside. Great regret must be felt that the Maxim gun carriage gave out, as well as for the failure of the Flying Sapper, but as these were purely experimental machines nobody is to blame. The failure of the Sapper at least points to the fact that in the construction of military machines of this class, brazing must give way to bolting, and the machine must be made as easily repairable as possible, even at the sacrifice of a little lightness. Should cycling develop into another arm of the service, the honor of forcing its capabilities upon the authorities will remain with Lieut. Colonel Savile and the men who so willingly seconded him both this year and last."

The *Cyclist* says: "The march past of the new corps of cyclists who were honored by leading the columns, took place after being inspected by His Royal Highness the Duke of Cambridge, who examined both officers and men as to the distance they had ridden, and was astonished that so many had succeeded in covering such distances as from Salisbury to Dover in the time allowed them. The march past was admirable. The force consisted of 100, and was divided into five companies—the first was composed of engineers; second, 26th Middlesex, just raised; third, 4th Manchester with detachments from Durham and Liverpool; fourth and fifth from the Scots, 24th Middlesex, and London Rifles and West London."

W. WOOD BEATS R. HOWELL.

It was a veritable surprise party that assembled at North Shields on Easter Saturday and saw the "champion of champions" vanquished. It was a surprise for Howell and his friends, and it was a surprise for the supporters of Wood. The distance run was fifteen miles, and one of the most remarkable features was that Howell never once led the Shields man during the race. The time, 51.27, was not remarkable except for its slowness. The greatest excitement prevailed at the finish.

HOWELL GETS BACK AT W. WOOD.

On Easter Monday at Leicester, Howell met W. Wood in a ten-mile race, and in view of the defeat of the former over the latter the week before, great interest was manifested. Wood led into the straight, but Howell's blood was up, and he rode as he never rode before, beating the Shields man by about four feet, time, 33.22 1-2; thus having his revenge.

WOODSIDE BEATS ALLARD.

F. W. Allard made his formal entry into the professional ranks on Easter Monday by riding a ten-mile race with Woodside. The track was a bit soft, a rain prevailed during the race and a strong, cold wind blew, making affairs for riders and spectators anything but agreeable. Entering the last lap, Woodside cut loose and crossed the tape ten yards ahead of his competitor. Time, 35.28.

THE ROWE-ENGLEHEART MATCH NOT RUN.

Owing to a bad accident to Engleheart on the morning of the day on which the ten-mile match was to be run, April 2d, the match between Rowe and Engleheart had to be postponed. So that the spectators should not be disappointed, arrangements were made with F. W. Allard to ride the distance with Rowe. Considering the fact that Allard had just ridden a hard race with Woodside every one admired his pluck, and the way he gave the big American all he wanted, to win. We take from the *Cyclist* an account of the race: "Rowe bestrode a 55-inch 'Columbia' racer, weighing just over 21 pounds, built by the Pope Mfg. Co., which mount he will ride in all his races in the Old Country, whilst Allard used the well-known wheel of the Coventry Machinists' Co.'s make. The pair were dispatched to a good start by Mr. G. R. Smith, Jr., and the following is a brief description of the race: Allard went away with the lead, Rowe going on in front after three laps had been traversed, and after leading for five laps Allard went on, resigning again to Rowe on the fourteenth lap. In the twenty-first lap Allard led, whilst three laps later the men passed the mark level. Seven laps from home Rowe assumed the command, and was never again headed. Despite the plucky endeavor of the Coventry man to get up on terms, the American held his own, and won an exciting race by a little more than a yard in 36m. 30s."

HOWELL WINS THE FIRST RACE OF THE SERIES.

Advices received report a loafing race for the five-mile race between Rowe and Howell, resulting in a victory for the Englishman in 15.37 1-5. We take the particulars of the race from the Boston *Globe*. "Today's distance was five miles. Rowe was in excellent condition, and, contrasted with Howell's overdrawn look, ought to have been the favorite, but the Englishmen preferred to trust a man whom they knew from experience is a first rate rider, and seven to four was freely laid on Howell. At the start Howell took a slight lead at a moderate pace, Rowe hanging on to the back wheel of his opponent. This continued to the end of the first mile, which was completed in 3 min. 11 1-5 sec. The pace was somewhat worse, but the positions was unaltered, during the second mile, the time at the end of which was 6 min. 24 1-5 sec. The crowd urged the men to improve the pace, but neither heeded the advice, and the third mile was finished 9 min. 39 sec., and the fourth in 12 min. 49 3-4 sec. from the start. Then both warmed to their work, excited by the shouts of the multitude. In the last lap, half way round, Rowe made a fine spurt and forged quite six yards ahead and for a moment looked liked winning, but Howell replied with one of the splendid rushes for which he is famous, quickly passed his man, and won by five yards amid the greatest enthusiasm; time, 15min. 37 1-5 sec. The mile race will be run at Wolverhampton, April 28, and the 10 miles at Coventry, May 12th."

AN EXCITING MATCH RACE AT NEW ORLEANS.

Since my last the Graham-Guilotte match, of which mention was then made, has taken its place among the things that have been. The banter was given and accepted, the match arranged and run off, all within three weeks. It took place Sunday, the 8th inst., on the shell-drive encircling Horticultural Hall, in Andover Park. It was without any great hope of even making up the heavy odds, but more to "keep his word" than anything else, that Guilotte allowed Graham the four-minute start in five and a half miles, but when the latter had reeled off his first two laps in 3 17, and was well around on his third before Guilotte had even started, it became plain to everyone how stern and hopeless was the chase. Guilotte, however, started at a rattling clip, making his first lap in 1.27; second, 1.30, after which he commenced to drop back, and after the fifth lap did no better than 1.42. Graham kept up a hot pace for two miles, when he, too, commenced to fail, settling into a four-minute gait, but when Guilotte caught him on his sixth round, it seemed to infuse new life into the boy, for he brightened up and clung to his speedier competitor's rear wheel until the finish, hanging on in fine style, finishing his 5 1-2 miles in 20.12 1-2, while Guilotte had still two laps to cover. The latter, however, never completed them. After his third mile an overloaded stomach commenced to make itself felt, and though he was in evident distress, and rode in poor form, he refused assistance, and hung on as long as he did out of pure bull-dog grit, backed by a powerful physique. Towards the end Guilotte's apperance "kinder" scared the boys; his eyes were rolling wildly, his skin seemed drawn to a severe tension, and was fairly crimson in color; he was frothing at the mouth, and kept pressing his hand to his side, and rode so out of his usual splendid style that everyone felt easier when he quit. He was game to the last, however, and doggedly refused to dismount his wheel until he could do so alone. His time for the ten laps was 16.10, as against Graham's 16.50, for the same distance—both inside the local record. Each lap is a trifle short of a half mile, about 200 feet. The timing was done by Messrs. H. W. Fairfax, A. M. Hill, and R. G. Betts. Graham surprised everyone by his speed and staying powers, and, when he clung to Guillotte's little wheel for round after round, his friends fairly "bubbled o'er." He has hitherto been rated only "passably fair," but now his neck is broken for any more big handicaps, and an eye will be kept on him in future events. "Bi."

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

We hear "tidings of comfort and joy" from the Coventry Machinists' Co., to the effect that the activity and enterprise shown by that firm this season is bearing fruit.

The Pope Mfg. Co. has had in use for about a month a Long-Distance Telephone over a copper wire, extending from their Boston office to their Hartford factory, a distance of 125 miles. During the recent great storm, when the telegraph wires were all down, the Pope Co. was able to talk with its factory, with the exception of a few hours. The telephone is used for transmitting orders, enabling the company to notify the factory of an order within a few minutes of its receipt. This modern convenience results in the saving frequently of twenty-four hours in the filling of an order.

If you desire to ride safe and attain speed, climb hills with ease, ride rough roads with but little vibration, buy the 1888 pattern Springfield Roadster. $75.00.

***

The Cycle Supply Co., of No. 3 Berkeley St., is a new-comer, comparatively, but we think our readers will acknowledge that they are rushers. We would advise all to keep an eye each week (this week especially) on our advertising columns, and see what the Cycle Supply Co. has to say to the cycling world.

The most "toney" card that it has been our pleasure to see is that which the Gormully & Jefferey Mfg. Co. have issued, with the heading "Our Greeting to you Gentlemen." It is beautifully engraved with the well-known cut on the cover of the Indian, the dead horse and the bicycle, an allegory that all can read. While speaking of this firm we want to say a word about the Boston headquarters, 243 Columbus Avenue. Mr. J. S. Murray is the New England agent for the "American Cycles," and we must congratulate both parties on the move into a location where no doubt the Gormully & Jefferey goods will receive their share of the attention from the riding public. The store is an elegant one, and is fitted up in the most complete manner. There are dressing rooms for both ladies and gentlemen, and Mr. Murray has a snug private office. It is the intention of Mr. Murray to cater to the "hiring public." He will keep on hand a first-class lot of two and three wheelers for the use of both sexes, and it is to be hoped his enterprise will be amply rewarded. He still keeps the old stand at No. 100 Sudbury, for a repair shop and a riding school. Give him a call at his new headquarters and see his full line of "Americans," and also his second-hand machines.

"G. Minturn Worden, of the John P. Lovell Arms Company of Boston, gave an exhibition to-day of the advantages of the Springfield roadster bicycle of which E. R. Darling, 129 Main street, Woonsocket, is the agent. He rode off very difficult curb-stones, ascended and descended steep hills and got wonderful speed out of it on the level. He proved that on this machine a "header" is impossible. Mr. Worden severely strained his knee a week ago alighting from a train, so nearly all the work was done with one leg. A great crowd witnessed the exhibitions."—*Woonsocket Paper.*

The Overman Wheel Co. write: "We are doing at our factory what we have never known to be done in a Cycle factory before, that is, running night and day. We have two separate gangs of men, a day gang and a night gang. The demand for wheels is so great that this is necessary in order to keep up with orders. Our engine never cools off. We expect to continue this through the season, and are making large additions to our present factory, which is already quite extensive. Our machinery is all new, and the latest pattern."

"As busy an establishment as any house of any class of business in the city just now is Whitten & Co.'s cycle agency, (Providence, R. I.) The extrodinary boom hereabouts last season will be more than duplicated this year. League members should, every one of them, take it upon themselves to see that the boom is not confined to spreading the popularity of riding, but is turned to increasing the League's membership and strength." Glad to hear it, and we hope the readers of this paper will bear in mind that Whitten & Co., are patentees of one of the best whistles on the market, see their advertisement.

CYCLE DEALERS

Send Us Your Business Card,

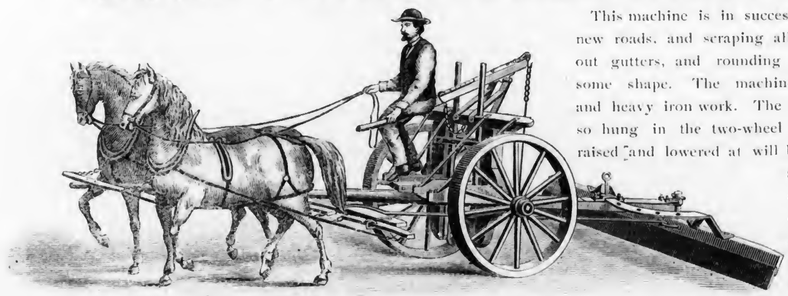
We will put you on our list, and from time to time send you our discount sheet on **LAMPS** and other **CYCLING SUNDRIES.**

Take one minute to do this—it will pay you.

THE CLARK CYCLE CO.,

Pearre Building, - - - BALTIMORE, MD.

Davis Patent Road Machine.



This machine is in successful operation for making new roads, and scraping all roads to a level, laying out gutters, and rounding up the middle in handsome shape. The machine is built of Ash timber and heavy iron work. The pole is 16 feet long, and so hung in the two-wheel carriage that it can be raised and lowered at will by means of the lever, as shown. The scraper is secured to the pole by means of a heavy steel spud, which allows angling to right or left by means of the circle iron, and the draft is always direct from whiffletrees to scraper through draft-rod under pole.

☞ **Send for Circular and Price.**

J. W. DAVIS & CO., 134 Water St., NEW YORK.



ABBOT BASSETT, Secretary-Editor.

LEAGUE OFFICERS.

PRESIDENT.—T. J. Kirkpatrick, Springfield, Ohio.

VICE PRESIDENT.—H. W. Hayes, 103 State St. Boston, Mass.

TREASURER.—W. M. Brewster, 309 Olive St., St. Louis, Mo.

SECRETARY-EDITOR.—Abbot Bassett, 22 School St., Boston, Mass.

EXECUTIVE COMMITTEE.—T. J. Kirkpatrick, H. W. Hayes, Geo. Bidwell, 313 W. 58th St., New York City.

MR. BREWSTER sends his first acknowledgement of subscriptions this week. There are more to come.

NEW YORK has formed a Roads Improvement Association, and the first important action it will take will be a movement in Albany to secure the passage by the Legislature of a bill to secure the improvement of roads in the State. The wheelmen are the hardest workers in the association, and the Secretary is Isaac B. Potter, Esq., Representative for New York in the Board of Officers, and the forwarder of the celebrated Liberty Bill.

INTEREST in Kentucky legislation is still very keen. The representative who introduced the anti-wheel bill, has now introduced a bill for the repeal of tolls on certain turnpike roads, and thus redeemed himself in the eyes of wheelmen. The Kentucky men will now proceed to introduce a liberty bill which they expect will pass without much opposition.

THE officials of the Pennsylvania Division are at work upon a liberty bill similar to that passed recently by the legislature of New Jersey. It will be introduced at the next session of the legislature, and gives cyclers the same rights upon a public thoroughfare that are allowed horsemen and vehicles.

NEW YORK is going to work in earnest on the roads question. An association is being formed to push a bill in the legislature and this will include horsemen, farmers and wheelmen. When the roads are to be improved, horses and bicycles have a common interest, and the devotees of each are drawn towards each other. Good work can be done if the two pull in one boat.

THE new road bill which will be introduced at Albany will do wonders for the roads in New York if it be passed. It provides for the creation of a Roads Commission, the levying of a very small tax throughout the State, and the building and maintaining of improved highways between every county seat in the State. The bill further provides for the improvement of minor roads after the highway system has been completed.

IN reply to several inquiries we will say that the League has no idea of changing its uniform the present year.

THE District of Columbia Division has voted to extend an invitation to the League to visit Washington on June 21st, the day after the close of the League Meet at Baltimore. An attractive programme will be arranged.

THE Connecticut Road Book will be sent out on and after May 1. The first edition of 600, contains three hundred dollars' worth of maps alone.

THE Chicago cycle clubs have organized for work in the interest of cycling. Each club will pursue the even tenor of its way in everything that pertains to its individual interest, but when the cause of cycling needs defence or encouragement, the new association will act, and thus the influence of wheelmen will be much more effective.

IN many places it has been found necessary to pass special laws to prohibit cycle riding on sidewalks. Special legislation of this kind is always hurtful to the cause of wheeling, and it is to be regretted that wheelmen are responsible for such laws.

WASHINGTON TERRITORY is being colonized. Within a year three wheelmen from the East have located there, taking their wheels with them. And now we hear of a cycle club with thirty-five charter members in Tacoma. Thus does a little leven make a great uprising, and thus does the cycling missionary preach the gospel of the wheel with tangible results.

MARYLAND and Rhode Island have reason to be proud of their records. They have met and passed the maximum of last year and yet they have just begun to work. Success seldom comes without effort. The late lamented Fanny Dombey refused to make an effort, at the earnest solicitation of Mrs. Chick, and Dombey became a widower and little Paul was motherless. In like manner clubs go out and divisions decay, when an effort would make them flourish like the much lead about emerald-hued bay tree. It is not an unlooked-for coincidence that the most thriving divisions are headed by the hustlers, if we may be allowed the word, of the League. Gentlemen, we looks toward Maryland and Rhode Island, and we likewise bows.

WE are in receipt of a communication from the Secretary-Treasurer of a large division, in which he says *inter alia:* "I have held this office three years, and each year we have had many hundred names on the division roll. Out of the whole lot, and during the whole time, just one man has requested his address to be changed. We are at no little trouble to get communication with all our members, for the mail list, with which the Secretary-Editor supplies us on call, does not contain the addresses of out wandering members, whether they be out of the State temporarily or permanently, and it does contain the addresses of many men who are not members of our division, though residents of other States." The State officials often have literature and official notices to send out, and it is important that every League member keep his address with his Secretary-Treasurer as well as at this office.

Indiana Appointment.

I am in receipt of the resignation of A. B. Irvin, of Rushville, Ind., as Chief Consul. I take pleasure in appointing as his successor J. Fred Probst, of Terre Haute, who will at once assume the duties of the office.
T. J. KIRKPATRICK, President.

California Racing Board.

Report of meeting of California Division, Racing Board, held in San Francisco, 23d March, 1888:

The application of the San Francisco Bicycle Club for the five-mile State championship, to be run about 9th September next, was received and placed on file, pending the selection of a definite date for the meet.

The two-mile State championship was assigned to Bay City Wheelmen, to be contested on 30th May next, at Oakland.

The half-mile Coast record, made by Wm. G. Davis, on 24th November, 1887, at Oakland, in 1.27 3-4, was accepted.

It was decided that the championship medals for 1888 must be of uniform design, and are to cost $45 per pair. C. P. Peterson, 404 Post Street, San Francisco, has the contract for making them.

The rule relating to limits in handicaps was abolished as impracticable.
ALEX. S. IRELAND,
Chairman California Division L. A. W. Racing Board.

District of Columbia Appointments.

I have appointed the St. James Hotel, corner 6th St, and Pa. Ave., as the League hotel for Washington.

Mr. E. B. Forney, No. 1211 Pa. Ave., Washington, and Mr. Albert Albert F. Newman, No. 3136 M St., Georgetown, D.C., are this day appointed Consuls.

Fraternally, etc.,
GEO. S. ATWATER, Chief Consul.

Mississippi Appointment.

I take pleasure in appointing as Chief Consul of Mississippi, Mr. George G. Clarke, of Greenville.
T. J. KIRKPATRICK, President.

Nebraska Consuls.

The following Local Consuls have been appointed for Nebraska, Lincoln, R. D. Addis; Sterling, F. O. Dort; Plum Creek, F. L. Temple; Beatrice, F. A. Robertson; Schuyler, E. H. Phelps; Plattsmouth, T. M. Patterson; Fremont, Paul A. Colson; Sutton, Theo. Wentz; Chapman, J. Eaton; Elwood, C. W. Gilmore; Geneva, R. P. Fuller; South Omaha, H. B. Mulford; Stoddard, W. G. Wilson; York, R. Mc Connaghy.
F. N. CLARKE, Chief Consul.

Reinstatements.

By unanimous vote of the Racing Board, James Bearrup, of Wellington, Ohio, and Allie P. Steele, Franklin, Pa., have been reinstated as amateurs.
J. H. COOLEY, Chairman.
Plainfield, N. J., April 14, 1888.

Maine Representatives.

Our State now being entitled to two representatives, I hereby appoint Mr. C. D. Batchelder, of Sanford, and Mr. Harry S. Higgins as L. A. W. representatives for the remainder of present term.
FRANK A. ELWELL,
Chief Consul for Maine.

Maryland Appointment.

Mr. Clarence Hodson is hereby appointed Local Consul at Crisfield, Md.
A. E. MEALY, Chief Consul.

Subscriptions Received.

I have to report the following subscriptions to the fund now being raised in accordance with the circular of the Executive Committee, for the benefit of the L. A. W., viz.:

No. 1—March 23th, Rhode Island Division	$50
No. 2—March 26th, N. McDaniel, Washington, D. C.	1
No. 3—March 31st, Massachusetts Division	300
No. 4—April 4th, S. L. Griffin, Ogden, Utah	1
Total to date	$352

Yours truly and fraternally,
W. M. BREWSTER, Treasurer.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 135—Total 121—9131.

BOSTON, April 20, 1888.

CALIFORNIA DIVISION—13—326.

Bay City Wheelmen.

18305 Middlehoff, W. H., 701 Laguna st., San Francisco.
18304 Pogue, H. A., 1719 Hyde st., "

San Francisco Bi. Club.

18377 Porter, H. C., 116 Eddy st., "

The Deceivers.

18356 Aguilar, R. F., Pomona.
18354 Holt, Geo. D., "
18357 Martin, John S., "
18353 Parker, E. K., "
18352 Smith, C. M., "
18355 Utley, Albert S., "
18351 White, Frank, "

Unattached.

18283 Hinz, Louis, Jr., 2512 Post st., San Francisco.
18379 Kellhoyer, W. B., 614 Powell st., "
18284 Tanner, F. H., 299 Hyde st., "

COLORADO DIVISION—2—41.

Denver Ramblers.

18273 Rice, Eugene R., 46 Tabor Block, Denver.
18358 Hallett, Geo. E., 1420 Larimer st., "

CONNECTICUT DIVISION—5—393.

Unattached.

18359 Brooks, James H., 54 Governor st., Hartford.
18378 Parker, Charles H., 60 Flower st., "
18334 Hagberg, John A., Box 584, Norwich.
18335 Lucas, Horace L., Box 1011, "
18272 Norton, W. B., Box 235, Manchester.

DISTRICT OF COLUMBIA DIVISION—1—81.

Capital Bi. Club.

18360 Graves, Benj. S., 915 N st., Washington.

ILLINOIS DIVISION—11—511.

Illinois Cy. Club.

18306 Kniseley, R. Jr., 747 Fulton st., Chicago.
18307 Mccartney, J. C., 415 Ogden ave., "
18308 Nichols, W. J., 235 Winchester ave., "
18309 Patterson, H. B., 1102 Wash. Blvd., "
18310 Sisson, M. E., 641 Jackson st., "
18311 Sisson, W. P., 641 Jackson st., "
18312 Weil, Benj., 629 Madison st., "

Owl Bi. Club.

18336 Field, C. G., 225 57th st., Hyde Park, "

Unattached.

18274 Swail, John H., Belvidere.
18337 Parantau, Edward, National House, Elgin.
18379 Miller, H. O., 5752 Monroe ave., Chicago.

KANSAS DIVISION—1—109.

Unattached.

18275 Pickarts, J. Max, Leavenworth.

KENTUCKY DIVISION—2—64.

Kenton Wheel Club.

18280 Croninger, Harry, Madison ave., Covington.
18285 Edwards, Nelson J., 108 W. Gray st., Louisville.

MARYLAND DIVISION—7—305.

Baltimore Cycle Club.

18338 Cherry, L. J., 124 Hanover st., Baltimore.
18268 Reed, James B., cor. Cheapside and Water sts., "

Hagerstown Bi. Club.

18281 Porter, Thomas H., Hagerstown.

Unattached.

18296 Bates, Fred A., 1005 Park ave., Baltimore.
18297 Reese, Arthur L., 109 W. Pratt st., "
18277 Spamer, E. O., H., 1324 Harlem ave., "
18276 Spamer, John, 1324 Harlem ave., "

MASSACHUSETTS DIVISION—10—1020.

Mass. Bi. Club.

18313 Burkholm, Andrew W., 71 Revere st., Boston.

New Bedford Cycle Club.

18339 Blackmer, Arthur L., 33 Sycamore st., New Bedford.
18340 Briggs, Allen G., Box 100, Acushnet.
18341 Smith, Fred. W., 233 Middle st., New Bedford.

Somerville Cy. Club.

18316 Kimball, F. B., 33 No. Market st., Boston.

Y. M. C. A. Club.

18269 Beals, William E., Brockton.
18301 Marshall, Frank H., Box 502, "

Unattached.

18314 Burkholm, Mrs. A. W., 71 Revere st., Boston.
18318 Cummings, Hale L., 7 Edinboro st., "
18320 Garran, Frank W., 90 Tremont st., "
18317 Sheldon, Frank M., 3 Haymarket sq., "
18343 Hosmer, Lucius E., 8 Linwood pl., Charlestown.
18315 Duffill, A. E., 29 Mt. Pleasant st., E. Somerville.
18300 Deane, Milton L., 18 Purchase st., Fall River.
18282 Morse, Walter F., Norwood.
18342 Andrews, Arthur W., 17 Catherine st., Worcester.

MICHIGAN DIVISION—4—205.

Unattached.

18302 Selleck, Robert W., 415 Saginaw st., Flint.
18292 Davis, Guy E., Ypsilanti.
18293 Wallace, E. A., "
18303 Smith, Warren H., "

MINNESOTA DIVISION—1—82.

Standard Bi Club.

18345 Gleason, E. A., Pioneer Press, St. Paul.

MISSOURI DIVISION—2—283.

St. Louis Cycle Club.

18346 Wagner, Albert H., 511 Market st., St. Louis.

Unattached.

18318 Dormitzer, Paul, 918 La Salle st., "

NEW JERSEY DIVISION—9—579.

Orange Wanderers.

18307 Ennis, Wm. S., Hillyer st., Orange.
18308 Grandman, Wm. S., 74 Tompkins st., "
18305 Mathews, Harry, Hillside ave., "
18269 Morehouse, J. T., Box 40, Orange Valley.
18306 Pierson, W. T., 181 William st., Orange.

Roselle Ramblers.

18320 Kingsland, J. Edw., Roselle.
18319 Jouet, C. H., "

Unattached.

18322 Watson, Albert, 10 Grove st., E. Orange.
18321 Schippert, A. J. Jr., 30 Hancock ave., Jersey City Heights.

NEW YORK DIVISION—26—1093.

Auburn Cycle Club.

18332 Wimble, J. Hobert, 12 Morris St., Auburn.

Buffalo Bi. Club.

18323 Aldrich, J. W., 71 Coal and Iron Exege., Buffalo.
18325 Barnes, Walter H., 340 Prospect Ave., "
18326 Brogan, W. G., Glenwood Ave., "
18324 Aspinwall, J. L., 288 7th St., "
18327 Hall, E. T., 340 Main St., "
18328 Leonard, Mark J., 318 Niagara St., "
18329 Lloyd, W. F., 120 Johnson Place, "

Kings Co. Wheelmen.

18288 During, F. H., 949 Fulton St., Brooklyn.
18286 Smith, Fred B., 300 So. Third St., "
18289 Spencer, F. G., 9th Ave., and Union St., "
18290 Tagliabue, G., 1097 Dean St., "
18287 Worth, Louis, 348 So. 5th St., "

Harlem Wheelmen.

18263 Newcome, L. A., 109 Broadway, N. Y. City.
18264 Raisbeck, Thos. A., 203 West 56th St., "

Riverside Wheelmen.

18281 Hearne, John F., 135 West 100th St., "

Syracuse Cycling Club.

18370 McDougall, Edd., 70 Warren St., Syracuse.

St. Paul Wheelmen.

18347 Kintzing, F. T., Garden City.

Unattached.

18279 Miller, Henry J., 216 W. Tupper St., Buffalo.
18331 Scherer, Jerome A., 142 Boston St., "
18205 Will, Wm. C., 58 W. Market St., "
18283 Beam, Ira R., Dryden.
18261 Hamilton, Wm. S., 508 Col. Ave., Elmira.
18278 Richer, Irving L., New Berlin.
18292 Heydecker, Wm. C., 46 East 14th st., New York City.
18330 Lane, W. T., Port Chester.

OHIO DIVISION—5—712.

Cincinnati Bicycle Club.

18387 Littleford, Thos. S., cor. 4th and Plum sts., Cincinnati.

Unattached.

18348 Danner, J. M., Canton.
18380 Erwin, Edwin W., 110 West 7th St., Cincinnati.
18371 Frost, H. E., Ripley.
18385 Parr, Dr. J. G., Smithfield.

PENNSYLVANIA DIVISION—7—1195.

Century Wheelmen.

18388 Kitchenman, J. W., 2024 N. 3d St., Philadelphia.

Chester Bicycle Club.

18372 Gilbert, Frank R., Chester.
18280 Smith, Fred M., "

Unattached.

18281 Kitts, J. Frank, Media.
18333 Williams, J. B., Nanticoke.
18393 Vanderherchen, Harry, 248 N. Del. Ave., Philadelphia.
18349 Wright, Chas. A., 527 Arch St., "

RHODE ISLAND DIVISION—4—196.

Bristol Co. Wheelmen.

18350 Townsend, Geo. Albert, Drownville.

Unattached.

18391 Almy, Arthur C., 314 Dyer St., Providence.
18390 Lathrop, Wm. G., 17 Angell St., "
18389 Taylor, John T., Bank of No. America, "

VERMONT DIVISION—3—55.

Unattached.

18373 Hastings, L. W., Gallup's Mill, West Concord.
18374 Kidder, H. A. "
18282 Morrison, Henry D., Windsor.

VIRGINIA DIVISION—1—70.

Old Dominion Wheelmen.

18392 Hubbard, P. C., 402 East Main St., Richmond.

WISCONSIN DIVISION—1—75.

Racine Bi. Club.

18375 Wratten, E. L., Racine.

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Send for samples of Uniform Material.



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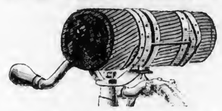
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The month piece is so constructed that it can be held easily in the mouth, and with little effort will produce a loud sound.
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A large invoice of these famous machines, and also of the well-known

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THE BICYCLING WORLD & L. A. W. BULLETIN.

DEVOTED TO THE INTERESTS OF CYCLING.

$1.00 a Year. 5 cents a copy.

BOSTON, 27 APRIL, 1888.

Volume XVI. Number 26.

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every wheelman in the country doesn't ride a Victor, neither does every man in the country wear good clothes, but if you will notice what the best riders are using you will see that

VICTOR CYCLES

are away up at the front. When you want to find out what wheels are most used, look over the wheel centres, like Boston, New York, St. Louis, Cincinnati, Buffalo, &c. Victors are preferred because they have Bown's Æolus Ball Bearings all round, Compressd Tires, guaranteed to stay in, True Tangent Spokes, Warwick Hollow Rims, Square Rubber Pedals, &c. In short because they

ARE BUILT TO RIDE.

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YOU MAY NOT HAVE KNOWN.

We are the clothiers to the Wheelmen.

We got the contract from the National Association for making the regulation uniform.

Its impartial judgment passed on the matter, and designated ours as the best.

That carries with it the other fact—We make the right sort of uniform for the least money.

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No department of our business is growing faster than that of making uniforms. We know how. We employ special skill. That's the only way to do it well.

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BICYCLES—Second-hand, sold on commission for owners. For full particulars see our ad. in The Wheel, or address MANHATTAN WHEEL EXCHANGE, 10 Cortlandt street, New York.

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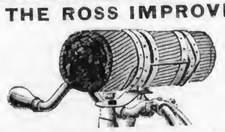
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JOHN WILKINSON CO.,
55 State St., Chicago, Ill.
Send stamp for list.

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Detachable Luggage Carrier,
For Crank and Star Bicycle.

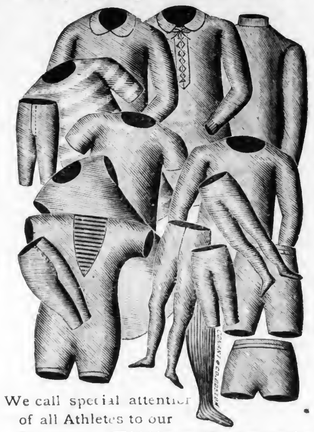
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Price $1.00; by mail $1.10. A discount to the Trade.

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We call special attention of all Athletes to our

Jersey - Fitting Garments

Each Garment in above cut we make in three different qualities.

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17 Kingston St., Boston, Mass.
Please mention this paper.

Jersey-Fitting Underwear Co.



This Supporter is in use by Bicycle Riders, Base Ball Players, Athletes, and Gymnasts, and we are told that it is the best and most satisfactory supporter made.

Let every Sportsman try them.

PRICE $1.00.

Jersey Fitting Supporter.

Will send by mail on receipt of price. Send size of Waist and Hip.

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Send *price, lettering*, and state *gold* or *silver* for any

CLUB PINS & BADGES,

You may want, and receive by return mail

A SPECIAL DESIGN.

Perfect satisfaction always guaranteed.

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SEE OUR LISTS.
HART CYCLE CO.,
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(Continued.)

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Bicycle and Lawn Tennis Jerseys and Tights
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Very Truly Yours
Holmes & Co

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The Standard Cyclometer.

Greatly Improved for 1888.

Simplest and Best Instrument ever Invented.

The Reasons Why:

It has stood the test for accuracy.

It has proved itself the strongest and best made cyclometer on the market.

It has been in use several years, and its merits are well established among wheelmen.

Can be read from the saddle, and used with or without the hub lantern.

A positive and continuous action, making it reliable in every respect.



REGISTERS 2500 MILES.

We have given the manufacture of the Cyclometer careful investigation and study, with a resolute determination to remedy all defects, and at last we pace upon the market an instrument that seems absolutely perfect in all its workings. *We furnish a certificate of accuracy with all instruments.* In ordering give size and make of wheel, also size of axle, and length of axle between the hub shoulders inside. Price, with balance weight and lantern attachment, **$10.00.**

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Send for Circular. WESTFIELD, MASS.

Send 6c. for 20 Samples and rules for Measuring for Coats, Pants, Vests & Overcoats.

Mention this paper *when you order*, and we will give to each purchaser a pair of **PANT STRETCHERS.** The best invention ever made for taking out wrinkles and bagging at the knees, and shaping the bottoms of Pants.

Sent by Mail or Express Prepaid.



VESTS, $2.25 **COATS $8.00**
Suits, $13.25 to $30.00.
Also, Manufacturers of Bicycle and Tennis Suits and Fancy Uniforms.
BAY STATE PANTS CO., Custom Clothiers
34 Hawley St., Boston, Mass.

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☞ Correspondence solicited.

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THE * SPRINGFIELD * ROADSTER

FOR 1888.

YOST & McCUNE PATENTS.

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No. 2 cut shows the $100 ball bearing Wheel, with spade handles, cow horn shaped handle bars, enamel finish, and nickel-plated trimmings.

These Wheels preserve the beauty of the ordinary Wheel, with absolutely safety qualities, not to be overlooked by those who anticipate riding, and appreciated by all old riders.

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E. C. MEACHAM ARMS CO., - -	St. Louis, Mo.
E. T. ALLEN, - - - -	San Francisco, Cal
JOHN P. LOVELL ARMS CO., -	Boston, Mass.

Retail Salesroom: No. 147 Washington Street, Boston.

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All our orders call for the Ball Head!

Large Handsome Photograph for 10 cts. in stamps

NEW MAIL.

Specialties Found in No Other Wheel.

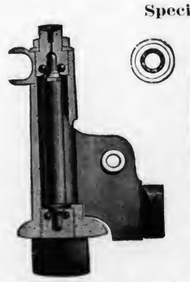
Not a Broken Backbone Last Year!



The New Mail is having a remarkable demand.

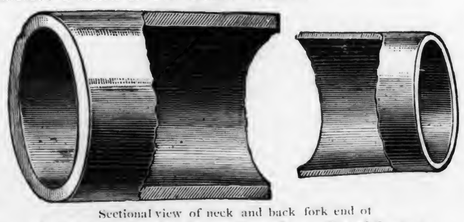
A SUPERB LIGHT ROADSTER.

Sure 'tis a Trigwell Ball Head Year!



Trigwell Ball Head.

1000 miles without oiling or adjusting. Perfect Rigidity and ease of steering. Greatest of modern improvements.



Sectional view of neck and back fork end of

Warwick's New Perfection Backbone,

giving increased thickness and strength at upper end, where is the greatest strain. **No spreading of backbone after riding.**



Warwick's New Rim.

No Seam outside. Thickened Metal at Bottom.

☞Not a Buckled Rim Last Year.

To find out what the New Mail is read the Testimonials of many of the leading and hardest riders in the country contained in our Catalogue.

Send for it before selecting your mount, it don't cost anything to read it.

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WESTERN DEPOTS—Meacham Arms Co., St. Louis, Mo.
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THE BICYCLING WORLD

DEVOTED TO THE INTERESTS OF CYCLING

Published Every Friday

—BY—

THE BICYCLING WORLD COMPANY,

12 Pearl Street,

BOSTON, MASS., U. S. A.

☞ Entered at the Post Office as second-class mail matter.

ADVERTISING DEPARTMENT.

GEO. D. HAZARD, Manager. 83 Equitable Building, Boston.

TO OUR ADVERTISERS.

Copy for new advertisements must be handed in by Tuesday morning, to insure their being inserted in the current week's issue. CHANGES must be in hand no later than Monday, to insure attention for the following issue.

☞ All communications in reference to advertising should be addressed to Mr. Hazard as above.

☞ All checks and postals for advertising or subscriptions must be made to the order of the **Bicycling World Co.**, as heretofore.

TO ADVERTISERS: The circulation of the BICYCLING WORLD AND L. A. W. BULLETIN is more than the total circulation of the other weekly and monthly cycling periodicals combined, published in the United States. Bear this in mind, and give US YOUR patronage.

EDITORS:

C. W. FOURDRINIER. J. S. DEAN.

BOSTON, 27 APRIL, 1888.

MR. DARROW, of the *Gazette*, makes some rather silly accusations in his last issue to the effect that petty "bickerings" were being indulged in between ourselves and Mr. Bassett. Mr. Darrow is over excited on the subject, he has permitted his glasses to magnify a mole hill into the vast proportions of a mountain, that is all.

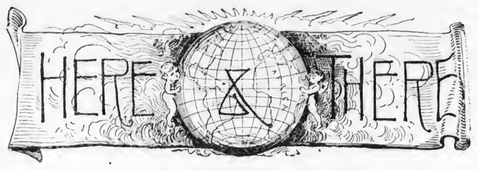
WE want to say a word to our readers and to our advertisers. Complaints have been made that the paper does not reach our patrons as early as it should. The fact is, we have been striving hard to please both these elements, and the consequence has been that we have delayed the paper in order to get late advertisements in. In order to get the paper out on time it is necessary to have the forms closed and in the hands of the pressmen on Wednesday night. Hereafter we shall see to it that our forms are closed and ready for press at that time. We must, therefore, ask our advertisers to have copy for new ads. or for changes in hand by Monday or Tuesday morning at the latest. In case any copy reaches us later, and we find we cannot set it up and put in the issue immediately following, we must ask forbearance at their hands, as we must get the paper out "on time."

THE following excerpt from the Baltimore *American* is a sermon in itself. This is truly a case of "penny wise and pound foolish." One hundred million is a large sum, and would go a great way toward giving us good roads. This saving in money is big, but it does not include the wear and tear on men's tempers, nor the loss of time which is involved. These two items are vast and incalculable in extent. "Prof. Ely, of John Hopkins University, Baltimore, estimates the losses from bad roads in the United States, in the wear and tear on horses and wagons, at one hundred million dollars per year. There are ten million of horses; he says, in this country, and good roads would save an average of ten dollars for each horse, making the total one hundred millions. If the roads were all the time like they were here in March Prof. Ely might safely double his figures."

THERE is every indication that the season about to open is to be one of the most important and active ever enjoyed in this country. Certainly from the manufacturer and importer's standpoint there is every reason for congratulation. Among riders things have received an impetus, and their energies are being directed into channels that cannot but result in the most satisfactory manner if they will only persist in following the line of action they have so happily laid down. How refreshing it is to be able to turn from that musty, nauseating amateur question to that of road improvements. We feel somewhat inspired as we think on the possibilities thus opened up to us in the future. We are not so sanguine as to suppose that great things can be accomplished in a single year, but we do feel encouraged in the belief that the end of this year will see us strong and well on the way towards the accomplishment of securing those evidences of a high civilization—better roads. With us it must "be line upon line, here a little and there a little." Because great results do not at once show, we must not give up, and say "'tis no good, what can so small a body of men do among so many?" If every wheelman will carry the idea in his mind never to lose an opportunity to speak or work for the end in view, the influence of such words and acts, however small, could not fail to be felt and seen, if persisted it. It is this persistence, this ever present motive, that we urge upon our readers. You who are reading these lines can do good, you can make your individuality felt, to the end that the present *desideratum*, good roads, may become an accomplished fact. We may be accused of weary reiteration on this subject before the season ends, and we propose to give cause. We propose to allow no opportunity to pass, to speak of and for, the most important question that should and must engage the cyclist's attention, that of "road improvements."

A CORRESPONDENT, who signs himself "Kicker," writes: "Your Chicago correspondent, 'The Mule,' is a good writer and a nice fellow personally, but he has a habit Buttercupish (your pardon, sir) of occasionally mixing up the cubs (I mean clubs) in his letters. He says that the Lincolns have organized the Illinois Cycling Company to build them a club house. As one who knows, I wish to say that there has been no company ever organized in this State, under the above name, and, furthermore, a company cannot be incorporated for the purpose mentioned, as it would be against the laws of this and other states. In regard to the I. C. C. securing a club house, I wish to say that they have had one secured for some time past, and though they had to resign it, owing to the objections of the surrounding residents, the committee had the matter so well in hand that in less than forty-eight hours the lease was being made out for the house they will occupy May 1st. And although it is quite large and will be remodeled somewhat and finely furnished, it is only a stepping-stone to one that is to be built for them in the near future."

Chambers Journal for March, 1888, devotes a page and a half to the progress of cycling. It is a re-hash of what has already appeared in this and other cycling papers. It is of great value, however, from the fact that the article will reach the eye of thousands of non-cyclers, and may be the means of interesting them in the king of sports. The article winds up in the following rhapsodical manner: "The tricycle is the best liniment ever invented for joints that have grown stiff through want of use. A ten-mile run will throw your 'nervous depression' to the winds. It leads to healthy action of the stomach and of the skin and liver. We feel thankful for this form of recreation, by means of which one may drink in refreshment at every pore. While many make it a task and more toilsome than it need be, with most persons it strengthens brain and nerve, sweetens the temper, hardens the muscles, and makes those who practice it moderately, hardier and healthier."



"GENTLEMAN JOHN."

SCOTTISH NOTES.

I HAVE just come in from a long day's salmon fishing, and (as is the common experience or luck of such fishermen) I have done so with a creel lighter by several sandwiches than when I set out hopefully enough in the morn. It is strange that a man can be so infernally awfully enthusiastic as to carry a heavy, double-handed, twenty-foot salmon rod all day, with merely a dim hope that he may catch one of the king of fishes, or, at least, get a good "bite" or "rise." It is strange, but as a fact it remains. There are plenty of fine, "clean run" salmon in the river, and that makes the matter the more exasperating. It is common experience with the salmon fishers here that the fish absolutely refuse to look at a "salmon fly," ignore it, and with a wink, and a saucy flip of the tail, speed up the pool to critically examine the tackle of some other deluded disciple of Isaac Walton, and perhaps after the same pantomime has been gone through, to ignore him as cruelly and completely.

"It's my way of thinking,
That there's nothing like drinking,
When a salmon keeps winking
And blinking at ye."

These are the words of an old writer who seems to know all about the saucy ways of a salmon. I have, however, not yet been forced to affect alcoholic beverages as a cure for my depression.

TALKING about bicycles, which, in my capacity as BICYCLING WORLD newsgatherer, is my *especial duty*, I gave a twenty-eight-pound safety a good testing the other day. I rode the "Jigger" twenty-two miles (from Edinburgh to Peebles) over from one and one-half to two inches of snow, and although the work was necessarily hard, I got to Peebles. It was a case of "Pike's Peak or bust," and I didn't bust; neither did the machine, although the test was a very severe one. It was crunch, crunch—up hill and down dale—*toujours crunch*. The trip on an ordinary bike would have been an utter possibility, and somewhat arduous on a tricycle; as it was 'twas rather arduous. I would not like to be on a cycling corps in Siberia. The framework on the little safety is a pattern for beauty, and mechanical strength and simplicity, being a diamond in shape, and braced from the upper to the lower corner, thus relieving the bearings from strain when hill-climbing. As a rule the safety bicycles are sadly deficient in this particular over here. They seem (in most cases) to brace everything else sufficiently, but they are contented with a couple of three-eights steel rods as bearing braces, and the consequence is that whenever great pressure is applied to the pedals, the force is transmitted to the bearings, which, in response to the pressure, "give" or "sag," and you know what that means. Power improperly applied, or power applied to a machine that won't stand the pressure without "giving" or bending, is just so much power or labor wasted. Another great fault many of the safeties have, is that the seat is so placed that one has to lean the body very far forward to grasp the handles, and the pedalling is not vertical enough.

I DO not think, for all my (since removed) aversion to the appearance of a safety, that I could ever be induced to go back to the high ordinary. The safety is so incomparably superior in my estimation. The safety is no experiment. That it is an assured and established success is evidenced by the way the makers are improving this type. Ordinary bikes among the old timers and road riders are, over here, practically dead letters. Of course there are the cautious conservative cranks that do not appreciate or even find out a good thing before they have entered upon the years of second childhood. There's nothing like trying a thing. Experience teaches, if her teachings are a little expensive at times. Whenever riders appreciate the fact that *any properly made* machine is good enough, then such periodicals as prostitute their columns to the booming of certain wheels at so much a line "next to reading matter" (and having the appearance of such) will find that riders are not all complete idiots, who can be converted to a special make of machine by an absurd advertisement, that tells how much faster their wheels can run than those made by other existing companies. I don't mind a truthful advertisement, and do not blame makers for boasting about the records made on their machines. In more than one race that has been advertised as a gory battle against time (and reason) there has been no more reliable time piece than a *Thomas Lucas' bass oil-can*, with the spout hidden in the timer's (?) hand. I am pretty sure that we won't have so many unreasonable records this season as we did last. I remember a road race in which I took part. 'Twas but a mile and we rode pretty fast. We were (or at least I *thought* I was) all simon-pure amateurs. When we got to the tape (pretty much in a bunch) the man that held the Waterbury, yelled out "mile, 2.52." The spectators cheered us; I yelled "rats," or made some other disparaging remark, but the timer said he knew his business, and I rather think he did. Probably that mile was made in 3.10; not much faster though. We all remember what Vanderbilt said about the public: "The public be d——d," said he, when someone remonstrated with him about the effect of some of his speculations upon the poor, dear, trustful public. There are too many men who take the gate receipts at race meetings who inwardly think pretty much as Vanderbilt expressed himself.

A "C. T. C. PARSON" may be impressed by the idea, that because "so and so," the "pro.," did "for hire" ride a certain wheel so many miles on the highway in so short a time, that he, being mounted upon a fac simile (or at least upon a machine bearing the same name on its backbone) can pursue his parochial duties at a similar speed without excessive perspiration and no fatigue. The "C. T. C. parson" may think that, way down in the depths of his mind, "but he couldn't; n-o, he couldn't." Ten to one, the machine the "pro." rode was a specially built and "light-weight" machine. "There," said the "C. T. C. parson," as he pointed with pardonable pride to his tricycle, "is the machine that came in first in the twenty-four hours' grind for the championship of both hemispheres, not exactly that machine, but one *just* like it." "Oh," said his friend (who preached eternal condemnation every Sunday in an adjoining parish). "I must get a machine just like yours'." But laying makes and names aside, has not the rider generally got a little to do with it? Is not the "name" "but the guinea stamp?" Is not the man the gold for a' that? I think so. He generally has something to do with it. Because a certain "Chestnut" tricycle, mounted by a certain rider, made twenty miles within the hour, we must not say that all riders on "Chestnut" machines are good for the same time and distance. And yet there are such, that, open-mouthed, innocent and credulous, are ready to believe that the moon is made of scented soap, and it only needs an enterprising man who understands the advertising and transportation business to make an independent fortune. Since I saw a man writing testimonials as full payment for goods, I said to myself: "Be ye wise as serpents, and harmless as simon-pure amateurs."

CLEVELAND.

"COMMODORE."

THE BICYCLING WORLD is filling a "long-felt want" among wheelmen in this city, and is by far the newiest and most readable paper of its kind that we have ever had. May the WORLD move on. [Thanks for kind words, some of which for obvious reasons of modesty we have omitted.—ED.]

THERE will be a "boom" in bicycling this season. Local dealers have placed more orders for wheels within the past six weeks than ever before at the opening of a season, and the army of new riders will be a large one.

ED. W. FARRANDO of the *Plain Dealer* staff and a member of the Ramblers, had the misfortune to take a header from his wheel a short time ago and break his right leg below the knee. The injury will lay him up for several months.

THE riding season is here and the long winter of our discontent is only a remembrance, but a very disagreeable one. The roads are in first-class condition and scores of wheelmen are taking advantage of this pleasing state of affairs. Individual runs of from twenty to forty miles are already being made.

CAPTAIN HENRY E. CHUBB of the Ramblers has over eight hundred miles to his credit so far this year. R. W. Wright is but a few miles behind him. The race between these two riders promises to be interesting as the year progresses. In 1886 Mr. Wright led the local riders with 3,815 miles for the season's work, and last year Mr. Chubb came to the front with over 4,700 miles. Both have their eye on the 5,000 mile mark this year.

THE new bicycle club, the Forest City Ramblers, is an assured success. Its charter membership list numbers eighty and includes nearly every prominent wheelman in the city. The officers are: President George Collister; secretary, John T. Huntington; treasurer, Charles Fogelberg; captain, Henry E. Chubb; board of directors, the above officers and R. W. Wright, E. J. Douhet and Fred P. Root. All these gentlemen are identified with the two old clubs, so there will be no antagonisms between the existing organizations. A natty gray uniform has been adopted, and the Ramblers have made their entrance into the cycling world under the most auspicious circumstances. Medals have been offered to all club members covering twenty-five hundred miles during the season, with an additional bar for every thousand miles over that distance. Medals will also be given to any member covering over one hundred and fifty miles in twenty-four hours and to any member breaking the State twenty-four record, one hundred and ninety-four miles. An L. A. W. pin will be presented to the member attending the greatest number of of club runs. The first club run of the Ramblers was held a few days since. Twenty-five members attended and rode to Dover and return, a distance of twenty-eight miles. It was the first time that many of them had ridden this season.

PENNSYLVANIA.

"ARIEL."

SAFETIES, safeties everywhere! All cycledom seems to have run wild this season on the new mount, and for a while the ordinary is relegated to the back seat; not for long, however. The reaction will come sooner or later, and wheelmen will learn that where good roads abound, where simplicity of construction and ease of repair in case of breakage are a consideration, and for the experienced and careful rider, the ordinary is the wheel; the moral of which is—don't sell your wheel at a sacrifice merely to get a safety.

AMONG the guests at the annual supper of the Century Club on the 27th inst., will be Chief Consul Jessup.

THE editorial staff of the American *Athlete* was increased by one last Sunday, and Mr. Wells celebrated the event by climbing Ford Hill twice without a dismount. Mother and son both doing well. The latter will use a "Home Trainer" with ba(w)i head for the present. [Mr. Wells has our congratulations.—ED.]

TWENTY-SIX hungry Centurions found no dinner at Green Tree on their run there last Sunday, and coming back to the Bellevue for the wherewithal for the inner man, were compelled to take exceedingly light fare, the "Pennsy" boys having just cleared the table. Toothpicks and coffee are enlivening food, but they are not very staying.

MR. H. B. HART, of the Philadelphia Bicycle Club, the well-known dealer, has offered to defray the expense of having a prominent lawyer appear before Councils' Committee, when they meet the delegates of the Associated Cycling Clubs, in relation to having Broad street paved with asphaltum. One of our most public-spirited wheelmen is Mr. Hart, as Philadelphia cyclers well know.

THE first of the series of open entertainments projected by the Pennsylvania Bicycle Club was given on Thursday evening at Association Hall. The affair was a lecture by Mr. MacOwen on the Isle of Wight, and was illustrated by stereopticon views, many of them colored. It was a great success, financially and otherwise, and the attendance was large. Next month a minstrel entertainment will be given.

LEISEN was the only other man who succeeded in making the top of Ford's on the run last Sunday, although Supplee, Kohler, Lehman, Dallett, McDaniels, Synnestvedt and Halstead made the attempt. Halstead is not satisfied by any means, and proposes having another try at it. We are pleased to see that he is not devoting all his attention to things bicycular. "Carmen" is a very enjoyable opera, is it not, Mr. H., especially in agreeable company?

MR. KIRK BROWN, ex-President of the Century Wheelmen, makes the following offer. "I will donate a valuable gold medal for competition between the amateur wheelmen of Philadelphia, Camden and Wilmington in a hill-climbing contest, to take place between the present date and June 18th. Details to be arranged by committee consisting of the Pennsylvania, Century, South End, Camden and Wilmington Clubs, or such representatives as they may appoint.

THE Wilmington Wheel Club's racing team has challenged the Reading Club to a road race on the Lancaster pike, and intimate that the Pennsylvania Club will be likely to hear from them on the same subject. In a late issue of the *Athlete* the Wilmington correspondent spoke of McDaniel organizing a team for this purpose, but afterwards took water to a certain extent. A triangular race of this sort would be highly interesting. With Wilhelm, Schmidt, Schwartz and Scheele to represent Reading, it would take four good men and fast to capture first prize from them.

IF "Duquesne" will read my article aright, he will find that I did not accuse him of betting on Banker. I don't believe he *is* giving money away. He was pleased to cast some doubt on my statement as to the performance of Scheele's dog "Jack," some little time since. I can only say that Jack is like his master—a stayer—and a forty mile spin is nothing extraordinary for him, although I must admit that it is most unusual for a dog. Scheele claims Jack's runs as record, and says he has done more than forty miles already. That's the kind of dog they have in Reading. I don't say *dogs* because I well remember how Potter used to cuss "Glendon" because the big mastiff couldn't stand a ten-mile-an-hour gait.

ST. LOUIS.

"LINNEUS."

CONSUL JENNINGS, of Moberly, Mo., was in town lately buying new wheels for himself, Will and Rothwell. He said that he was in great hopes of having at least a dozen riders at his town before the season closes. Moberly is a town of 12,000 inhabitants, and has no paved streets. The city fathers are now awakening up to some sort of an improvement, and Jennings is moving heaven and earth to get them to adopt the brick pavement as used at Cleveland.

THE safety craze is on here. The last one to succumb is C. H. Beggs, an old-time Rambler.

THE membership of the Missouri Division has fallen from over 350 to only 281, as per list of April 13. This is not as it should be, and every member who has the interest of the division at heart should do all in his power to secure new recruits.

INTEREST in the coming road race keeps on unabated, and with fair roads the record will surely be broken. The weather has been rather cool for out-door training the past week, but as the race does not take place before May 5 no excuse will be had for not being in shape.

THROUGH the efforts (and contributions?) of Consul A. C. Miller the Hannibal *Courier* has established a wheel column. Last Monday's edition of that paper contained a very full account of the Rowe-Howell race, and also a description of the run of the Marion Co. Wheelmen to Spalding Springs.

BY the way, Prof. C. H. Stone made the round trip to De Soto on April 14 on a safety. This ride is very nearly a century (if the hills are taken into consideration it amounts to two), and as the Professor claims to have made it with less fatigue than on an ordinary it speaks volumes for the wheel.

E. N. SANDERS, the new Captain of the Cycle Club, is bringing the members on to the road in great shape. Ed is one of the best of our local racing men. He has entered the St. Louis Wheel Co. road race, and if not too heavily handicapped, will surely lead the procession on May 5. Stick a pin there.

THE Missouri Division recruiting circular will be out next week. It will consist of eight pages, bound in pamphlet form, containing all the whys and wherefores of League membership, an article on cycling and on the L. A. W., and an application blank. Two thousand of these will be printed, and distributed all over the State.

THE welcome news of Percy Stone's reinstatement reached us today, and he is in receipt of congratulations from all sides. Nothing is now in the way to make the big Missouri Club a League club, which will probably be done soon. Percy should show his gratitude by making every purchaser of a wheel become a League member.

AT the Missouri's Club house increased activity is noticed in the way of securing new members and getting large squads of the riding element out on the road. There are at present some dozen applications for active and associate membership hanging on the bulletin board to be acted upon at the next regular meeting of the club. The tennis courts have been put in shape, and many of the associate members will soon make good use of them.

THE committee having the selection of new quarters for the Cycle Club in hand have not as yet made a report, although it is pretty generally known that they have their eyes on a suite of rooms, situated on the Chestnut St. side of the Natatorium. These rooms have never been used before, but the proprietor promises to put them in elegant shape, and is very anxious to keep the club as his tenant. It is only a question of rent, and that will probably be settled ere this goes into print.

CHIEF CONSUL BREWSTER states that a fare of one and a third for the round trip has been secured for those that attend the League meet at Baltimore from here. Judging by remarks made it is possible that a larger party will represent Missouri at this gathering than has ever appeared at any other one. It would be desirable to

have a full coach load go, as a special through baggage car for bicycles would then be attached, and there would be none of the usual getting up in the middle of the night to transfer the wheels. Another thing might be mentioned in this connection, and that is, through the efforts of Chief Consul Brewster the Penna. Co. will carry wheels *free* for the *first time*.

THE road question is bearing fruit all over the State. Papers at Edina, Canton, Hannibal, and Booneville are now publishing articles on roads, which were furnished them by Representative Holm. It would be a good idea for the balance of the representatives to do likewise, and get the country press interested. I clip the following editorial from the Booneville, Mo., *Advertiser*: "The rock road agitation is bearing fruit. The meetings Saturday last have set the people to thinking. It is probable that several miles will be built on the Jefferson City road this summer. West of Booneville, Messrs. J. M. Nelson and H. Bunce offer to build roads through their farms, a distance of several miles, if the city will macadamize some street to connect with the rock road. Booneville's City Council will take any steps possible to secure the completion of these highways, and we are hopeful of an early improvement in the condition of our roads. It is time something was done." "In 1884 Cooper Co. paid $6760 50 for roads; in 1885, $9316.35; and in 1886, $8296.90; a total in three years of $24,368.75. This money has been almost thrown away. The expense of maintaining rock roads will be a very small fraction of this amount, while the roads are immeasurably better."

KANSAS CITY.

"MENTOR."

THE League's Executive Committee circular, with an addendum by Chief Consul Brewster, has been received here by the members. The wheelmen of the city regret the financial condition of the League is such that officers ask its members to contribute to placing the organization on a good working basis. They will, however, not fail to respond liberally to the circular. The wheelmen here are noted for their liberality.

THE City Engineer here has recommended to the City Council the use of asphaltum for the residence streets. The residence streets are paved with cedar blocks, but are not substantial and lasting. Moreover, they are now being put down very cheaply, consequently poor. When they are sprinkled they are "terrors" for inexperienced riders. It is to be hoped that the City Council will act upon the Engineer's suggestion, and pave the streets with asphalt.

THE first official club run of the season took place last Tuesday. The destination was Independence, ten miles, but the roads were something terrible. The "toughs" who made the trip were: Lieutenant De Tar, Messrs. Scibel, Rawlings, Austin, Glarin and Stuart. The roads were in a fearful condition, and headers were frequent, very frequent. The run to-day (22) is to Parkville, a place never yet visited by a club of wheelmen.

AT the last meeting of the United Wheelmen, a letter from the St. Joe Ruralists' Bicycle Club was read, inviting the former club to spend Memorial Day (May 30) the guests of the latter. Arrangements are being made for the entertainment of wheelmen from all the surrounding towns and a glorious time is confidently expected. The United Wheelmen expect to turn out in goodly numbers. The wheelmen of St. Joe are a whole-souled genial lot, and will no doubt arrange a grand entertainment.

BUFFALO.

"MERCURY."

THE BICYCLING WORLD has many ardent admirers in this city, and its coming is always looked for with pleasure; but for some cause or other, many wheelmen failed to receive theirs at the usual time Monday morning. Anxious inquiries at the post office for the BICYCLING WORLD were in order Monday and Tuesday. Messrs. Editors, I congratulate you; your cartoons of prominent wheelmen are excellent. It would be a good idea to introduce L. A. W. officials to your many readers by this means, and I feel sure you would receive the heart-felt thanks of all by so doing.

"PEDALS," please give us some more of your poeticalisms.

THE road to Aurora is reported in a fair condition. A few riders will take advantage of it Sunday.

MANY objections are being raised against our boul—, I mean our parkway to Niagara Falls being styled "the boulevard." It's too Frenchy, don't cher know?

SEVERAL streets will be paved with asphalt this summer, including Genesee street, from Jefferson street to the city line, a distance of almost three miles; also one side of Humboldt Parkway.

THE first meeting of the newly-organized Zigzag Bicycle Club was held Tuesday eve, April 17th, and the following officers were chosen: President, A. H. Halleck; Secretary, H. D. Gates; Treasurer, Jos. Weig; Captain, G. W. Radcliffe. Here's success to the Zigzags.

THE *Sporting Life* says: "Wheelmen are beginning to see that there can be very little of genuine amateur racing. Speedy racing costs money and time, and few men can spare either for the sake of glory. If a man spends money he naturally wants to get some of it back." There is a good deal of truth in that.

NEW JERSEY NOTES.

"RATCHET."

THE monthly meeting of the Orange Wanderers was held April 18. Seven new members were elected. It was decided to offer five new medals, to be competed for as follows: One each to the gentlemen members attending the largest and second largest number of club runs; one to the lady member attending the most runs; one for the best season record; and one for the best 24-hour record. A committee was appointed to inquire as to the advisability of the club's giving a tournament on the Roseville Cycling Track some time during the season. On Monday evening (23) the members of the club, in a body, attended a performance of "The Highest Bidder," at Miner's Theatre, in Newark, in response to an invitation from Col. Morton, the manager. About twenty members of the club took a run to Belleville and Avondale on Saturday (21).

A PARTY from Oraton Hall took a forty-mile run over the Newark, Orange and Irvington roads on Sunday.

SOUTH ORANGE has appropriated $6000 for streets and highways, and $5000 for lighting streets. Tichenor avenue is to be laid out and graded.

A CYCLING contingent has been organized in the Orange Young Men's Christian Association, with R. S. Prindle as Road Captain, Spencer Ayres and Reed Hawley, Lieutenants.

FRANK BROCK, with Howard A. Smith & Co., thinks he is a flyer, and a race is likely to be arranged between him and W. W. Walters, manager of the firm's Orange store. Look out for "blood on der moon."

THE roads within twenty miles of Newark are now in prime condition, and cyclers by the dozen are seen daily. The Irvington-Milburn course is being put to practical use, and after the sleepy-headed authorities have cleared off some of the loose sand, good time will be in order.

THE Orange Wanderers are making preparations for the League meeting to be held in Baltimore on June 18, 19 and 20, combining with it a century run. Fifteen members are already pledged to take the run, which will be from club headquarters at four o'clock on the preceding Saturday morning.

DETROIT.

"TWINKLER."

THE Star Bicycle Club attended the Abbott Opera Company's performance of the "Chimes of Normandy" on Saturday evening last, by special invitation of Miss Emma Abbott. The club, in full uniform, and wearing button-hole bouquets and the club colors, occupied seats in the parquet. Misses Abbott and Annandale wore the club colors. Miss Abbott's first dress being composed of alternate stripes of cardinal and gold. During the performance, the club presented their hostess with a magnificent bouquet of roses and a gold badge of exquisite workmanship. The badge consisted of a bar, to which is appended a star, surrounded by a wreath of green gold, and surmounted by a monogram, E. A., in red gold. Miss Abbott wore the badge during the performance, and says it will form a part of her "Chimes" costumes hereafter. After the performance, the club was received upon the stage by the *prima donna*, who took occasion to remark that she would like to be a member of the Star Bicycle Club of Detroit. It is needless to say that she was then and there elected, amid great enthusiasm. Miss Abbott promises that upon her next visit to Detroit she will attend a club run if a tandem is to be had, and if Captain Metzger will consent to occupy the steering seat upon same; for, she says, "I want to be an active member." All agree that Saturday evening was the most enjoyable in the club's history.

LANDLORD CONNER, of the Sherman House, Mt. Clemens, having offered to "set up the dinner" for the first party of Detroit wheelmen who should make the run this season, some of our men thought last Sunday would be a good time to enjoy same, acting upon which thought, Captain Metzger, Lieutenant White, and Messrs. Blodgett,



Abbot Bassett, Secretary — Editor of the League of American Wheelmen, and Mrs. Bassett, on the Columbia Tandem.

A FEW THINGS WE DO NOT ADVERTISE.

RECORDS which we know to be false.——RECORDS after they are taken from us by another wheel.——RECORDS which are not unanimously accepted by the cycling press as genuine.

ONE OF THE THINGS WE DO NOT DO.

Retire from racing after every obtainable road, long distance and track record is beyond our reach.

A FEW THINGS WE DO.

An honorable manufacturing business.——Guarantee our wares to be exactly as represented.——Make a wheel which is capable of, and does hold all world's road and long distance records.

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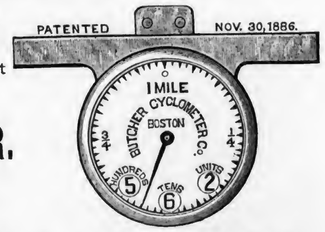
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ROCHESTER, N. Y.

Medbury, Glover, Bradish and Beadle, of the Star Club, and Messrs. Jones and Whelden, of the Detroit Club, made the run in two and a half hours, which is excellent time for this season of the year. The party was met by several Mt. Clemens wheelmen about five miles out, and by them accompanied to the Sherman House, where *mine host* Conner outdid himself. That dinner was "a thing of beauty, and a joy forever,' and the men were as happy as well-fed wheelmen always are, when it was discovered that we were in the midst of a blinding snow storm. To ride home was impossible, and there was no train until Monday morning, so nothing could be done except to telegraph to papas and mammas, wives and sweethearts, that we were "snowed in" and then await the convenience of the Grand Trunk Railway Co., which we did; and talk about fun—I don't believe you Easterners know what the word means, so come out here, and we teach you.

PITTSBURG and VICINITY.

"DUQUESNE."

THE Pittsburg *Times* of April 23, has some trash anent the proposed cycle race track, it says, "one prominent business man gives his check for one thousand dollars, another $500, and many others $100 apiece." This makes us tired, and how green their reporter must have been to allow them to load him up in such style?

A TOPICAL ditty entitled, "Billy come over the water," would be very appropriate unless Howell is defeated on April 28. We are getting tired making excuses for W. A. R.

C. M. CLARK and H. S. Stevenson will "do Yurup" this summer awheel; they expect to ride at least a month, and they will buy mounts on the other side. Mr Stevenson has sailed, but Mr. Clark will not sail until June 1st.

THE wheelmen hereabouts have been living in hopes of a track on the new Y. M. C. A. grounds, but the Association does not appear to have any use for such a thing, and there is a move on foot now to build a quarter-mile track for bicycles only: $500 is needed, but it will take some work to raise that amount.

THE Keystone Bicycle Club will give medals for 150 miles on the road in a day, also for century runs, and to the man riding the greatest number of days, the man riding greatest distance in the year will not be forgotten either, that is if he rides over 1500 miles.

CONNECTICUT-INGS.

THE SOLITARY CLUB.

THE Stamford Wheel Club was reorganized on the evening of April 5th, and on the 12th the following officiers were elected: President, E. D. Walsh; Vice-President, W. A. Hurlbutt; Secretary and Treasurer, C. M. Bryant; Captain, N. R. Jessup. There are about 20 members, to date, with more that will be heard from when the roads are in condition. Members are pushing the matter of a Cycle and Athletic exhibition, at the Armory, on May 30th.

MESSRS. PENNOYER, Bennett, Frietz and St. John are our latest cycling converts. Bert Richards, a Facilist, took a 30-mile-and-return ride up north into York State, on the 22nd. Our roads are hardly in good order yet, owing to frequent rain.

THE old-new club has the congratulations of our entire membership on their recent evidence of "life that's in 'em yet," and we hope that they will make their mark—many of them in wheel tracks over these New England hills—and be a permanent and "staying" club.

IS any maker going to furnish corduroy helmets? They are positively waterproof, not heavy, and very lasting. We have a cap of same that in a two hours' rain did not wet through at all. The age of "goods to sell" is passing; what tourists want is "goods to wear."

BROTHER LANE, our new L. A. W. member at Port Chester, promises to be a League worker, and we hope to accompany him and others in a certain scramble between New York and Philadelphia in June. Will some one kindly give us an idea as to the kind of road surfaces we may expect on that ride, and many WORLD readers will say 'bliged.

A DRUNKEN beast came very near a collision with the writer, recently, but his friends dragged him away just before we "came together," and there were saved "the usual sad rites that have to be performed over the *remnants* of the brute that clinches with us!" However Wild West this may sound, we felt just that way, lately, when the aforesaid beast brutally beat a defenceless old man near here, and the "authorities," save the mark, let him go unhung. Another case of more law than justice.

FOR some reason we had not seen in any cycling paper, recently, any account of the $17,000 cinder path from New Haven to New York, but our local papers say so, and we hope we can have the privilige of casting in our mite, and we will make it a much larger one than we would to any Missionary to the Cannibal Islands, too. Yes, that's the thing, give us good roads, or failing that, work in cinder paths so that we can take long rides throughout the country, for in them we find keenest enjoyment of the wheel. We are glad to see the cycling papers giving so much space to this most important subject, and hope for great things in '88.

WASHINGTON, D. C.

"12804."

TALK about fine weather. You ought to be in this town, get some of it, bottle it up and uncork, somewhere up North, where the boys are still shivering around the club's open grates. Last Wednesday the clubs here turned out in the "Free Bridge" celebration parade, and made a fine appearance. This bridge crosses the Potomac, and forms the connecting link between Washington and Arlington, Va. While the bridge was being constructed we were obliged either to be ferried across, or go round by the old "Long Bridge," a distance of about three miles. The new bridge gives us one of our most pleasant runs, and on Sundays wheels and carriages can be counted by the hundreds.

BY the way, if you want to see a variety of "mounts," just sail down here some pleasant Sunday, and you can see everything from the old two-wheeled velocipede down to the latest Safety.

WE held a very enthusiastic monthly L. A. W. meeting last week and trust that much good will come of it; and it was his "nibs," Atwater's, first time in the chair as C. C. After the meeting we clung to him like leeches; you know why. He came to time, as he always does, in good shape, and we let him off easy on "Bock." At this meeting $25 was voted to the L. A. W. to help the national body. It was also voted to make preparation to receive and entertain all wheelmen coming from the Baltimore meet on June 21, 22, 23 and 24.

NOW a word in regard to this L. A. W. Division. We number now about 75 men. It seems a shame that, with over 2500 riders in this city, so few should be L. A. W. men. Let every man try and get a friend to join, and in a short time we will "get there with both feet." Men say, when asked to join, "why, what is the League? I never heard of it." Let every L. A. W. member make it a point to explain what the League is, and have an application blank always in his pocket, and be not afraid to talk; and not only this, but when the year is at an end, see that he and his friends *renew*. If every man of this division supports Chief Consul Atwater in his endeavors, next year we shall have 1000 instead of 75.

NEWS AND COMMENT.

LYNN is sad, Lynn is sorrowful, Lynn is amazed! Rowe again beaten, this time by W. Wood. At the present writing it does look a bit blue for Rowe's chances to beat Howell, but still our faith in the American's changes is not entirely vanished. The one mile race is to be decided to-morrow, Saturday, 28th. If good wishes will put Rowe at the front, we know he will get there.

THE trick championship question in England is getting to be about as wearisome an old chestnut as the amateur question. *Wheeling* and the *Cyclist* on one side, and *Bicycling News* on the other, are growling away at each other in a most blood-curdling way.

CHASE, the man who rode over and killed Prof. Paul, three weeks ago, in Washington, has been released on $1,500 bail.

WHEELMEN wishing to train on the Buffalo track when built, will correspond with Henry E. Ducker, 848 Niagara street.

THE Lynn, Mass., Cycle Club will hold an athletic tournament at the Coliseum, some time before the end of this month.

IN a recent race in Australia, Rollinson and Clark vs. 3 horses 20 miles; the quadrupeds beat the wheelmen by about a mile.

THIS year it is Buffalo that the eyes of wheelmen will turn, and it is to be the Mecca to which all enthusiastic wheelmen will travel.

NOW, that we have got on the up track with our racing, it is hoped that Springfield, Hartford, Lynn and Cleveland will follow in the wake of Buffalo.

HAVE men no *exclusive* rights? This query is suggested by the rumor that Washington is to have a *bicycle* club, the members of which are to be of the "distracting sex."

MR. C. W. EATON, of Boston, an enthusiastic wheelmen, was lately married to Miss Lillian M. Lawrence, also of this city. His many friends will join us in congratulations.

THE new Buffalo track will be a half-mile, and the seating capacity of stand will be for 20,000 people. It is expected to have on the largest day, not less than 50,000 people.

THERE is no mistake but that Mr. Ducker has struck the key note of success for the revival of racing in this country, in uniting the tournament with the great International Fair.

MASSACHUSETTS L. A. W. members should read the official notice of the meet to take place on Decoration Day, May 30. It will be found in the "Official Department" of this paper.

WE are sorry to hear that Kennedy-Child was thrown from a horse in New York lately, while attempting to negotiate a hurdle. We are glad to learn that the damages were more painful than dangerous.

THE International Fair to be held at Buffalo in September promises to be one of the most interesting exhibitions of the year; this with the bicycle tournament ought to make Buffalo "thick with wheelmen" next September.

WE have heard of "one-legged races," "aged men's races," "Ladies' races," but it is left for Rome, N. Y. to produce a "deaf mutes race." One satisfaction, the fellow who gets left won't be able to tell "how it all happened."

THE farmers of Warwickshire, England, are advocating the taxing of cycles on the ground that "riders of these machines grumbled more about the state of the country roads than anybody else, and it was only fair they should pay taxes."

THE cartoon this week presents a likeness of our worthy Secretary-Editor and his wife. The last of the series will be that of W. A. ROWE, and we hope in the issue of that picture to be able to chronicle the victory of this man in his second race with Howell.

MR. WELLS says he has been waiting to hear from Mr. Shurman, of Lynn, in regard to making a hill-climbing match with him. He is ready to arrange details either personally or by mail. By the time this item reaches Mr. Wells' eyes he will have heard from Mr. Sharman.

A. L. ATKINS, in writing from Los Angeles, says: "I notice the editor wants to go to Mexico because there was no snow, cold, etc. He had better come out here, he can ride every day, summer or winter; always good roads, nearly always pleasant, no cold, no snow, no bad winds, no nothing."

WITH bated breath and awesome feelings we desire to announce to our numerous readers that the great and only John L. Sullivan has once more made Boston happy by his presence. Alas, however, Boston's joy is *not* unalloyed, for Boston's memory goes back to a scene enacted on French soil less than a month ago.

MR. IRVING E. MOULTROP, Vice-President of the Roxbury Club, joined the happy band of benedicts last Tuesday night. The partner of his future was Miss Abbie Hopkins of Melrose, Mass. The pair started on their wedding trip Wednesday, A. M. This makes the seventh man married out of the ranks of the Roxbury Club within about 18 months.

Oregon *Siftings* perpetrates the following: "Oh, did I tell you about little Henry, grandma? He's got a bicycle." "Sakes alive! Well, don't get excited about it. Just you put a big poultice of soap and sugar on it, and change it every morning, and it'll be gone in three days. Your grandfather used to have 'em every hayin' time, reg'lar as June. They ain't nothin'; they'll do him good."

MR. MERRILL, of the *Union*, agrees with us that "Rowe's only chance with Howell is to begin the race at the pistol shot and run his opponent out. It isn't claimed that Rowe can do this with Howell, but that is the only possible way for Rowe to ever win a race, on its merits, from Howell. Probably Rowe will profit somewhat from the experience of this first contest, and the defeat may do him good."

"SEPTEMBER 4, 6, 8 are the dates of the largest, biggest and best bicycle tournament the world has seen, and Buffalo the place. Over $5000 in prizes, with $500 in addition to be given to any wheelmen breaking a record, and this will be given out on a new way, as follows: In any race that a record is broken the winners of the three prizes, whether amateur or professional, will receive additional ten per cent. to the prize already won, thus making an incentive for all to run fast." So writes Mr. Ducker. We would ask if the extra ten per cent. for breaking records is to be presented in the form of *cash* to amateurs?

DR. H. T. APPLEBY writes to the Buffalo *Commercial*: "In yesterday's issue of the *Commercial* I noticed in an interview on athletic sports that Mr. Dann asserts that 'bicycling is bad for the heart.' If he means bicycle racing he should have said so, and I have no rejoinder. Any supreme effort, such as boat racing, bicycle racing or running, in youth especially, may produce enlargement of the heart, I deny, however, that the bicycle when used reasonably, has any tendency to produce other than a good, healthy heart action. Mr. Dann may be able to prove his assertions, but as an amateur bicyclist of eleven years, I doubt it."—*Buffalo Commercial.*

A CORRESPONDENT, dating from Mauch Chunk, Pa., writes a doleful story as to the causes of the disbandment of his much-loved club. He says: "The gossips do say the cause of the wreck was too much matrimony. 'The fever' raged in the club for a year or two, taking off most of the 'pillars.' When it subsided there was scarcely a bachelor left. This being so, we found it best to disband.'" This doleful chap signs himself as, "Yours truly, with much crape on my hat."—**. We protest that instead of the bicycle club disbanding for want of membership, they ought to have increased the clubhouse accommodations, and elected their dear wives, too.

NO. 1513, writing from Cincinnati, says: "We, the Ohio riders, are not asleep; although we have been quiet for some time, we enjoy riding as well and heartily as anyone can. Sunday last some of the Crescent Wheelmen, of Cincinnati, started out for Hamilton, about twenty-one miles from here. The day began cloudy and dreary with threats of rain; but still, nothing could keep the boys back, save it would pour down in buckets. We met lots of other wheelmen on the road, who joined us. At Hamilton a good meal was stowed away, and after sufficient time had elapsed for the digestion of same, the party started homeward. A strong wind gave us all we wanted to do, but we 'got there,' though it was a tough one for the first of the season."

UNION HALL, Cambridgeport, was filled to its utmost capacity last Monday night, the occasion being that of the minstrel entertainment given by the Cambridge Bicycle Club. A most excellent programme was rendered in a way that reflects great credit on "the talent" of this club. The singing was very good, and the endmen, Messrs. Davenport, Close, Hopkins, and Curtis, manipulated the tampo and bones, and got off their humorous vocal efforts to the entire satisfaction of the audience. In the second part Mr. Davenport gave a good imitation of the great Irving, and Mr. Stone was particularly happy in his informal talk, and feats of legerdemain. Messrs. Jackson and Edgerly gave a first-class song and dance act, and the entertainment wound up with some good music by the Cambridge Bicycle Club banjoists. The show was far above the average amateur effort, and we hope the club treasury is plethoric, as a result thereof.

WE are pleased to notice practical evidence that Mr. Merrill has returned to Springfield and taken his old position with the *Union*. He tackles the bicycle news right off. We imagine the following is from his pen: "The members of the Springfield Bicycle Club are justly indignant over the recently published statement that the club 'has waned to an almost wholly social organization.' Because the club has very wisely concluded not to indulge in the expensive luxury of race meets, for which the dear public is always crying, but which it isn't willing to patronize, the club, forsooth has degenerated into a social organization. Far from it. The Springfield Bicycle Club to-day is more of a wheel club than at any time since its organization, with the possible exception of the first two years. Paradoxical, as it may seem, the club has done more riding since the decline of the racing meets than in the palmiest tournament days."

THE following, taken from a Little Rock exchange, would indicate that the yearning for adventure and the thirst for Indian scalps influenced "Charlie" to fly from the protection of the parental roof tree. We think the report is incomplete, as we see nothing indicating that there was a judicious application of the maternal slipper to the person of the adventurous "Charlie": "Last Wednesday Charlie McCullough, a fifteen-year-old boy, ran away from his father who resides in this city, and for two days no track of him could be found. Later it was discovered that he had crossed the upper bridge on a bicycle, and was seen going in the direction of Fort Smith. W. H. McCullough, father of the runaway boy, telegraphed to Conway, and Constable Yeager met the adventursome bicyclist with the instructions to bring him home. The prodigal was returned to his father's mansion yesterday evening."

SATURDAY evening, the 21st inst., the club house of the Long Island Wheelmen was the scene of gay festivity. It was the occasion of the last of the "ladies' nights" for the season, and Mr. Wm. J. Clark and his committee of entertainment "did themselves proud." These receptions have been given every two weeks during the winter and have been greatly enjoyed by all. There were about two hundred persons present Saturday evening last, to enjoy a well-arranged programme of music, vocal and instrumental; recitations and dancing. Mr. Benj. Wechsler rendered a violin solo, accompanied by Mr. E. E. Newell; recitations most ably delivered by Miss Minnie C. Dorlon, among which was "The Farmer and the Wheel, or the new Lochinvar," by Will Carleton; Mr. Anton Sbrignadello executed an original piano solo; a very lovely contralto solo was sung by Miss Mattie Dorlan, accompanied by her sister, Miss Minnie Dorlon; Miss Leonore Bedell also sang a solo; all of which were greatly enjoyed, and most heartily applauded. Refreshments were served, and dancing was indulged in until a late hour.

W. S. DOANE, writing from Denver, Col., says: "The roads in most directions around Denver, and in the city, are fully up to the best Boston roads, and the climate is such that riding can be indulged in almost continuously the year round. Riders here are numerous. On Sunday, April 1st, I was invited to take a run with the Ramblers, an active club with a large membership, composed of some of the best young men of the city. Our destination was Mount Vernon, fourteen miles distant, and is looked on as the hardest ride round these parts. Fourteen men started out, and as soon as the city limits were passed the fun commenced. Your humble servant was among the first to see stars, and before we got home the captain (the fastest rider in town), recorded fifteen headers taken by nine men. There is a fine of ten cents for each header, so the captain had to collect $1.50 from the unlucky ones. The hills sustained their reputation for being fearful. The first ten miles had an up-grade of 500 feet, and the next four miles a grade of 2,500. It took three hours to cover the fourteen miles. On the way back it was down-grade, but the rough roads made care very necessary. April 29 there is to be a 25-mile handicap road race."

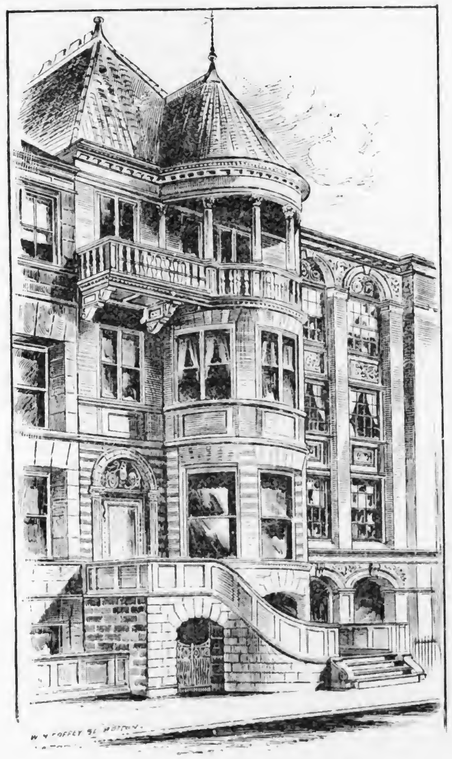
NO. 307, writing us in regard to the proposed aged men's race at Baltimore, says: "It gives me great pleasure, and much amusement, to note the interest taken by my fellow 'antiques' in the 'aged' rider question, and am delighted by your very handsome offer of a gold medal to be competed for at Baltimore. As the originator of the 'new departure,' will you allow me to suggest that the race be ten or fifteen miles, including, at least, three stiff hills, as, judging from my own experience, only such a race would bring out the "old ones'" best points, i. e., staying power, and grit. A two-mile *flat* race would simply make them subjects for ridicule, as they cannot compete with the speed made by their younger brethren, who, as spectators, would not be sparing of sneers and epithets." We must beg to differ with our good friend on the distance to be run, and on the charge that "sneers and epithets" would be indulged in. If we thought that "ridicule" was to be the result, we should discourage any such race. Ten or fifteen miles is to long, but we are willing to compromise on a five-mile road race if the consent of the authorities can be obtained, and it is the wish of the majority of the "aged riders" who form the entry list.

GOOD ADVICE.

"CLUB HOUSES AFTER GOOD ROADS."

I READ with so much interest what the rest of God's-good-folks (wheelmeen) write to the BICYCLING WORLD AND BULLETIN that I imagine if others could read of what we in Binghamton, N. Y., have done it would interest them perhaps a little. I'll just put it in form of an invitation: Come each and every wheelman to Binghamton, N. Y., you will see the "Parlor City," and a most beautiful city it is. As to our club, in point of beauty, I cannot brag much, but if the members of the club are not "pretty" they are practical; witness this fact that we have just completed a nine mile path, three feet wide along the highway and near the fence. Bridges have been built when filling in was impracticable. This gives us what we consider the finest bit of riding in America. I repeat the invitation to come and see for yourselves, and if you will only come in small sections of two or three at a time I can assure you that you will have a freee pass with the best of board, and we can lodge you in good shape at our rooms while you stay. A selfish desire prompts me to write this invitation. I want you to see what a club can do with good grit and a little cash, (our path has cost about $600) so that you can go home and build more paths like our own, and when we visit you and go out we can enjoy a good ride with as little exertion as possible. We must brace up and put more cash in roads and less in fine rooms, *club houses after good roads*, and we will all find more pleasure. Again I say come. If any wheelman has any questions to ask about our path, cost, or how we built it, in fact, any query bearing on the subject, I will gladly tell them all I know ('twont take long). There is nothing more interesting to me than this question of good roads. J. H. COPELAND.

Binghamton, N. Y.



NEW YORK BICYCLE CLUB.

WE present above a drawing of the New York Bicycle Club House, as it will appear when finished. Ground has been broken, and the work will be pushed so that, it is hoped, by July or August, at the very latest, the house will be completed. The contracts have all been placed, and the total cost of the building will be about $30,000. The house is to be situated on West End avenue, a location excellent from the fact that the riding surface is good from the very door. The material to be used is red sandstone and a special rough brick. The dimensions of house are 25x64; the lot is 25x99. The basement will be used as a wheel room, and will cover the whole area (25x64), thus giving accommodations for some 150 wheels. The first floor will contain a fine hallway and two spacious parlors, to be divided by heavy portieres. The feature in the first and smaller room will be a large fireplace. The staircase will be of heavy oak, as in fact will be the wood work of the first floor.

The second floor will be devoted to lockers, baths and committee rooms.

The third story will contain a restaurant, billiard room, and the janitor's living room. The loggia on this floor will be utilized by the members in warm weather.

The general character of the interior finish will be in keeping with that of the exterior, first class in every respect. A servant's stair-

case in the rear of the building will be put in. Every convenience for members that experience has taught to be disirable, will be incorporated in the plans and fittings. The New York club stands as one of the pioneers of cycling organizations in the United States, founded March 1st, 1882, by F. A. Egan, P. M. Harris, B. G. Sanford, M. G. Peoli, and T. D. Howard, it has ever been among the foremost and most enterprising clubs of this country. Last year the club was incorporated under the laws of the State of New York.

When the scheme of building was first broached and decided on, the Ixions, a lively club, decided to cast their lot with the New York Club, and so the combination was decided on, and these two strong clubs merged their interests "for weal or for woe," and became one.

Even in this period of magnificent bicycle club houses, the new building of the New Yorks will stand in the front rank, and that the evidences of prosperity and enterprise may never grow less is our earnest wish.

RACING.

ROWE SUCCUMBS TO W. WOOD.

A SPECIAL to the Boston *Herald* dated London, April 21, 1888, says: "At Jarrow, today, the bicyclist Rowe sustained another defeat, this time by Wood of Shields. They raced twenty miles for a stake of £175 in the presence of 5000 spectators. The weather was fair, but the track was soft, owing to the recent rains. The betting at the start was 11 to 10 on Rowe. Toward the finish both men reserved themselves for a spurt in the last lap, which, therefore, was very fast. Rowe made a splendid effort, bnt Woods gamely replied, and managed to cross the tape just a foot ahead. Time, 1h. 6min. 40 1-5 sec."

TERRE HAUTE (IND.) BICYCLE CLUB.

THE above club issues the following: "You are most cordially invited to attend the 'Spring Race Meet' of the above club, to be held Wednesday, May 30, 1888, at the Vigo County Fair grounds. Following is a programme of the races to take place: 1, one mile novice; 2, half mile 1:40 class; 3, one mile club championship; 4, half mile hurdle; 5, half mile State championship; 6, one mile 3:30 class; 7, quarter mile dash (flying start); 8, one mile amateur; 9, one mile Star; 10, one-eighth mile banana; 11, one mile road wheels (ridden by owner); 12, two mile State championship.

Gold medals will be awarded in championships. Bananas in banana race. Gold and silver medals as first and second prizes in other races. A special gold medal (by J. Fred Probst), to the winner of most closely contested race, not including Nos. 4 and 10. Races to begin at 2:30 sharp.

Entry fee to each race, excepting No. 10, fifty cents, no entry fee to No. 10.

There must be three competitors in each race. L. A. W. rules will govern all races, excepting 4, 7 and 10.

Entries close May 26 with J. Fred Probst, who will furnish any other desired information."

BROOKLYN BICYCLE CLUB.

The above club issues the following: "As the coming riding season of the club promises to be an eventful one, owing to our double membership, and in order to maintain our supreme record as the great road riders in the United States, we will offer six individual record medals, to be presented to the six men riding the greatest number of miles during the year commencing April 1, 1888, and ending April 1, 1889.

First and second medals gold; third and fourth medals gold and silver, and fifth and sixth medals silver.

Members wishing to compete for the above, must notify the captain on or before April 21st, and have cyclometers checked.

Approximate mileage will be received up to April 21st, after which cyclometer records only will be received from competitors.

The races for the season the track and road will be as follows:

Club Novice Series. One mile track race, five mile road race, ten mile road race.

Club Champion Series. Two mile track race, five mile road race, ten mile road race.

Gold medal to first, gold and silver medal to second, and silver medal to third in each of the series.

Entries for the above will close on the day previous to the first race. Entrance fee $1.00 for each series.

Open Races. Three mile track (handicap), twenty mile road race.

Gold medal to first, and silver medal to second in each event. Entrance fee $1.00 for each race.

Entries close one week before the day of either race.

In all the events there must be five starters, or no race will be held.

Notice of club runs will follow from time to time.

WOODSTOCK (ONT.) AMATEUR ASSOCIATION.

The fifth annual meet of the above association will be held at Woodstock, Ont., May 24, 1888. Elegant and costly first and second prizes will be given in the following events:

1. Bicycle club competition; 2, two mile green race; 3, one mile open; 4, five mile open; 5, half mile open; 6, two mile open to 6:20 class; 7, one mile open to three-minute class; 8, two mile championship of Oxford; 9, two mile lap race, open.

C. W. A. rules to govern all races. Green race to be ridden on road machines.

W. A. A. A. cup for the county championship to be won three times before becoming the property of the holder.

Entrance fee to all races, 50 cents. Post entries 50 cents extra.

Each event must have three starters or only one prize will be given.

All entries (except the farmers' race) must be made in writing to S. Woodroofe, Secretary W. A. A. A. on or before May 23d.

THE BUFFALO TOURNAMENT.

Editor Bicycling World: At last I am able to announce the dates of what will be the largest and most successful bicycle tournament the world ever saw. Having entered into an arrangement with the Buffalo International Fair Association we will hold a tournament Sept. 4, 6, 8, and will have the opening of the above fair on which Buffalo is spending a half million dollars, and I think the whole wheel world is to be congratulated on my success, for there is no doubt but that this tournament will give the wheel a great boom. I shall have entire charge of this department, and as Barnum would say, "this is to be the crowning effort of my life." Now, dear WORLD, I want you to do this event justice in your reading columns, and I ask you to give us a big start. I send you all of the information that I have at hand at present and will send more as fast as completed. I desire at this time to urge on cyclists the fact that now is the time to get ready to make an exhibit here that shall be a credit to the wheel. This part is important and should not be overlooked, for it will be a grand chance. We will give you special rates from Boston, and, in fact, from all of the large cities, and a chance to see the falls as an additional attraction. Yours truly,

848 Niagara street, Buffalo, N. Y. HENRY E. DUCKER,

[By addressing Mr. Ducker, as above, particulars can be obtained. We, however, shall give all information as fast as arrangements are completed. We shall take pleasure in lending our aid to make this tournament a great success. ED.]

LEAP YEAR.—A TRUE STORY.

IT was the monthly squabble night of the club. The venerable President had just decided that the Club Kicker was out of order on a knotty point concerning the number of buttons which should be put on the new uniforms (the Club Kicker is very tall, and wanted five, while little Blondy wanted four, and after an hour and a half's wrangling it took the meeting just ten seconds to decide that each member should have as many as suited his own fancy). As I said, the Club K. had just been sat upon, and the Secretary was taking down the names of the new Uniform Committee, the change having become necessary because of the universal desire to squelch the aforesaid Kicker, who had "delayed the game" to such an extent on several occasions as to make two mortal enemies for life. The calm, dignified President hesitated about the last name. The old committee in a little different order had been re-appointed, with the single exception of the K., and that individual sat in an aggravated state of self-conscious expectancy, much resembling that of a condemned criminal. All eyes were upon the Chair.

He spoke:

"Every gentleman," said he, "in this room, is either an officer of, or upon one or another of the important committees of the club, (there was just a quorum present). Now, I think this shows that unless the members have an active part in the management of the club, they sooner or later lose their interest, and I therefore nominate for the remaining position, Mr. Charles W. Sniffen, a comparatively new man."

Here I noticed that the Dude and the Secretary opposite exchanged glances, the former performing a feat greatly resembling the act of swallowing a wad of cotton. The President looked at him in astonishment, and then went on, saying, as if as an afterthought: "By the way, I hear that Charlie is likely to be married, engaged in fact"——

He got no further. The cotton must have been gun-cotton, judging from effects, for here the Dude exploded into a loud roar, as his eye again caught the Secretary's, while the latter was so extraordinarily affected that he doubled up and rolled completely off his chair, uttering at the same time a loud who-o-o-p.

Now, we flatter ourselves upon the possession of our President. Nothing ever ruffles his judicially severe serenity, but on this occasion, as he afterward allowed, he was considerably "phazed." Rising from his seat, after a moment of bewilderment, he demanded the cause of so extraordinary an outburst, addressing himself more particularly to the Secretary, who, in falling, had barked his, the President's, shins.

The gentleman addressed managed to control his face, and asked the Dude, who, by this time, had revived under the fairy-like manipulations of the Athlete and M. Mile Man, whether he'd "better tell it."

"Let her go," said the Dude, "you tell it, I'm sure I couldn't."

The President intimated that "it" would have to be pretty good in order to make up the loss of dignity, etc.—the Secretary, hearing which, let out another hole in his belt, and told the following tale:

Said he, "Shallow, over there, and I, went down the other night, to call on pretty Kittie C——. (Dudie didn't know I was to be there, or I should have been alone). You all know Kittie,—deucedly pretty—black eyes, cream, with a touch of brown, for complexion, and all that sort of thing—full of fun, and always up to some trick or other. Well, we had been there some time, the Dude and I each wishing the other would go. Conversation flagged. The Dude even tried to get off that old one of his about the party in 'East Grand street," but Kittie threatened to "go up stairs, so there now,' if he did, so he let up for once. Just to make a break, I asked who was the perpetrator of a crayon sketch of uncertain motive, which hung over the piano.

'Oh!' said Kittie, 'that's my sister Agnes, but you'd never know it. Charlie Sniffin did that. He's a young artist who's been coming here for about ten years to see her, and doesn't make any headway at all. If I was a man,' looking very hard at me, 'I'd make up my mind in less time than that.'

"Ah There, over there," and I exchanged looks, but didn't let on that we knew poor Charlie.

"Ah, really," said I, "I often see his works mentioned in the papers," for which I received a box on the ears that made my head swim, and which seemed to inordinately amuse the Dude.

'Don't try to tell me any of your stories, 'I'm fly,' as my brother Jack says,' said Kittie. 'Poor Mr. Sniffin, he doesn't like me, I tease him so.' Why, do you know, the other night he came to see Agnes,—of course Agnes had to get fixed up, and he sat in the parlor, alone; I opened the door softly and whispered, 'are you alone?'

'Yes,' said he, looking at me suspiciously.

I put on a look that completely threw him off his guard. Going to where he sat, I struck an attitude, quietly but dramatically, and exclaimed:

'Mr. Sniffin—Charles—no, do not start, but hear me, oh hear me. How can I express myself? How can I tell you all that has borne so heavily on my mind these long, weary months? Charles, I have long loved you from afar, but never, until now, dared to speak. Charles—Charles, be mine.'

Before I had finished he had fled behind the piano, retreating still further, as I made an attempt to throw myself at him.

'Miss Kittie, you—you ca-can't really mean——?'

'I do mean it. Charles, my own dearest Charles. It is leap year, and you must be mine,' and I started for him again.

He made a break for the door, and escaped just as Agnes came down stairs. He hasn't been to call since, and I think Agnes must be awfully hard hearted. I'm sure if my young man stayed away so long, I'd just pine away and die,' and she gave me a look that made up for the box on the ear, and only added fire to the inextinguishable jealousy of the Dude."

Here hostilities between the Secretary and the Dude seemed so imminent that the Chairman hastily adjourned the most tumultuous meeting in the history of the club, in order to keep the peace, forgetting entirely about the business in hand, and the tremendous interests thus jeopardized. EX-SECRETARY.

TRADE NOTES, CLIPPINGS, AND ALL SORTS.

WE hear that W. A. Rhodes has signed with the Springfield Bicycle Co. for the coming season.

THIS week we print a fac simile letter from Holmes & Co., which should be "read, learned and inwardly digested" by our patrons. A reference to their advertisement is suggested.

ON the morning of the 21st ult. the employees of Iver Johnson & Co.'s factory, Worcester, Mass., formed the Springfield Roadster Bicycle Club, with club room at 40 Central St. The club has twelve active members (all riding Springfield Roadsters), and good prospects for more.

WE understand that the Kingston Knitting Co. are manufacturing some beautiful goods for the cycling trade, and are meeting the popular demand for good styles and good goods at very reasonable prices. We refer our readers to their advertisement.

MR. H. B. HART, of Philadelphia, reports unusually heavy sales. Last Saturday he sold $900 worth of cycles; Monday, $1000; and Tuesday between $800 and $900 worth.

WE have received one of Smith's detachable luggage carriers. It certainly looks like one of the simplest things we ever saw. We shall give it a test at the earliest moment possible.

MR. ALEC HILL, of the Coventry Machinists' Co., has just returned from a trip to Washington and Philadelphia. We are pleased to hear that his trip has been a successful one. He has infused new life into the Coventry's agents, and consequently large sales are the result. He starts for the West next week.

"LINNEUS," of St. Louis, writes us: "H. D. Corey, of the Pope Mfg. Co., was in town during the early part of the month. He reported a large business done en route, and particularly mentioned large sales of Columbias at Cleveland and Dayton. Unlike some of the cycling travelling men, Harry makes it a point to get among the boys, and get acquainted with them, for which he is liked all the more. Come again soon and often, Harry, and bring your riding legs with you.

THERE is no finer safety made in all England than the celebrated Ivel, made by Dan Albone, and certainly Wm. Read & Sons have shown commendable enterprise in securing the United States agency for this rear driver. We are pleased to hear that orders for the Ivel are being booked rapidly. The first lot of Ivel safeties was received on Tuesday morning, and every one was sold before sunset, and many orders await the second lot now due.

THE belief is general that every business, professional, or working man or woman, in summer at least, deserves and needs to be allowed to enjoy the privilege of a weekly half holiday. Progressive business men, whether philanthropic or not, agree that the granting of such a privilege does no injury to the trade, but rather by its beneficial effect upon the general business and labor health, tends to clear headedness and renewed working vigor, which more than pay for the slight of time. In every large city, and in almost all of the larger towns, the early closing movement received a boom last season, and indications point to a more general adoption this season. A large portion of the stores begin their half-holiday early in May, and many of them close during the summer about an hour earlier on the other week days. The Pope Mfg. Co., of Boston, has published a beautiful lithograph of unique and artistic design, suitable to display in door, window, or office, announcing the hour of closing. By an arrangement of stickers any hour can be given. The company will present one of these lithographs free to any early closing store, or will send one upon receipt of a two-cent stamp to pay postage.

COMING EVENTS.

April 28—International match race, one mile, W. A. Rowe vs. Richard Howell, Wolverhampton, Eng.
May 12—International match race, ten miles, W. A. Rowe vs. R. Howell, Coventry, Eng.
May 30—New York and New Jersey Road-Racing Association Team Race, at Irvington, N. J.
May 30—Tournament at Oakland, Cal.
May 30—Tournament at Los Angeles, Cal.
May 30—Maine Division L. A. W. Meet, at Portland.
May 30—Tournament Terre Haute Bicycle Club.
June 18 to 20—League of American Wheelmen Annual Meet, at Baltimore, Md.
July 1—Canadian Wheelmen's Association, Annual Meet, at Belleville, Ont.
July 4—California Division L. A. W. Meet.
July 4—Tournament at Newcastle, Pa.
Sept. 4, 6, 8—Buffalo Tournament.

Second-Hand Wheels,

Bought, Sold and Exchanged. Send for Second-hand List and our large illustrated Catalog of Wheels and Accessories, with full particulars of our terms of easy payments. Of interest to every actual or prospective wheelman. Liberal discounts to agents on second-hand Wheels. Prices on all Wheels guaranteed as low as the lowest.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



Bicycles on Easy Payments.

Victor, Springfield Roadster, New Rapid, American Champion, Star, Rival, Otto and other Bicycles and Tricycles sold on Easy Payments with no extra charge except 8 per cent. interest. Low rates by fast freight or express. Bargains in Juvenile Wheels of Best Makers, at from $6.40 up. Large line of Accessories. REPAIRING AND NICKEL PLATING.

GEO. W. ROUSE & SON, 9 G St., Peoria, Ill.



ABBOT BASSETT, Secretary-Editor.

THE Missouri officials will raise money for the popular subscription by appealing to the members for individual offers.

THE District of Columbia Division has sent in its offering to the League treasury in the shape of a check for $25. Very good indeed.

THE suggestion that convicts be employed to repair roads, drain swamps, etc., comes up once more, and this time from the officials of the Knights of Labor, who are urging that this kind of work should be done by convicts instead of what they are now given, for the latter brings them into competition with the honest laborer.

ROWLAND EVANS, of Philadelphia, has compromised his case against the huckster Carnell, who ran him down in Fairmount Park. Carnell pays to Mr. Evans $75, and Mr. Evans agrees to withdraw his suit and permit the "whip-slinger" to return to Philadelphia, from which he has been a fugitive for some time. Mr. Evans was assisted in his suit by the Penn. Division, and he will return to the officials of that division all the money advanced except his necessary expenses.

"BASSETT makes a statement in his part of the paper, which is promptly contradicted or adversely commented upon by Editor Fourdrinier in his part, and as the latter has much more space at his disposal, and the last word always, he generally has the best of the controversy."—*Gazette*. The piece of cloth out of which the above statement is made never felt the scissors. We omit the deductions since they are based on that which has no existence. The "bickerings" that have been going on between our colleague and ourselves are merely the growth of a somewhat abnormal imagination possessed by our Western contemporary.

Spring Meet, Massachusetts Division.

To the Members Massachusetts Division, L. A. W.:

In accordance with a vote of the Board of Officers of this Division, arrangements are being made for a Spring Meet of the members on Decoration Day, May 30th, and early notice is given that members and wheelmen generally may arrange their outing on that day, so as to be present.

Your committee, desirous of promoting the interests of the Division, by making the members better acquainted with each other, thereby securing more united effort in the interests of the League in this State, and to induce wheelmen to join our organization, have planned an inexpensive but, they trust, enjoyable programme for the day, and ask the co-operation of all in securing a large attendance.

The programme, as now contemplated, is as follows:

Assemble in Copley Square, leaving there exactly at 9.30 A. M.; a run to some grove on Charles River, where boating, swimming, base ball, and various other sports can be indulged in, a picnic lunch to be served, and such impromptu entertainments as the committee can devise and execute.

The entire cost to those attending is not to exced $1, and many who cannot afford the time and expense to attend the annual meets of the Division are expected to avail themselves of this opportunity.

Captains of clubs are requested to call runs in accordance with this programme, and notify Dr. W. G. Kendall, 176 Tremont street, Boston, of their doing so, and how many members of their club will be likely to attend. Unattached wheelmen who intend to be present are also requested to notify Dr. Kendall, as it is necessary to know what the attendance will be in order to provide sufficient lunch.

Let every man who intends being present send a postal at once, and let every wheelman in Massachusetts make an effort to be present.

Further information as to details will be given prior to Decoration Day.

J. B. SEWARD,
W. G. KENDALL,
W. H. EMERY, } Committee.

Boston, April 19, 1888.

Stone and Hull Reinstated.

In accordance with the vote of the Racing Board, Percy Stone of St. Louis and W. C. Hull of San Francisco are hereby reinstated, on condition that they do not race again. Fraternally yours,

GERRY JONES, Chairman Racing Board.

The Connecticut Road Book.

This Road Book was announced to appear April 1, but some delay has occurred through a late addition to its contents, and change in style of binding, necessitating extra work in making the covers. It is now being bound, and copies will be delivered as fast as received from the bindery, but it will probably be May 1 before orders can be promptly filled. Orders may be sent to L. A. Tracy, Chief Consul, Hartford, Ct.

Missouri Appointments.

I have appointed W. A. Rutledge Consul for Monroe City and vicinity. All other Consuls are re-appointed until Sept. 1st. Yours fraternally,

W. M. BREWSTER.

St. Louis, Mo., April 20th, 1888.

Minnesota Wheelmen, Attention.

In view of the recent circular letter of inquiry mailed all chief consuls by the L. A. W. Executive Committee, asking temporary financial aid, it is important that an expression of your opinion regarding same should be fully and promptly made. The point at issue is this: We have a balance, not a large one, due us from the L. A. W. treasurer on April 1st. The chief consul's opinion is that as we are not in immediate need of this, having no contemplated road book under way, that it would be better to remain the League's creditor for some time longer, than take up time and incur extra expense by assessing each member a stated sum.

If each member reading this notice will consider himself personally addressed, and promptly reply by letter, he will confer a great favor on me.

With the best wishes for a prosperous growth the coming season, I remain,

Yours fraternally,

S. F. HEATH, Chief Consul.

April 7th, 1888.

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to date, and published in accordance with Article III. of the Constitution, which is as follows:

"Any amateur wheelman, in good standing, eighteen years of age or over, shall, with the indorsement of two League members in good standing, or of three reputable citizens of the United States or Canada, be eligible to membership in this League upon payment of an initiation fee of one dollar, and such dues for the year as may be provided for in the By-Laws. Upon the approval of the Board of Officers, or a committee thereof, two weeks after the publication of the name in a list of candidates in the official organ of the League, the applicant shall become a member."

Tickets will be issued seventeen days after the publication of names.

Candidates will please notice if their names and addresses are correct.

Members are requested to examine carefully these lists as they are published, and to report errors and omissions to the Secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the Secretary within two weeks from the date of publication, and contain specific charges so far as it is possible to make them. All such communications will be considered confidential.

List 136—Total 135—9266.

BOSTON, April 27, 1888.

CALIFORNIA DIVISION—5—331.

Ariel Bi. Club.

18465 Hewes, C. L., 1971 Grove st., Oakland.

Oak Leaf Bi. Club.

18446 Brown, A. G., Stockton.

Unattached.

18448 Skinner, W. C., Box 241, Los Angeles.
18447 Drake, Geo. F., 1720 Seward st., Oakland.
18445 Brewer, Edwin W., Pasadena.

CONNECTICUT DIVISION—1—394.

Unattached.

18489 Ackrill Harry F., New Haven Register, New Haven.

DISTRICT OF COLUMBIA DIVISION—6—87.

Washington Cycle Club.

18396 McCormick, Chas. C., 616 K st., N. W. Washington.

Unattached.

18466 Elliot, Chas. H., 1668 14th st., N. W. "
18393 Childs, Wm. E., Surg. Genl's. Office, "
18394 Clark, Chas. R., Money Order Office, "
18395 Harvey, Evert L., 2d, Auditor's Office, "
18397 Terrill, L. D., 1228 14th st., "

ILLINOIS DIVISION—13—524.

Harlem Wheelmen.

18449 Ryerson, John A., 135 Rush st., Chicago.

Kankakee Ramblers.

18498 Cobb, Walter, Kankakee.
18493 Darfee, Fred. "
18491 Halsey, W. S., "
18492 Halsey, N. G. Jr., "
18495 Kerr, Tom A. "
18494 Nichols, Emery, "
18497 Moore, B., "
18499 Seaver, J. H., "

Ottawa Cy. Club.

18398 Knensel, Gustave, 623 Illinois ave., Ottawa
18399 Wiley, Herbert C., 14 Court House, "

Quincy Bi. Club.

18490 Levy, Alfred J., 835 Broadway, Quincy.

Unattached.

18467 Chapman, G. S., Box 1700, Rockford.

IOWA DIVISION—4—118.

Cedar Falls Wheelmen.

18499 Bryant, Walter, Cedar Falls.
18500 Chase, H. L., "
18501 Hoag, Bert, "
18502 Hyer, H. J., "

KENTUCKY DIVISION—5—69.

Ruff Wheelmen.

18468 Alverson, W. D., Richmond.
18469 Mitchell, E. E., "
18470 Ruff, A. D., "
18471 Shackelford, D. B., "
18472 Turley, R. E., "

MAINE DIVISION—2—107.

Portland Wheel Club.

18503 Tuttle, Geo. O., 387 Congress st., Portland.
18504 West, Warren G., 33 Plum st., "

MARYLAND DIVISION—8—313.

Baltimore Cycle Club.

18421 Kappelman, E. L., 605 Carrollton ave., Baltimore.
18400 Mealy, W. R., 110 S. Howard st., "

Hagerstown Bi. Club.

18422 Wareham, E. A. Dr., Hagerstown.
18411 Martin, C. P., "

Unattached.

18473 Gunby, A. B., 411 W. Hoffman st., Baltimore.
18505 Jackson, Edw. S., 141 W. Townsend st., "
18507 Wiemer, W. Ringgold, 1719 Lafayette ave., Baltimore.
18506 Ramsburg, E. B., or E. Church st., Frederick.

MASSACHUSETTS DIVISION—11—1040.

Bay State Bicycle Club.

18423 Ingraham, H. B., 49 Park st., Worcester.

Cambridge Bi. Club.

18450 Norris, Edmund H., 18 Mason st., Cambridge.

No. Adams Wheelmen.

18414 McLaren, R. T., Box 386, Adams.

Worcester Bi. Club.

18452 Windle, W. W., West Millbury.

Unattached.

18413 Friedman, A., 105 Bedford st., Boston.
18412 Deane, Richard B., 18 Parchase st., Fall River.
18425 Worthen, Lewis E., 106 Main st., Haverhill.
18424 Lichtenstein, R. C., 274 Lamartine st., Jamaica Plain.
18415 Perry, Albert A., Box 223, Milton.
18401 Sawtelle, W. H., 58 Prospect st., Waltham.
18451 Bucker, W. E., 457 Southbridge, Worcester.

MICHIGAN DIVISION—6—211.

Mountaineer Bi. Club.

18453 Havens, Wm. H., Iron Mountain.
18454 Jones, J. Russell, "

Unattached.

18508 Walworth, A., 17 So. 5th st., Ann Arbor.
18427 Chapman, H. J., 441 Lafayette ave., Detroit.
18428 Densmore, E. J., 23 Howard st., "
18426 Wallace, J. W., Ypsilanti.

MINNESOTA DIVISION—7—89.

Minneapolis Bi. Club.

18509 Barwick, C., 17 No. 1st st., Minneapolis.
18510 Lacioe, Harry D., 1413 8th st. S., "
18511 Leachman, Henry P., 1417 Wash. ave. S., "
18512 Pauly, Will T., Pauly House, "
18513 Reid, Wm. J., 120 1st ave. No., "
18514 Schutz, Geo. P., 800 14th ave., "

Unattached.

18402 Bartlett, Geo. H., 14 4th st. S., "

MISSOURI DIVISION—1—284.

United Wheelmen.

18471 Ramsey, Harry C., K. C. Safe Deposit, Kansas City.

NEBRASKA DIVISION—3—81.

Unattached.

18515 Cole, Bert W., Grand Island.
18455 Addis, R. D., Lincoln.
18510 Merrill, G., Sutton.

NEW HAMPSHIRE DIVISION—3—91.

Manchester Bi. Club.

18456 Harvey, Fred S., Loco. Works Foundry, Manchester.
18457 Rice, J. H., 61 West Merrimack st., "
18458 Wheeler, R. A., 68 Lowell st., "

NEW JERSEY DIVISION—6—585.

Hudson Co. Wheelmen.

18459 Kinge, C. E., 327 1-2 Eighth st., Jersey City.

Morris Wanderers.

18416 Sullivan, Harry, Box 180, Morristown.

Unattached.

18518 Toplif, Cyrus L., Montclair.
18519 Van Vleck, Charles E., "
18517 Bartlett, Chas. A., Whitall, Tatum & Co., Millville.
18403 Defoe, S. A., M. D., Washington.

NEW YORK DIVISION—21—1981.

Auburn Cycle Club.

18475 Anderson, T. W., care Nye & Wait, Auburn.
18476 Hickok, J. L., 135 Wall st., "
18477 Holcomb, C. F., 40 Ross pl., "

Hoosac Wheelmen.

18432 Kincaid, Manfred D., Box 199, Hoosick Falls

K. C. W.

18408 Wardell, N. S., 30 Kosciusco st., Brooklyn.

League of Holland Wheelmen.

18417 Gunning, J. L., 18 West 60th st., New York City.

Poughkeepsie Bi. Club.

18520 Bowne, F., Box 237, Poughkeepsie.

Syracuse Cy. Club.

18404 Cherry, Walter B., 90 So. Clinton st., Syracuse.
18405 Hopkins, E. P., 70 University ave., "
18406 Sperry, B. N., 120 W. Genesee st., "
18407 Yale, Wesley A., 172 S. Salina st., "

Unattached.

18418 Jacobs, John H., 84 Newton ave., Astoria.
18521 Ormsbee, Allen, 183 Joralemon st., Brooklyn.
18429 Davidson, A. W., Greene.
18430 Rathbone, W. A., "
18431 Welch, C. W., "
18478 Bruyn, James V., Box 188, Kingston.
18479 Prall, Wm. C., Box 612, "
18480 Van Gaas Beck, Ed., Box 327, "
18522 Mayer, Wm. E., Box 131, Lancaster.
18460 Harrington, J. Stuart, 2 Court st., Watertown.

OHIO DIVISION—17—729.

Youngstown Bi. Club.

18437 Davis, C. W., Youngstown.
18438 Evans, H. S., "
18433 Kennedy, C. H., "
18439 Powers, Isaac, "
18434 McCay, Frank, "
18440 Jones, Fred., "
18435 Siegfried, Wm., "
18436 Zimmerman, W. W., "

Unattached.

18525 Schriber, M. F., 51 Harrison ave., Cincinnati.
18440 Corns, Harry, W. Woodbury ave., Columbus.
18480 Norton, C. B., Box 127, Conneaut.
18481 Davis, Geo. S., Wapakoneta.
18482 Hartman, H. "
18483 Knarr, John, "
18484 Ramsey, C. A., "
18485 Rauth, F., "
18526 Siegfried, F. H., Box 305, Youngstown.

PENNSYLVANIA DIVISION—8—1203.

Unattached.

18487 Achre, H. T. Clark.
18441 Beck, Chas., Hanover.
18420 Van Schoick, Robt., Kingston.
18443 Walker, R. L. Jr., Mansfield.
18409 Hertzler, John Z., Morgantown.
18442 Herzog, Lewis E., 1101 Pine st., Philadelphia.
18527 Myler, Will M., E. L. Stock Yard, Pittsburgh.
18410 Swartz, S. J., York.

RHODE ISLAND DIVISION—3—109.

Rhode Island Wheelmen.

18523 *Blackmar, Miss G. W.*, 14 Fuller st., Providence.
18444 *Bogman, Mrs. Lucy Gorham*, 161 Benefit st., Providence.

Unattached.

18524 Rice, Herbert W., 263 Washington st., "

TENNESSEE DIVISION—1—51.

Memphis Cycle Club.

18461 Thayer, Frank B., 265 Main st., Memphis.

VERMONT DIVISION—1—50.

Unattached.

18462 Bancroft, J. F., Saxton River.

WISCONSIN DIVISION—3—78.

Racine Bi. Club.

18488 Nichols, Geo. P., Racine.

Unattached.

18463 Arpke, Carl, Sheboygan.
18464 Keller, Emil H., "

LEAGUE CLUB RENEWALS.

CERTIFICATES have been filed in this office certifying that the following clubs will continue on the list of League clubs for and during the year 1888:—

Minneapolis Bicycle Club, Minneapolis, Minn.
Kankakee Ramblers, Kankakee, Ill.

All memberships in the League of American Wheelmen expired Jan. 17, and as all members must renew, so must all clubs. Before a club is entered on the list of 1888, the following certificate must be filed by the Secretary: "This certifies that the Blank Club will remain a League club for and during the year 1888. Blank, Blank, Sec."

LEAGUE MEET COMMITTEES AND HOTEL ARRANGEMENTS.

The annual meeting of the L. A. W. will be held at Baltimore, Md., June 18, 19, 20. Correspondence relating to matters connected with the Meet should be conducted with the chairmen of the different committees, as given below:—

General Committee.—Chairman, A. E. Mealy, 1521 Entaw place; Secretary, R. M. Lockwood, 1731 McCulloh street. This committee is made up of the chairmen of the different sub-committees, and has full control of the entire arrangements for the meet.

Finance Committee.—Chairman, W. H. Beatly, No. 92 Dugan's wharf.

Reception.—Chairman, Geo. S. Hagerty, care of Keen & Hagerty, Baltimore. All communication on securing advance hotel accommodations and storage of wheels must be addressed to this committee.

Transportation (Local).—Chairman, Jos. Chism, 10 E. Lombard street. All information as to how to reach Baltimore during the meet will be furnished by this committee, or by the

National Transportation Committee.—Chairman and Western representative, B. B. Ayres, 132 S. Hoyne avenue, Chicago, Ill.; Eastern representative, Geo. R. Bidwell, 323 West 58th street, New York.

Entertainment.—Chairman, Albert Mott, 1513 Barclay street, Baltimore.

Parade.—Chairman, E. P. Hayden, care of Drovers Mechanics, National Bank, Baltimore.

Races.—Chairman, Sam'l T. Clark, 2 and 4 Hanover street, Baltimore.

Tours and Runs.—Chairman, F. W. Pope, 7 South street, Baltimore.

Programme (Official).—Chairman, Milton S. Wood, care of A. Hoen & Co., Baltimore.

Press.—Chairman, C. R. Eisenbrandt, 424 E. Baltimore street.

Hotel Arrangements.—The Carrolton Hotel (American) can accommodate 150 guests; terms $2.50 to $4.00 per day; to L. A. W. members during the meet, $3.00.

The "Hotel Reanert" (European) can accommodate 100 guests; terms, single rooms, $1.50 to $3.00; double rooms, $2.50 to $4.00 per day; a reduction of 50 cents per day will be allowed L. A. W. members. Suites of apartments, containing parlor, bed, bath and toilet rooms, from $6.00 to $10.00 per day; a reduction of $1.00 per day to L. A. W. members.

The Entaw House (American), accommodations for 250 guests. Terms, $2.50 to $3.50 per day; to L. A. W. members during the meet, $2.00 to $3.00 per day, according to location of rooms.

Guy's Hotel (European), accommodation for 200 guests. Terms, single rooms, $1.50 per day; double rooms, $2.50 per day; with a probable reduction to L. A. W. members.

MASSACHUSETTS ROAD BOOK. Those who join the League in second quarter, paying $1.75, can get book of Sanford Lawton, Springfield, Mass., by paying ten cents. League members in other States can get book for $1.

NEW YORK ROAD BOOK. 200 pages. Price to Division members $1.50; to League members from other States, $1.50. Remit to A. B. Barkman, 608 4th Ave., Brooklyn, N. Y.

CALIFORNIA ROAD BOOK. 160 pages. M. R. Gibson, 612 Hyde St., San Francisco, Cal.

OHIO ROAD BOOK. Bound in leather, $1; in cloth, 50c. Frank C. Meyer, Canton, Ohio.

Application for Membership in the L. A. W.

188

ABBOT BASSETT, Secretary-Editor. (Box 5267, Boston, Mass.)

Dear Sir—Inclosed find $ for initiation fee and dues in the League of American Wheelmen to Dec. 31st next ensuing. I hereby certify that I am over 18 years of age, and that I am an amateur within the meaning of the League definition. I refer to the persons named below.

Signed,

P. O. Address.

Club.

City and State,

References:

(Each Applicant must give as references the names of two L. A. W. members or three reputable citizens.)

MEMBERSHIP FEE.—The Initiation Fee is $1.00; the Annual Dues are Twenty-five Cents a Quarter, in advance. In January, February or March, enclose $2.00; in April, May or June, enclose $1.75; in July, August or September, enclose $1.50; in October, November or December, enclose $1.25.

☞If you want a waterproof ticket holder, made of the best calf skin, with a receptacle for ticket, where it can easily be exposed to view, and a pocket for personal cards, send 25 cents extra. If you want your name, in gold, stamped on the holder, send 50 cents extra.

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In this Department, 15 cents a line. Cash must accompany the order.

HAVE YOU GOT a pair of Ball Pedals to sell? Give your lowest cash price and description to J. A. WHITTEMORE, Fairfield, Maine.

FOR SALE—Sparkbrook Tandem; excellent condition; new last year. Best offer over $175 takes it. Cost $260. E. N. BOWEN, 585 Main street, Buffalo, N. Y.

56-INCH Harvard Special; full nickeled; ball bearings; good condition. Price $55. C. W. WAGNER, Ann Arbor, Mich.

FOR SALE—Standard Columbia, bright and enamel, plain bearings, C. H. Bars, Spade Handles. First-class conditiou. $50.00. C. E. LATHROP, Armada, Mich.

FOR SALE—Marlboro' Club Tandem, new 1886, not used 1887; balls all round; safe, fast and satisfactory; first-class condition. Price $150. Address R. F. SHANNON, 907 Liberty st., Pittsburg, Pa.

FOR SALE—A 53-inch Apollo Bicycle; prime order; all improvements. Cheap. Address C. A. M., P. O. Box No. 2384, Boston.

FOR SALE—One 50-inch Ideal, in good condition; enamel and nickeled, with Lillibridge saddle; worth $50; will sell for $30, if taken at once. H. S. WEDMORE, Guilford, Conn.

$90. GREAT BARGAIN—54-inch Royal Mail; ball pedals, spade handles, &c., in perfect order. Has had no hard usage. Lock Box 973, Philadelphia, Pa.

FOR SALE CHEAP—50-inch Columbia Light Roadster, standard finish, 1886 pattern; ball bearings all around; cow horn handle bars; Kirkpatrick saddle; in first-class condition. For particulars address Box 2181, Ithaca, N. Y.

56-INCH Rudge Light Roadster, 1887 pattern, with Butcher Cyclometer; condition A No. 1. Price $100. Will pay any one $10 causing the sale. F. C. PIERCE, Smithport, Pa.

58-INCH English bicycle for sale. Balls all round, including pedals. Cow-horn bars, spade handles, and all modern improvements. New last fall. Owner going abroad. $70. takes it. GEORGE D. HAZARD, Room 83, Equitable Building, Boston.

FOR SALE—58-inch Expert, enamel and nickel, Kirkpatrick saddle, King of Road lamp; machine and tyres scarcely show a scratch; all just as good as new; good reason for selling. Price, $85.00. Address G. W. GAIL, Jr., care The Clark Cycle Co., Baltimore

FOR SALE OR TRADE—One Columbia Ladies' 2-track Tricycle. One 54-inch Expert Columbia (C) finish. One 50-inch Standard Columbia, full nickel; all of these wheels are as good as new, and will be sold cheap. Correspondence solicited. Will trade for a good Columbia Tandem. Address PALLISTER BROS., Ottumwa, Iowa.

FOR SALE—Sparkbrook Tandem, perfect order; new tires, ball pedals, cyclometer, lamp, buffer saddles, enamel and nickel trimmings. A bargain. H. E. BIDWELL, Pittsburg, Pa.

FOR SALE—New Columbia Light Roadster Tricycle, list $165; will sell for $140 cash. T. B. RAYL & CO., Detroit, Mich.

BRAND NEW New Mail, '88 pattern; warranted perfect. $115. CYCLE SUPPLY CO., 3 Berkeley street, Boston.

FOR SALE—American Star Special, and Expert Columbia 60-inch, at very low prices. Address P. O. Box 269, Cincinnati.

FOR SALE—Club Tandem; balls all around; in fine condition. Price $130. Apply Room No. 14, 32 Pemberton sq., Boston.

BICYCLE FOR SALE—A 56-inch American Rudge, in good condition. Price $75.00. ARTHUR H. TUCKER, Blue Hill, Mass.

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